

503
April 2021

Scramble



Ukrainian MiG-29s
Opération Mousquetaire
The 77th's Last Sting

DUTCH AVIATION SOCIETY



PC-24 9H-JZM was delivered in April 2020 and is currently operated by Albinati Aviation. (Zürich, 2 March 2021, Robert Erenstein)



Small Australian bizjets are very rare in Europe, and therefore it was a unique sight to have EMB500 of Navair Flight Operations on delivery from the factory in Melbourne (FL). (Amsterdam-Schiphol, 10 March 2021, Pino Tome)



Deliveries of the PC-24 are still proceeding at a rapid pace. Seen here on the compass swing at Stans is msn 217 HB-VSX. (25 February 2021, Stephan Widmer)

Scramble issue 503 has 112 pages, including three articles: Ukrainian MiG-29s, Opération Mousquetaire and The 77th's Last Sting. The first one is a 29-page long article with a full history of all MiG-29s (more than 220) ever to operate for the Ukrainian Air Force. Opération Mousquetaire talks about the almost yearly (every nine months) change of US Army equipment, in support of operation Atlantic Resolve. In 2020 the port of La Rochelle was used, now the port of Dunkirk was tested. The port operations and transfer of the helicopters and equipment is called Opération Mousquetaire (Operation Musketeer) by the French military. The 77th's Last Sting is a tribute to the Royal Australian Air Force's last operational squadron flying the Classic Hornet. Mid-December 2020 they organised a special event to commemorate this sad occasion.

New in our shop is Scramble Military Serials Europe 2021! It features 15,507 airframes spread over 45 sections, from Albania to the United Kingdom. The US forces based in Europe are included as well. It has the usual format: for every country, all types that are listed have at least one aircraft of that type active as of 1 March 2021, including those only used by technical schools. For types with a limited number still left, we only list the remaining active ones. This edition was compiled after Scramble 502, so subsequent updates on these lists can be found from this issue and onward.

As we have announced last year, we will soon publish an update on the Scramble World Airline Fleets edition. Due to COVID-19 we decided not to make a new publication for this year, because of the effects it has on the worldwide aviation industry. Most airlines still have huge parts of their fleets into storage, or have removed them indefinitely, and it is uncertain which of those aircraft will return to the air. However, even at slow rates new deliveries are still continuing and we will use that data to make a downloadable file, with updates to the SWAF 2020 edition.

Important dates

Scramble 504	
Deadline copy:	15 April 2021
Deadline photos:	22 April 2021
Planned publication date:	5 May 2021

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Cover Photo



The fourth edition of Exercise Baccarat, a yearly undertaking on a grand scale in the French Alps, took place in September 2020. One of the participating helicopters, NH90-TTH 1429/EBM of 5RHC, was photographed at Grenoble-Le Versoud by Björn van der Flier.

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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



The main difference with the photo we published in 2014 (issue 423, on the cover) are the additional titles on the fuselage of this MIAT Boeing 767. JU-1021 visited Amsterdam for the first time on the day this photo was taken. (Amsterdam - Schiphol, 10 February 2021, René Verschuur)

Amsterdam - Schiphol

February 2021			
01. D-CGGG	Lj31A	Jetcall	02 JCL3
D-ILWP	Ce525A	Excellent Air	02 ECA7C
LX-SAB	Falcon 900DX	Global Jet Lux	dep SVW56AB
N487MC	B747-45EF	Atlas Air	f/v GTI5421/8187
N868FD	B777-FS2	FedEx Express	f/v FDX9731/97
OE-LGJ	DHC-8-402	Austrian Airlines	f/v AUA371/2
OO-SBO	Falcon 8X	Flying Group	dep FYG121
OY-NDP	Ce525A	Blackbird Air Charter	BBB12
PT-MUI	B777-32WER	LATAM	02 TAM9554
02. D-BAHB	Falcon 2000LX	MHS Aviation	05 MHV20Y
D-BSUN	Do328-310	JoinJet	SUS274A/B
D-CEFO	Ce560XLS+	Air Hamburg	AHO338G
F-GUOC	B777-F28	Air France Cargo	03 AFR6909/1
G-RORA	EMB550	Centreline	CLF045
HA-JEV	Ce650	Jet Stream	JSH655/4
LX-JFW	PC-12/47E	Jetfly Aviation	dep JFA36V
OE-GLC	Ce680A	Goldeck Flug	GDK2
OE-LKP	A319-111	easyJet	06 EJU9043/7943
OY-HLM	AW189	Bel Air Aviation	03 BBX01B/100
TC-LGB	A350-941	Turkish Airlines	f/v THY1951/2
TC-NCS	A320-251N	Pegasus Airlines	f/v PGT1253/4
03. 4X-EDE	B787-9	El Al	ELY339/6
CS-DIY	Ce525B	Air Jet Sul	dep AJU521
D-AFAD	CL-604	FAI rent-a-jet	f/v 04 IFA1034
D-ILCG	Ce525A	ProAir	
EC-LYF	A330-302	Iberia	IBE3060/1
G-ZBJM	B787-8	British Airways	BAW430/1
M-OBIL	Ce525C	Ulla Popken Fashion	
N66D	Ce510	Heiko Sauer	
OE-FRM	Ce510	GlobeAir	GAC216E/188B
OO-XLS	Ce560XLS+	Air Service Liège	08
OY-HMP	AW189	Bel Air Aviation	BBX56B
OY-NCM	Do328-310	Sun Air (BAW c/s)	SUS275B/C
PT-MUI	B777-32WER	LATAM	TAM9555
TC-LGA	A350-941	Turkish Airlines	f/v THY1951/2
TC-LTB	A321-271NX	Turkish Airlines	f/v THY1953/4
UK67001	B767-33PERF	Uzbekistan Airways	UZB3587/8
04. F-GZHK	B737-8K2	Transavia France	10 TVF224/5
F-GZHN	B737-85H	Transavia France	dep TVF225
G-ZBJJ	B787-8	British Airways	BAW430/1
M-IFFY	Ce510	Xead Aviation	05
OK-RLV	G280	Avcon Jet	
OO-PAR	Ce525B	Abelag Aviation	AAB187
TC-LGC	A350-941	Turkish Airlines	f/v THY1951/2
05. D-BERT	Falcon 2000LX	Bertelsmann	BFD05T
HB-JHL	A330-343E	Swiss	06 SWR736/7
LX-SAB	Falcon 900DX	Global Jet Luxemb.	19 SVW56AB
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
OO-MBP	PC-24	European Aircraft Private Club	f/v
UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
06. D-CASH	EMB505	Air Hamburg	AHO281T/289P
		D-CHLR	EMB505
		EC-MJT	A330-202
		OK-RLV	G280
		07. EI-NEO	B787-9
		G-IPLY	Ce550 Bravo
		G-SAJC	ERJ145EP
		08. 4X-CUZ	BAe125-800XP
		CS-DIY	Ce525B
		D-CITY	Lj35A
		EC-MMY	B787-8
		G-DHJH	A321-211(F)
		HB-GLS	Beech B200
		M-BELL	PC-12/47E
		OO-XLS	Ce560XLS+
		PZ-TCU	B777-212ER
		09. 4X-WIA	IAI1125
		D-ILCG	Ce525A
		LX-JFB	PC-12/47E
		OK-NTU	Beech 400XT
		SE-RMB	Ce525B
		SE-RMR	Ce560XLS
		SP-RSS	B737-8AS
		UK67002	B767-33PERF
		10. D-CGER	Ce525B
		EC-MSY	A330-202
		F-GUOB	B777-F28
		F-GZHO	B737-8K2
		G-ZBJK	B787-8
		JU-1021	B767-34GER
		OE-GLR	Ce680A
		OE-LGK	DHC-8-402
		OO-ABB	A340-313E
		SE-RMB	Ce525B
		TC-CJB	ERJ135BJ
		11. G-ZBJI	B787-8
		PH-VCC	DA62
		TF-FIG	B757-23APF
		12. D-AHOI	ERJ135BJ
		D-IENE	Ce525A
		D-ILWP	Ce525A
		D-IPCG	Ce425
		D-ITRA	Ce525
		HB-JHL	A330-343E
		OE-FUX	Ce525A
		OO-JAQ	B737-8K5
		OO-SBO	Falcon 8X
		OO-XLS	Ce560XLS+
		YL-RAG	Saab 340A(F)
		13. D-BAHB	Falcon 2000LX
		D-CITY	Lj35A
		EC-MIL	A330-202
		LX-LAR	Lj45
		N853FD	B777-FS2
		Atlas Air Service	ATL9K
		Iberia	f/v IBE3060/1
		Avcon Jet	
		Neos	09 NOS573/873
		Regency Jet	LJC3
		Loganair	LOG840P/841
		Arrow Aviation	
		Air Jet Sul	09 AJU521
		Air Alliance Express	AYY116
		Air Europa	AEA1093/4
		Titan Airways	f/v AWC903W
		Lions Air Skymedia	f/v 2x
		B L Bell	dep
		Air Service Liège	10
		Surinam Airways	03 SLM994/ -
		Israel Aircraft Industries	f/v
		ProAir	
		Jetfly Aviation	JFA50N/43F
		Time Air	TIE124U
		Royalair	10
		Svenskt Industriflyg	JET5
		Ryanair Sun	f/v RYR6013/4
		Uzbekistan Airways	UZB3587/8
		Excellent Air	ECA12C 2x
		Iberia	IBE3060/1
		Air France Cargo	AFR69091
		Transavia France	15 TVF224/115
		British Airways	BAW430/1
		Mongolian Airlines	f/v MGL3143/4
		Goldeck Flug	GDK1
		Austrian Airlines	f/v AUA375/6
		Air Belgium	SLM3004/993
		Royalair	14
		Rep. of Turkey Min. of Health	
		British Airways	BAW430/1
		Cav-Okay	12
		Icelandair Cargo	f/v 12 ICE756/7
		Air Hamburg	AHO721E
		ProAir	f/v
		Excellent Air	ECA7C
		Dr Krause	
		Transavia Flug	
		Swiss	13 SWR736/7
		Bairline	23
		TUI Belgium	17 JAF090F/7351
		Flying Group	19 FYG122/1
		Air Service Liège	13
		RAF - Avia	16 MTL785C/781P
		MHS Aviation	17 MHV20Y
		Air Alliance Express	AYY107
		Iberia	f/v IBE3060/1
		Luxemb. Air Ambulance	14 LRQ53C
		FedEx Express	f/v FDX9733/96

OE-FNP	Ce510	GlobeAir	GAC874Y/763Z	N703CK	B747-412BCF	Pacific Air Cargo	f/v CKS205/6
OE-HUB	Ce750	Bairline	14	N904AR	B747-428ERF	Sky Lease Cargo	KYE4871/2
SP-TTA	Beech 400A	Smart Jet	SAH59P	OE-ISX	Falcon 7X	IJM	dep IJM011
14.D-AVIB	ERJ135BJ	Air Hamburg	15 AHO564G	OO-MMT	Ce560XLS	Air Service Liège	22
D-IUVH	Ce510	Haacke LTIF	16	OO-SBO	Falcon 8X	Flying Group	FYG122/44S
SE-RMB	Ce525B	Royalair	24	22.HA-JEX	Ce650	Jet Stream	f/v JSH669/70
TC-NCI	A320-251N	Pegasus Airlines	f/v PGT1253/4	HZ-MF8	B787-8	Min. of Fin. & Eco.	f/v arr SVA9057
15.9A-DWA	Ce525A	Winair		N334QT	A330-243F	Avianca Cargo	f/v TPA4047/6
D-AFAN	CL-850	FAI rent-a-jet	IFA6041	OO-ABB	A340-313E	Air Belgium	SLM994/3003
F-GZHI	B737-86J	Transavia France	19 TVF109/051	OO-ACO	Ce510	Air Service Liège	
OO-ABB	A340-313E	Air Belgium	SLM994/3003	OO-MMT	Ce560XLS	Air Service Liège	24
16.D-CUGF	Ce525B	Stuttgarter Flugdienst	ATL4U	S5-CEF	Ce525	Eagle Express	f/v
D-IJLJ	Ce525	ProAir		23.9H-FCB	Falcon 7X	Albinati Aviation	25 ULC34
EC-NKH	Ce680A	Boluda	f/v 17	D-ICCG	Ce525A	ProAir	2x
G-CLAA	B747-446F	CargoLogic Air	CLU5307/8	OE-FIT	Ce510	GlobeAir	24 GAC349A/238B
OE-FSP	Ce525A	Pink Sparrow	SOW4	OK-SLX	Ce560XL	Silesia Air	24 SUA633/642
TC-CJB	ERJ135BJ	Rep. of Turkey Min. of Health		24.B-30FM	A350-941	China Eastern	f/v CES7825/6
17.D-CXLS	Ce560XLS+	Air Hamburg	18 AHO339Y	D-AJHW	ERJ190LR	German Airways (a/w)	25 GER821/2
D-AFAN	CL-850	FAI rent-a-jet	IFA6041	D-BLDI	Ce750	Baden Aircraft	BAO8261
EC-MAA	A330-302	Iberia	IBE3060/1	D-CAWN	Ce680A	Aerowest	25
G-ZBJH	B787-8	British Airways	BAW430/1	D-CBBS	EMB505	German Private Jet	PVD97A/65W
N66D	Ce510	Heiko Sauer		EC-MMG	A330-202	Iberia	IBE3060/1
N194ER	Ce510	Blue Sky Aviation	2x	G-ZBJB	B787-8	British Airways	BAW430/1
OE-GXT	Ce525C	Int'l Jet Management	18 IJM188	OE-FIT	Ce510	GlobeAir	GAC238C/892U
OK-PFY	Beech 400XT	Time Air	f/v TIE145F	OO-ABA	A340-313E	Air Belgium	SLM3004/993
OO-ABA	A340-313E	Air Belgium	18 SLM3004/ABB3006	SE-RMB	Ce525B	Royalair	27
OO-ABB	A340-313E	Air Belgium	SLM3005/993	25.D-CAWN	Ce680A	Aerowest	26
OO-JNL	B767-304ER	TUI Belgium	18 JAF921F/9210	D-FALK	Ce208	Business Wings	26 JMP242/251
OO-XLS	Ce560XLS+	Air Service Liège	20	D-IOHL	Ce525A	Excellent Air	ECA3C
OY-NCM	Do328-310	Sun Air (BAW c/s)	SUS288B/C	D-ITRA	Ce525	Transavia Flug	
18.D-CKJE	EMB505	Air Hamburg	19 AHO291A/253R\	G-ZBJF	B787-8	British Airways	BAW430/1
D-IEMO	Raytheon 390	Projet		N-OBIL	Ce525C	Ulla Popken Fashion	
G-ZBJG	B787-8	British Airways	BAW430/1	OE-FCB	Ce510	GlobeAir	26 GAC763B/748J
TC-NCN	A320-251N	Pegasus Airlines	f/v PGT1253/4	OE-ISX	Falcon 7X	Int'l Jet Management	arr IJM011
19.9H-VCN	CL-350	VistaJet Malta	VJT437	OO-MMT	Ce560XLS	Air Service Liège	26
D-CICU	Lj45	Jetcall	JCL7	PH-NXA	ERJ195E2STD	KLM Cityhopper	del KLM9966
D-CXLS	Ce560XLS+	Air Hamburg	21 AHO339Y/392Q	TF-FIG	B757-23A(F)	Icelandair Cargo	ICE756/7
D-IEMO	Raytheon 390	Projet	20	YU-SCJ	Ce525	Prince Aviation	PNC9CJ
D-ICCG	Ce525A	ProAir	f/v	26.CS-TUQ	A330-941	TAP Air Portugal	f/v 27 TAP9604/547
F-GZHU	B737-8K2	Transavia France	26 TVF050/1	D-AAHO	ERJ135BJ	Air Hamburg	f/v AHO823E/898R
HB-JMH	A340-313E	Swiss	20 SWR736/7	D-CAWN	Ce680A	Aerowest	27
HB-JOE	G550	ExecuJet Europe	VCN121	F-GZHS	B737-84P	Transavia France	arr TVF050
HZ-AR28	B787-10	Saudia	f/v SVA215/6	HB-JDC	A320-271N	Swiss	f/v 27 SWR736/7
N27052	Eclipse 500	Commodore Holdings	arr	N120RB	Cirrus SF50	APG Aviation	f/v arr
OE-FHK	Ce510	GlobeAir	GAC892V/781W	OO-JAQ	B737-8K5	TUI Belgium	arr TFL7332
OE-FZB	Ce510	GlobeAir	20 GAC249S/138T	OO-MMT	Ce560XLS	Air Service Liège	28
OO-JAQ	B737-8K5	TUI Belgium	24 TFL7352/073P	OY-MGA	Falcon 2000LX	Air Alsie	MMD6335
OO-JNL	B767-304ER	TUI Belgium	20 JAF9320/931F	27.D-IBJJ	Ce525A	Air Hamburg	28 AHO154Y/186V
OY-MGA	Falcon 2000LX	Air Alsie	MMD6335	EC-MIL	A330-202	Iberia	IBE3060/1
20.D-ISUN	Ce525A	Excellent Air	21 ECA5C	N284DH	B767-304ERF	DHL / Kalitta	f/v 28 CKS546/7
EC-MMG	A330-202	Iberia	IBE3060/1	OO-AMR	Ce525A	Air Service Liège	28
SP-ATT	Beech 400A	Smart Aero Solutions	SAH48P	SE-RMB	Ce525B	Royalair	28
TC-RBF	A321-251NX	Pegasus Airlines	f/v PGT1253/4	VP-BFE	A320-214	Aeroflot	f/v AFL2694/5
VP-BFA	A320-214	Aeroflot	f/v AFL2694/5	28.CS-EJA	Ce560XLS	EJME (Portugal)	arr JME387Y
21.A6-ECG	B777-31HER	Emirates	UAE147/201	D-AVIB	ERJ135BJ	Air Hamburg	AHO590E
A6-EQJ	B777-31HER	Emirates	div KJFK UAE201/148	G-TUIF	B787-8	TUI UK	f/v TOM8658
D-ICCG	Ce525A	ProAir	22	HB-AZG	ERJ190E2STD	Helvetic	f/v SWR728/9
M-IFFY	Ce510	Xead Aviation	27	LX-SAB	Falcon 900DX	Global Jet Luxemb.	arr SVW56AB



Ad Jan Altevoigt took this photo during a short cold spell that held the Netherlands in its grip in the first week of February. Emirates Boeing 777 A6-EQA is being de-iced shortly before departing back to Dubai. (Amsterdam - Schiphol, 7 February 2021)



In December 2015 this Cessna Citation was added to the Swedish register as SE-RMB, initially being operated by H-Bird Aviation Services. From March 2017 onward it was operated by Svenskt Industriflyg and as of October 2019 the Cessna 525B is being operated by Royalair. The registered owner is linked to well known Dutch businesswoman and TV personality Nikkie Plessen. (Amsterdam - Schiphol, 10 February 2021, Robert Eikelenboom)

LY-VTA	CRJ200LR	KlasJet	arr KLJ977	OE-FRS	Ce525A	Pink Sparrow	SOW3
OE-LGN	DHC-8-402	Austrian Airlines	f/v AUA375/6	10. D-IJLJ	Ce525	Cessna Düsseldorf C.S.C.	
OK-JFA	Beech 400XT	Time Air	TIE168J	N313SP	Ce525	Tradlux	arr
OO-MMT	Ce560XLS	Air Service Liège	arr	OE-FRS	Ce525A	Pink Sparrow	SOW3
OO-XLS	Ce560XLS+	Air Service Liège	arr	11. 9H-VCG	CL-350	VistaJet	VJT486
PH-NXB	ERJ195E2STD	KLM Cityhopper	del KLM9966	OE-FRS	Ce525A	Pink Sparrow	SOW3

On the 8th Titan visited with a passenger Airbus that has been converted to freighter.

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

Rotterdam - The Hague

				February 2021			
01. RN01	NH90-NFH	40sq	*BAF701	PH-LBR	Ce208B	Skydive Rotterdam	arr
D-IATE	Ce406	Air-Taxi Europe	02 TWG211/111	PH-WTG	EC135P2+	HeliCentre	13
N40NS	Global 7500	One Campus Drive Services	dep	13. D-CAHO	Ce560XLS+	Air Hamburg	AHO496K
OE-FMU	Ce525	Pink Sparrow	SOW1	N417RK	PA-46-350P	Marco van der Horst	
OO-GLM	Ce680	Air Service Liège	arr	OE-GJM	Ce560XLS	Pink Sparrow	SOW5
OO-MMT	Ce560XLS	Air Service Liège	12	14. OE-GJM	Ce560XLS	Pink Sparrow	SOW5
02. LN-AWB	Lj45	Airwing	03 NWG722/31	15. CS-CHK	CL-350	NetJets Europe	NJE592T
OE-FRS	Ce525A	Pink Sparrow	SOW1	HB-IKS	CL-601-3A	JABJ	
OO-PRM	Ce510	Air Service Liège		N600TJ	PA-46-600TP		
03. CS-PHD	EMB505	NetJets Europe	05 NJE3NX/644E	OE-FGI	Ce525	Pink Sparrow	SOW2
D-IPPY	P180	AirGo	15 XGO4RD/PB	OE-XYK	R44	Heli & Co	16
LN-LFS	DA42	CAE Oslo		16. 97-0400	C-37A	99th AS	17 SAM615
OE-FRS	Ce525A	Pink Sparrow	SOW3	OE-FSP	Ce525A	Pink Sparrow	SOW4
OE-XYK	R44	Heli & Co	04	OE-XYK	R44	Heli & Co	
OO-CEJ	Ce525	Air Service Liège	13	OO-NSZ	AS365N2	Netherl. Coastg.	Rescue06/NCG06
OO-XLS	Ce560XLS+	Air Service Liège		17. CS-PHK	EMB505	NetJets Europe	18 NJE2CP/9FF
04. F-HATV	Ce680A	Astonjet	ASJ110	OE-FSP	Ce525A	Pink Sparrow	SOW4
N134EC	P180	Fly Invest	arr	PH-RIS	EC130B4	KNSF Flight Services	
OE-FRS	Ce525A	Pink Sparrow	SOW3	18. CS-PHK	EMB505	NetJets Europe	19 NJE2CP/358C
OE-XYK	R44	Heli & Co		D-ITRA	Ce525	Transavia Flug	
OO-NHV	AS365N3	Netherlands Coastguard	NCG10	HA-YFK	Beech 400A	Fly-Coop	FCA1FK/2FK
PH-TTR	H135	ANWB - MAA	Lifeline1	M-ARIA	G550	SDQ Aviation IOM	22
05. G-UMMI	PA-31-325	2Excel Aviation	RRR8000	OE-FSP	Ce525A	Pink Sparrow	SOW4
LN-LFS	DA42	CAE Oslo	*	19. CS-PHN	EMB505	NetJets Europe	NJE2TN/115T
LN-LFS	DA42	CAE Oslo		D-FCAE	Ce208B	COWI	tdy 25 HEX04
OE-GJM	Ce560XLS	Pink Sparrow	SOW5	D-GHEA	P68	Polizei	IBIS7
06. D-CEIS	Ce680	E-Aviation	EFDS6	OE-FSP	Ce525A	Pink Sparrow	SOW4
D-CWAY	Lj55	Quick Air	QAJ3312	20. D-IENE	Ce525A	ProAir Aviation	22
D-IAHT	MU-2B-26A	Fly-Point	22	OE-FSP	Ce525A	Pink Sparrow	SOW4
OE-FRS	Ce525A	Pink Sparrow	SOW3	OO-CCJ	Ce525	Air Service Liège	22
08. CS-DXM	Ce560XLS	NetJets Europe	09 NJE2BM/5EC	21. D-CXLS	Ce560XLS+	Air Hamburg	AHO392Q
D-IENE	Ce525A	ProAir Aviation	11	OE-FRS	Ce525A	Pink Sparrow	SOW4
N999RG	PA-46-500TP			22. C-GPPW	DHC-8-402	De Havilland Canada	f/v
OE-FRS	Ce525A	Pink Sparrow	SOW3	OE-GJM	Ce560XLS	Pink Sparrow	SOW5
PH-HWM	CL-605	ASL	13	PH-DOC	H135	ANWB - MAA	dep
PH-SFF	PC-12/47E	Silver Flight		PH-HVB	EC135T2+	ANWB - MAA	arr
09. 9H-TGR	Ce525B	Hyperion Aviation	HYP032	23. CS-PHF	EMB505	NetJets Europe	NJE594K/373U
G-UMMI	PA-31-325	2Excel Aviation	RRR8001	D-ITRA	Ce525	Transavia Flug	
HA-JEX	Ce650	Jet Stream	JSH669/70	OE-FRS	Ce525A	Pink Sparrow	SOW3
				OO-NHU	AS365N3	Netherlands Coastguard	NHX12

24.258	Lj45	102sq	IRL258	PH-DWS	ERJ135LR	Air Charters Europe	arr JNL0792
D-EOPG	PA-46-350P		25	VQ-BWT	B747-412(F)	Longtail Aviation	LGT6603/4
N240LG	Falcon 900EX	Liberty Global Europe	26	07.9H-SOL	A340-313X	Hi Fly Malta (a/w)	08 HFM7895/9
OE-FRS	Ce525A	Pink Sparrow	SOW3	A6-EBM	B777-31HER	Emirates	f/v UAE9751/2626
OO-CCJ	Ce525	Air Service Liège	01	A7-BBD	B777-2DZLR	Qatar Airways	f/v QTR8008/9
25.N92FX	Global Express	Flexjet	LXJ92	A7-BBI	B777-2DZLR	Qatar Airways	f/v QTR8028/9
OE-FMU	Ce525	Pink Sparrow	SOW1	G-EZGI	A319-111	easyJet	12 EZY9012/02
OY-JSW	Ce525A	Flexflight	FXT425	LN-AGR	Falcon 7X	Air Alsie	MDT9
26.14+05	Global 6000	FBS BMVg	*GAF686	PH-EXL	ERJ175STD	KLM Cityhopper	div KLM1852/9955
D-CXLS	Ce560XLS+	Air Hamburg	AHO369D	PH-EZT	ERJ190STD	KLM Cityh.	08 div KLM1362/9975
OE-FSP	Ce525A	Pink Sparrow	SOW4	08.9H-FOX	A340-313X	Hi Fly Malta (a/w)	f/v 09 HFM7895/1
PH-MAS	P68C-TC	Miramap Aerial Surveys	28	A6-EBK	B777-31HER	Emirates	f/v UAE9743/58
PH-RIS	EC130B4	KNSF Flight Services		A6-EGN	B777-31HER	Emirates	f/v UAE9751/2626
27.OE-FGI	Ce525	Pink Sparrow	SOW2	D-AEOT	ERJ35BJ	Air Hamburg	AHO579B/753Q
28.D-FCAE	Ce208B	COWI	tdy 05 HEX04	PH-JRC	ERJ135BJ	JetNetherlands	15
D-ICBA	Ce525A	ProAir Aviation		SP-KPV	Saab 340A(F)	SprintAir	SRN340/2
D-IOHL	Ce525A	Excellent Air	02 ECA3C	VQ-BWT	B747-412(F)	Longtail Aviation	09 LGT6604/1000
OE-FGI	Ce525	Pink Sparrow	SOW2	09.A7-BEJ	B777-3DZER	Qatar Airways	f/v QTR8008/9
OO-SUN	Ce510	Air Service Liège	arr	C-GKSQ	DHC-8-315	World Wide Aircraft Ferrying	arr

The Dash 8 on the 22nd was in full Biman Bangladesh colours and is destined to become S2-AKE.

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

Maastricht - Aachen

February 2021							
01.G-EZDJ	A319-111	easyJet	07 EZY9001/13	SP-KPV	Saab 340A(F)	SprintAir	SRN340/2
G-EZTA	A320-214	easyJet	dep EZY9002	VQ-BWT	B747-412(F)	Longtail Aviation	12 LGT7707/6603
SP-KPV	Saab 340A(F)	SprintAir	SRN340/2	12.EI-GEA	CRJ900	CityJet (a/w)	dep BCY042P
VP-BJP	B777-367ER	Nordwind Airlines	NWS9480/1	EI-GED	CRJ900	CityJet (a/w)	arr BCY041P
VQ-BWT	B747-412(F)	Longtail Aviation	dep LGT6603	G-ECOJ	DHC-8-402	HEH Avn B'ham Bet.	arr SXI2105
02.A6-EGD	B777-31HER	Emirates	f/v UAE9257	G-EZBY	A319-111	easyJet	18 EZY9001/6
SP-KPV	Saab 340A(F)	SprintAir	SRN341/2	SP-KPV	Saab 340A(F)	SprintAir	SRN341/2
VP-BJG	B777-2Q8ER	Nordwind Airlines	NWS9024/5	13.VQ-BWT	B747-412(F)	Longtail Aviation	14 LGT6604/5504
03.PH-CUA	Saab 340B	CU Air (a/w)	dep JNL0077	14.OO-ACO	Ce510	Air Service Liège	
SP-KPV	Saab 340A(F)	SprintAir	SRN341/2	OO-PKX	Ce750	Air Service Liège	
04.A7-BCK	B787-8	Qatar Airways	f/v QTR8781	VP-BJJ	B777-2Q8ER	Nordwind Airlines	f/v NWS9132/5
D-HLDM	EC135P2	ADAC Luftrettung	CHX21	YR-ASD	A318-111	TAROM	ROT7301/2
D-ISCH	Ce525A	Gerhard Schubert		15.OO-CCJ	Ce525	Air Service Liège	
EI-XLP	B777-312	Rossiya	f/v SDM4511/2	VQ-BWT	B747-412(F)	Longtail Aviation	LGT5503/6
NX139LZ	L-39C	Skyline Aviation	tdy 11	16.ER-BAJ	B747-412(F)	Aerotrans Cargo	ATG4464/5
SP-KPV	Saab 340A(F)	SprintAir	SRN341/2	OE-IJB	A320-214	easyJet Europe	21 EJU9040/4
VQ-BWT	B747-412(F)	Longtail Aviation	05 LGT7701/6603	OO-CCJ	Ce525	Air Service Liège	arr
05.OE-ICU	A320-214	easyJet Europe	dep EJU9041	YL-RAG	Saab 340A(F)	RAF-Avia	MTL781P/C
OE-LQX	A319-111	easyJet Europe	11 EJU9040/3	17.A7-BBC	B777-2DZLR	Qatar Airways	f/v QTR8024/5
SP-KPV	Saab 340A(F)	SprintAir	SRN341/2	18.G-EZDL	A319-111	easyJet	24 EZY9005/2
TC-ACN	Global XRS	Deniz Finansal Kiralama		PH-FJK	Ce525B	ASL	
06.ER-BBC	B747-433(F)	Aerotrans Cargo	f/v ATG5547/8	19.EI-FPX	CRJ900	CityJet (SAS c/s)	arr BCY041P



This Piper was entered into the register of the United Kingdom in June 1979 as G-BGSO. In August 1992 the aircraft was reregistered to UK registration mark G-UMMI. From August 2012 it is owned by 2Excel Aviation. The PA-31-310 is currently being used by the Royal Air Force. (Rotterdam - The Hague, 5 February 2021, André Wadman)



The Hessen police squadron took delivery of its fixed-wing VulcanAir P68 Observer 2 reconnaissance aircraft in March 2012. Maarten Visser Sr was able to capture D-GHEA when it made a visit to Rotterdam - The Hague on 19 February 2021.

VQ-BWT	B747-412(F)	Longtail Aviation	LGT5503/4	OK-ZZK	DA42	JetAge	div
20. G-KKEV	DHC-8-402	HEH Avn Exeter Bet.	dep	07. N5062	Cirrus SF50	Stefano Cestarelli	12
VQ-BWT	B747-412(F)	Longtail Aviation	LGT5503/4	09. OE-XXL	R44	Heli & Co	10
21. OE-LQF	A319-111	easyJet Europe	23 EJU9043/7	PH-BCD	B737-8K2	KLM	dep KLM9870
TF-BBN	B737-4B3(F)	Bluebird Nordic	f/v BBD261	PH-BCL	B737-8K2	KLM	arr KLM9875
23. A6-EGG	B777-31HER	Emirates	f/v UAE9257	PH-BGA	B737-8K2	KLM	dep KLM9872
CS-CHJ	CL-350	NetJets Europe	NJE458H/279H	PH-BXC	B737-8K2	KLM	dep KLM9876
D-FORH	PC-12/47E	Air Independence		PH-BXD	B737-8K2	KLM	dep KLM9868
G-PKHA	PC-12/47E	Pilatus Beheer		PH-BXF	B737-8K2	KLM	dep KLM9874
OE-LQM	A319-111	easyJet Europe	25 EJU9046/4	PH-BXH	B737-8K2	KLM	dep KLM9866
24. ER-BAJ	B747-412(F)	Aerotrans Cargo	ATG9982/3	PH-BXM	B737-8K2	KLM	arr KLM9873
G-EZOI	A320-214	easyJet	01 EZY9001/8	PH-BXV	B737-8K2	KLM	arr KLM9871
25. CS-CHH	CL-350	NetJets Europe	NJE6XJ/415D	PH-BXY	B737-8K2	KLM	arr KLM9865
OE-LQI	A319-111	easyJet Europe	03 EJU9043	10. PH-BCA	B737-8K2	KLM	arr KLM9869
26. A7-BFV	B777-F	Qatar Airways	f/v QTR8140	PH-BCB	B737-8K2	KLM	dep KLM9878
28. A7-BCJ	B787-8	Qatar Airways	f/v QTR8008/9	PH-BGB	B737-8K2	KLM	dep KLM9874
G-SPTX	Falcon 7X	Jet Concierge Club	01	PH-BXA	B737-8K2	KLM	dep KLM9876
PH-EZF	ERJ190STD	KLM Cityhopper	div KLM1776	PH-BXB	B737-8K2	KLM	arr KLM9865
PH-EZV	ERJ190STD	KLM Cityhopper	div KLM1838	PH-BXE	B737-8K2	KLM	dep KLM9866
PH-EZY	ERJ190STD	KLM Cityhopper	div KLM1582	PH-BXG	B737-8K2	KLM	arr KLM9871
YR-ASD	A318-111	TAROM	ROT7301/2	PH-BXL	B737-8K2	KLM	arr KLM9867
				PH-BXU	B737-8K2	KLM	dep KLM9870
				PH-BXZ	B737-8K2	KLM	dep KLM9872
				PH-HSD	B737-8K2	KLM	dep KLM9868
				PH-PXA	EC135P2+	Nationale Politie	ZXP01
				PH-ZAZ	Beech B200	Zeusch Aviation	
				11. N965AP	Cirrus SF50	Cirrus Design	dep
				PH-FVD	R44	Rotarywings	
				13. N707SN	Cirrus SF50	Vision Jet	dep
				14. OO-ACO	Ce510	ASL	2x
				17. OK-RLV	G280	Avcon Jet	
				19. OO-ACO	Ce510	ASL	
				20. N12EB	Cirrus SF50	Eric Bonnet	arr
				22. OE-XXL	R44	Heli & Co	23
				PH-SVY	PA-31T	Slagboom en Peeters	
				23. D-IFCS	BN-2B-20	FLN	
				PH-PWW	DA62	P.O.R.T. Aviation	
				25. D-HNHB	EC155B1	Northern Helicopters	
				26. N120RB	Cirrus SF50	APG Aviation	dep
				OY-VLT	PC12/47E	Air Alsie	MMD1992
				27. PH-TCS	PA-32R-301T	Marma Vastgoed	

easyJet continued to occupy the local paint shop this month. The Skyline Albatros on the 4th operated several flights from Maastricht till the 11th. Two Amsterdam diversions on the 7th. The Dash 8 on the 9th arrived in basic HM Airways colours. Former EI-RDJ was noted in basic Alitalia colours with registration G-CLVH applied on the 10th. CityJet changed aircraft at SAMCO on the 12th. On that same day a former FlyBe Dash-8 arrived. Former EI-RDK was noted in basic Alitalia colours with registration G-CLVK applied on the 18th. On the 19th another CityJet Canadairjet arrived but this time in full Scandinavian colours. The Dash-8 on the 20th departed in full (new) FlyBe colours on delivery to Conair. The Longtail Aviation Boeing 747 on that same day diverted to Liège after take-off due to an engine failure. The month ended with some more Amsterdam diversions.

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

Groningen - Eelde

		February 2021	
01. N50G	Cirrus SF50	Progress Solutions	arr
N101FU	Ce510	Eugen & Patrick Stieger	
OE-FDV	SC.7	Pink Aviation	dep
02. D-FOOD	PC12/47E	Air Alliance	
04. OK-RLV	G280	Avcon Jet	
PH-BXN	B737-8K2	KLM	dep KLM9866
05. D-FOOD	PC12/47E	Air Alliance	
PH-WMM	Ce525	ASL	
06. D-INCS	Ce525	JetKontor	JKH321
N900FH	TBM-900	HTG Trading	

A month with several KLM aircraft departing back to Amsterdam and arriving for storage. The Diamond on the 6th was a Lelystad diversion.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

		February 2021	
04. N7779V	Beech B200	Etienne Veen	dep
OE-FDV	SC-7	Pink Aviation Services	12
PH-ZAZ	Beech B200	Zeusch aviation	05

PH-ZBZ	Beech B200	Zeusch aviation	dep	OO-JNL	B767-304ER	TUI Belgium	JAF930F/9300
09.PH-PHB	Enstrom 480	Prince Helicopters		PH-HWM	CL-605	JetNetherlands	dep
10.OE-XYK	R44	Heli & Co		PH-JRC	ERJ135BJ	JetNetherlands	dep
PH-SHO	EC155B1	Heli Holland Offshore	HHE75A	05.2x	F-16AM	10w	*AL01,02
11.F-GVPH	R44	Heli & Co		ST42	SF260D	CC Air	*2x BAF155
PH-HHJ	AS355F2	Heli Holland Holding		10.G-781	C-130H	336sq (spec mks)	arr NAF72
12.OO-SEX	Ce208B	Skydive Spa	arr	PH-CGC	Do228-212	Kustwacht	*NCG03
OO-SPA	Ce208B	Skydive Spa	dep	11.PH-PXZ	AW139	Nationale Politie	*ZXP26
PH-LBR	Ce208B	Skydive Rotterdam	dep	12.ST41	SF260D	CC Air (grey c/s)	*BAF155
13.N46PL	PA-46-500TP			T-056	KC-30M	MMU	dep MMF81
14.PH-ECE	EC120B	Heli Holland Holding		PH-CGN	Do228-212	Kustwacht	*NCG03
PH-HBH	H269C	Heli Holland Holding		13.PH-HWM	CL-605	JetNetherlands	16
PH-HCF	Cabri G2	HeliCentre		14.OO-ACO	Ce510	Air Service Liège	dep
16.PH-PHB	Enstrom 480	Prince Helicopters		OO-PKX	Ce750	Air Service Liège	dep
17.PH-KIO	P2006T	Kavel 10 Aerial Survey	22	OO-PKX	Ce750	Air Service Liège	20
18.PH-HBH	H269C	Heli Holland Holding		15.CT02	A400M	20sq	*2x BAF654
19.F-GHVH	PC-6/B2-H2	KIAS Airlines	dep	H24	A109BA	17sq	*BAF317
PH-HCF	Cabri G2	HeliCentre		OK-TSS	B737-8Q8	Smartwings	TVS432P/4326
20.PH-FVD	R44	Rotarywings		PH-JRC	ERJ135BJ	JetNetherlands	arr
21.OE-FDN	SC-7	Pink Aviation Services	26	16.01	C-17A	HAW	Bartok51
22.N980EE	RC695	International Air Services	dep	OK-RLV	G280	Avcon Jet	17
OO-ROB	AC690B	A.B.K.		OK-TSS	B737-8Q8	Smartwings	TVS4327/432F
PH-HCH	EC120B	HeliCentre		PH-HWM	CL-605	JetNetherlands	20
23.I-VICC	P68B	AFOC Germany		PH-LGD	EMB550	ASL	arr
PH-PWW	DA62	P.O.R.T. Aviation		17.B-583	C-130J-30	Esk 721	DAF9829
24.I-VICC	P68B	AFOC Germany		S-440	AS532U2	300sq	*Wildcat3
PH-KAT	P2006T	Kavel 10 Aerial Survey	26	S-441	AS532U2	300sq	*Wildcat2
25.PH-ECE	EC120B	Heli Holland Holding		S-444	AS532U2	300sq	*Wildcat1
PH-PXD	EC135P2+	Nationale Politie	ZXP04	S-445	AS532U2	300sq	*Wildcat4
SX-AVF	PA-31T	3D General Aviation Applications	dep	S-454	AS532U2	300sq	*Wildcat5
26.PH-KIO	P2006T	Kavel 10 Aerial Survey		S-456	AS532U2	300sq	*Wildcat6
PH-PXE	EC135P2+	Nationale Politie	ZXP05	D-IENE	Ce525	Proair Aviation	
27.N417RK	PA-46-350P	Marco van der Horst		OO-SRO	B737-86N	TUI Belgium	JAF930F/9330
OE-FME	RC690A	Meixner Vermessung	dep	18.D-IIVA	P180	AirGo Flugservice	XGO3EH/MN
PH-RWY	Bo105DBS4	Rotor and Wings	arr	19.OO-SRO	B737-86N	TUI Belgium	JAF9550/950F

The Piper on the 25th departed back to Greece after receiving an avionics upgrade.

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

Eindhoven

				February 2021	
01.01	C-17A	HAW		Bartok76	
OO-CCJ	Ce525	Air Service Liège			
OO-CCJ	Ce525	Air Service Liège			
PH-LGD	EMB550	ASL	dep		
02.FB14	F-16BM	2w		*BAF285	
03.FB23	F-16BM	10w/OCU		*2x BAF451	
D-103	CH-47D	298sq		Grizzly11, GLV-V	
UR-CJN	An-12	Cavok Air	dep	CVK7032	
VP-BGL	ERJ135BJ	Sirius-Aero		04 CIG1633/4	
04.01	C-17A	HAW		05 Bartok76	

On 5 February both 10w QRA F-16AMs made an overshoot at Eindhoven prior to returning to Kleine Brogel. Maintenance issues are haunting the 336sq Hercules availability, G-781 returned from Marshall in Cambridge on 10 February, being the second C-130H airworthy at the moment, with other one being G-988. Two days later Multi 81 departed Eindhoven for Cologne as this MRTT frame is entering a conversion from



Initially delivered to Heli Malongo in September 2005 as D2-EYM, this Dash 8 was added to the fleet of TopBrass Aviation as 5N-TBC in December 2011 while leased from a company called Seagold Investment. The Dash-8 was photographed in basic HM Airways colours, registered as C-GKSQ, while on its way back to Canada. (Maastricht - Aachen, 10 February 2021, Björn van der Velpen)



PH-KAT is the second Tecnam P2006T that is being operated by surveying company Kavel 10. It was delivered to its home base Eelde in October 2020. Ron Frijlink took this photo at Teuge on 24 February 2021.

regular MRTT to Medevac configuration and is destined to operate from this base here afterwards. The Belgian A400M visited for 2 touch and go's, the Danish C-130J-30 arrived from Aalborg and the Cougar formation was part of the 25 years Cougar jubilee. The German A400M arrived for EATC celebrations. TUI Belgium and Smartwings operated military charters on the 4th, 15th and 16th. TUI Belgium operated a charter to Athens for PSV on the 17th. The team returned from Athens on the 19th. On the 24th Aegean Airlines transported Olympiakos to Eindhoven.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

			February 2021
02. J-628	F-16AM	322sq	03 Saw01
03. Q-26	AH-64DN	301sq	dep Redskin05
04. L-02	PC-7	131EMVOsq	*Diamond13
L-11	PC-7	131EMVOsq	*Stick09
PH-PXX	AW139	Nationale Politie	ZXP24
05. G-988	C-130H	336sq	*Rogue02
L-13	PC-7	131EMVOsq	*Diamond08
16. <u>N-175</u>	NH90-NFH	860sq	
17. <u>FB23</u>	F-16BM	10w/OCU	*BAF451
S-440	AS532U2	300sq	Wildcat3
S-441	AS532U2	300sq	Wildcat2
S-444	AS532U2	300sq	Wildcat1
S-445	AS532U2	300sq	Wildcat4
S-454	AS532U2	300sq	Wildcat5
S-456	AS532U2	300sq	Wildcat6
OO-HCY	R44	Heli & Co	*
PH-PXZ	AW139	Nationale Politie	ZXP26
19. D-101	CH-47D	298sq	arr Grizzly92
23. G-781	C-130H	336sq (spec mks)	*NAF71
PH-PXX	AW139	Nationale Politie	ZXP24
26. FB17	F-16BM	10w/OCU	*2x BAF431

February 2021 movements for Gilze-Rijen start with a 322sq F-16AM who came to test the emergency barrier cables on the field. After one day of delay due to weather the Viper performed its test, remained overnight and returned to Leeuwarden the following day and performed some touch and go's before its final wave goodbye. On 17 February 25 years of Cougar operations was celebrated with a formation flight over most of The Netherlands. The Pilatus PC-7 trainers found their way back to Gilze after their grounding has been lifted and noticeably various Police AW139s came to train their precision flying skills at the 'Gilze Slopes'.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

Addition			January 2021
17. OY-HHN	AW139	Bel Air Aviation	dep BBX100
This is former PH-EUH, departing to Denmark on delivery.			
			February 2021
01. <u>RN01</u>	NH90-NFH	40sq	<u>BAF701</u>
18. CH05	C-130H	20sq	*BAF671
19. <u>J-515</u>	F-16AM	312sq (nmks)	* <u>Cowboy01</u>
<u>J-882</u>	F-16AM	312sq	* <u>SE01</u>
21. RN01	NH90-NFH	40sq	tdy 24

De Kooy started February 2021 with the first Belgian NH90-NFH that was delivered to 40sq. The helicopter would return later in the month for a four day deployment including various local flights in between as Triton01. The Belgian Hercules made an overshoot, as did both F-16s on 19 February.

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

			February 2021
01. G-988	C-130H	336sq	*Rogue01
OE-FDV	SC-7	Pink Aviation (a/w)	tdy 04
02. G-988	C-130H	336sq	*Monk01
PH-WMM	Ce525	JetNetherlands	
03. G-988	C-130H	336sq	*NAF71
04. G-988	C-130H	336sq	*Rogue01
15. Q-16	AH-64DN	301sq	Redskin33
16. G-988	C-130H	336sq	*Rogue01
Q-16	AH-64DN	301sq	Redskin44
17. F-016	F-35A	322sq	f/v NAF322
21. PH-PXX	AW139	Nationale Politie	ZXP24
23. PH-PXB	EC135P2+	Nationale Politie	ZXP02
25. J-008	F-16AM	312/313sq (312sq mks)	*Metal2
J-013	F-16AM	312/313sq (322sq mks)	*Metal1

The Skyvan is a former Indonesian AF frame, operating all white for Pink Aviation. It flew various drop flights for paratroopers to the Marnewaard training grounds. The civil Cessna Citation on the 2nd was a medical flight. The two Apache visits were related to exercise Redskin Fury, also held in nearby Marnewaard, with refueling stops at Leeuwarden. On 17 February the 16th F-35A was ferried to its homebase, marking the 8th F-35A for 322sq.

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

Lelystad

			February 2021
04. PH-PWW	DA62	P.O.R.T. Aviation	20
06. OK-ZZK	DA42	JetAge	

PH-MAA	EC135T2+	ANWB - MAA	arr
11. F-GVPH	R44	Heli & Co	dep
12. PH-PXA	EC135P2+	Nationale Politie	tst ZXP01
17. PH-PXF	EC135P2+	Nationale Politie	tst ZXP06
PH-TTR	H135	ANWB - MAA	Lifeline1
19. I-VICC	P68B	AFOC Germany	
PH-ONE	PC-12/47E	M. Boers	
20. I-VICC	P68B	AFOC Germany	
21. I-VICC	P68B	AFOC Germany	
22. PH-DOC	H135	ANWB - MAA	arr
PH-ELP	EC135T2	ANWB - MAA	dep
PH-HVB	EC135T2+	ANWB - MAA	dep
PH-OOP	H145	RAV Fryslân - MAA	arr
24. OO-ECB	EC120B	Modularte	
25. Q-14	AH-64D	301sq	*Redskin43
Q-18	AH-64D	301sq	*Redskin44
26. PH-MAA	EC135T2+	ANWB - MAA	tst

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

Volkel

February 2021			
01. G-988	C-130H	336sq	*Rogue01
SE-GHB	MU-2B-20	SAAB	04 Target52
03. NX139LZ	L-39C	Skyline Aviation	04 N139LZ
04. G-988	C-130H	336sq	*Toro01
05. G-988	C-130H	336sq	*Toror01
17. S-440	AS532U2	300sq	*Wildcat3
S-441	AS532U2	300sq	*Wildcat2
S-444	AS532U2	300sq	*Wildcat1
S-445	AS532U2	300sq	*Wildcat4
S-454	AS532U2	300sq	*Wildcat5
S-456	AS532U2	300sq	*Wildcat6
19. J-515	F-16AM	312sq (nmks)	arr Cowboy01

The Saab Mitsubishi MU-2 operated out of Maastricht during various days in February on behalf of exercise Basic Strike, held at De Peel. Together with the Skyline Albatros, arriving from Groningen, it also spent some days operating from Volkel, with local flights in between. The Cougar formation celebrated 25 years Cougar service in the Netherlands Air Force with a jubilee formation of six Cougars, performing a tour around the country.

Credits: SGVolkel.

Woensdrecht

February 2021			
03. Q-26	AH-64DN	301sq	arr Redskin05
EI-GTZ	A321-231	Avolon / Privilege Style	tst
05. VQ-BOS	B737-8GQ	Bayham Holdings	19
16. D-101	CH-47D	298sq	tst Grizzly92
PH-PXF	EC135P2+	Nationale Politie	*ZXP06

17. D-101	CH-47D	298sq	tst Grizzly92
LZ-DAI	ATR72-212A	DAE Capital (a/w)	dep
LZ-DAJ	ATR72-212A	DAE Capital (a/w)	dep
PH-LSK	AT-16ND	SKHV	*
18. D-101	CH-47D	298sq	tst Grizzly92
19. H46	A109BA	17sq	*BAF317
D-101	CH-47D	298sq	tst + dep Grizzly92
J-515	F-16AM	312sq (nmks)	dep Cowboy01
S-445	AS532U2	300sq	*Demon3
F-HBSA	A320-216	Air Corsica	22 CCM950
EI-GUD	A319-111	BoAL (a/w)	arr
LZ-DAH	ATR72-212A	DAE Capital	dep
VP-BUU	B737-85R	Izhavia	dep IZA7378
23. PH-LSK	AT-16ND	SKHV	*
24. PH-IIB	AT-16ND	SKHV	
PH-LSK	AT-16ND	SKHV	

Aside from the regular LCW and Belgian A109BA visitors, four Harvard visits from Gilze-Rijen based Historical Flight can be noted with some touch & go's on 17 and 23 February, and two full stops on 24 February. On the civil side we start on 3 February with the former SriLankan Airlines/Qatar Airways A321 on a test flight, prior to its new career with Privilege Style, as it has been at Woensdrecht since 11 November 2020. The Bayham Holdings B737-800 attended Fokker Aircraft Services, and returned shortly after its departure on the 19th for a quick fix before departing successfully on its second attempt that same day. On 17 February two former Nesma Airlines ATR72s departed Woensdrecht for Sofia, Bulgaria, on their way towards Windrose Aviation. DAI had been stored at FAS since 3 July 2020, DAJ since 22 January 2020. The A319 on the 19th is former easyJet G-EZIO, returning to Bank of America Leasing. This particular A319 was known for its Unicef livery. The third Nesma ATR72 followed DAI/DAJ two days later, also to Sofia and has been stored/parked since 11 December 2019. Russian carrier Izhavia received their first B737-800 on 19 February as well.

Credits: Johan Havelaar, Scramble MB.

Twente

February 2021			
03. CS-DXS	Ce560XLS	NetJets Europe	NJE280Y/215B
OO-SFZ	A330-223	Brussels Airlines	arr BEL9901
17. G-EUNA	A318-112	British Airways	arr BAW9279
18. CS-LTC	Ce680A	NetJets Europe	NJE322W/498Q
19. CS-DXV	Ce560XLS	NetJets Europe	NJE319F/730Q
PH-NNX	Ce750	ASL	f/v
20. CS-DXV	Ce560XLS	NetJets Europe	NJE160L/649B
25. D-HYAE	EC145T2	ADAC	CHX76
26. CS-DQA	Ce560XLS	NetJets Europe	NJE263F/256K
27. CS-PHB	EMB505	NetJets Europe	NJE447P/524R



Initially delivered to Jet Airways as VT-JFZ in October 2014, this Boeing was added to the Vistara fleet, as VT-TGC, in June 2019. This lease already ended in January 2020 and the Boeing 737 was ferried to Woensdrecht, registered as 2-BTTA, destined for El Al as 4X-EKN. Unfortunately that lease was not taken up. As VP-BUU the aircraft has been leased to Izhavia, the national airline of the Udmurt Republic of Russia. (Woensdrecht, 19 February 2021, Joey van Gastel)



VQ-BOS is a B737-800 that had arrived from the Seychelles on 5 February 2021. The departure of this BBJ2 hit a snag on the day this photo was taken but two hours later the Bayham Holdings bizjet eventually departed to Stansted. (Woensdrecht, 19 February 2021, Ralph Hamaker)

Two arrivals for AELS this month. On the 3rd a former Brussels Airlines Airbus arrived for disposal, followed by a British Airways minibus arriving on the 17th. The ADAC helicopter on the 25th stopped by for some fuel.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			February 2021
01. HK-5255	Lj45	SARPA	tdy 28
N31ZV	Lj31A	EZAir International	tdy 28
N389KA	Lj35A	Fundashon Mariadal	tdy 28
03. HK-4541	BAe3201	SARPA	
04. LV-HQC	Falcon 2000	Aerorutas S.A.T.A.	
06. HK-5357	B737-4K5(F)	AerCaribe	
09. LV-HQC	Falcon 2000	Aerorutas S.A.T.A.	
12. N876RA	Ce560XL	Parminter Investments	17
13. C-GTCI	Ce750	Execaire	
PH-FBH	AW139	DCCG	
PJ-IKA	PA-31-350		
14. C-GMUS	PA-46-600TP	Musket Transport	dep
20. HK-5139	B737-476(F)	AerCaribe	
23. LV-HQC	Falcon 2000	Aerorutas S.A.T.A.	
PH-FBH	AW139	DCCG	
25. HK-4411	BAe3201	SARPA	26
26. N484BQ	Beech 1300	Bequia Air	

Air Antilles:

F-OIXH 02, 09, 16, 23

TUI:

PH-TFK 13 PH-TFM 06, 20, 27

Left out were KLM, Divi Divi Air (BN-2, DHC-6) and EZ Air (BN-2 and Beech 1900).

The Argentine Falcon visited fuel stops. The Canadian Cessna on the 13th arrived from Anguilla and departed to Montreal. The Canadian Piper on the 14th already arrived in January. The Bequia Air Beech on the 26th is the shuttle for the Bequia Beach Hotel, which is on Bequia, the biggest island of the Grenadines. The aircraft is being operated and managed by Bohlke International Airways.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			February 2021
01. 5Y-JNR	Fokker 50	Silverstone Air Services	
N567SW	EMB120FC	Amerflight	AMF7120
N726CK	B727-2M7(F)	Kalitta Charters II	KII8111/0
N991HA	DHC-8-202	645 AESG (a/w)	tdy 17 BAT91
N997MG	DHC-8-202	645 AESG (a/w)	dep BAT97
02. N2333K	CeU206G		dep
PR-VEL	EMB500	3E Participacoes	
03. HI949	Ce510	Helidosa	
HI1058	CRJ200ER	Air Century	
N85	CL-601-3R	FAA	*FLC85
N816H	Beech 350C	Dep't of Homel. Sec.	tdy 10 Maze20
04. HK-5139	B737-476(F)	AerCaribe	
05. HI915	Ce550 Bravo	Helidosa	
HI1052	ERJ145ER	Sky High Aviation Services	
HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	
N389KA	Lj35A	Fundashon Mariadal	2x
VP-CGC	H130	Sky Vision Enterprises	#
YV638T	ATR42-300(F)	Vensecar Internacional	
06. HK-5239	B727-223(F)	Aérosucre Colombia	
HK-5357	B737-4K5(F)	AerCaribe	
PH-CGA	DHC-8-106	Caribbean Coast Guard	



This Cessna 340A has not flown for a year and a half. N5324J belongs to the locally known Obersi brothers. Given the fact that the aircraft is not servicable, we will omit it from our monthly overview. (Bonaire, 22 February 2021, Danny de Kiewit)

	PH-DCG	AW139	Caribbean Coast Guard	N741SK	P-3B	US Cust. & Border Prot.	arr Maze69
	PH-FBH	AW139	Caribbean Coast Guard	YV638T	ATR42-300(F)	Vensecar Internacional	
07.	HI1005	Ce525A	Helidosa	20.HK-5139	B737-476(F)	AerCaribe	ACL864/865
	HK-4411	BAe3201	SARPA	HK-5239	B727-223(F)	Aérosucre Colombia	KRE175
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	HK-5477-G	AC50		21
08.	HK-4262	B727-2F9(F)	Líneas Aéreas Suramericanas	21.HK-4262	B727-2F9(F)	Lín. Aéreas Suramericanas	LAU336/
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	N668BB	Global 6000	Baker Bros. Advisors	dep
	YV638T	ATR42-300(F)	Vensecar Internacional	N741SK	P-3B	US Cust. & Border Prot.	Maze69
09.	C6-ZIP	Lj60	Trans Island Airways	N816H	Beech 350C	Dep't of Homel. Sec.	tdy 23 Maze20
	HK-5239	B727-223(F)	Aérosucre Colombia	N876RA	Ce560XL	Parminster Investments	dep
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	PH-CGA	DHC-8-106	Caribbean Coast Guard	CG81
	N668BB	Global 6000	Baker Bros. Advisors	YV3465	MD-83	LASER	LER9956/7
10.	5Y-JNR	Fokker 50	Silverstone Air Services	23.HK-5255	Lj45	SARPA	
	HI1058	CRJ200ER	Air Century	N31ZV	Lj31A	Ezair	
	HK-4541	BAe3201	SARPA	N445QS	G450	NetJets	
	HP-3210DAE	B737-4Q3(F)	DHL Aero Expreso	PH-CGA	DHC-8-106	Caribbean Coast Guard	CG81
	N31ZV	Lj31A	Ezair	24.HI1058	CRJ200ER	Air Century	CEY151/152
	N226KV	EMB500	Constructora Meco	HK-4262	B727-2F9(F)	Lín. Aéreas Surameric.	LAU334/3
11.	HI915	Ce550 Bravo	Helidosa	N31ZV	Lj31A	Ezair	
	HK-4401	B727-2X3(F)	Líneas Aéreas Suramericanas	N991HA	DHC-8-202	645 AESG (a/w)	tdy 01 BAT91
	N31ZV	Lj31A	Ezair	25.HK-4262	B727-2F9(F)	Lín. Aéreas Surameric.	LAU334/3
	N566SW	EMB120FC	Ameriflight AMF8920/7920, 7120	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	DAE1312/1320
12.	HI1052	ERJ145ER	Sky High Aviation Services	N414MK	Ce414A	Sky West Aviation	
	HP-3210DAE	B737-4Q3(F)	DHL Aero Expreso	N741SK	P-3B	US Cust. & Border Prot	dep Maze69
	N31ZV	Lj31A	Ezair	26.HI1052	ERJ145ER	Sky High Aviation Services	
	N566SW	EMB120FC	Ameriflight AMF7120	HK-4262	B727-2F9(F)	Lín. Aéreas Surameric.	LAU334/333
	YV638T	ATR42-300(F)	Vensecar Internacional	HK-4411	BAe3201	SARPA	
13.	HK-5239	B727-223(F)	Aérosucre Colombia	HK-5002	Beech C90B	Medicalfly	
	HK-5357	B737-4K5(F)	AerCaribe	HK-5239	B727-223(F)	Aérosucre Colombia	KRE174/185
14.	5Y-JNR	Fokker 50	Silverstone Air Services	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	DAE1312/1320
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	N31ZV	Lj31A	Ezair	
15.	HI955	Ce560XLS	Helidosa	YV638T	ATR42-300(F)	Vensecar Internacional	
	N373CM	B767-338ER(F)	Amerijet International	27.HK-5197	B737-476(F)	AerCaribe	ACL864/865
	N414MK	Ce414A	Sky West Aviation	28.HP-3210DAE	B737-4Q3(F)	DHL Aero Expreso	DAE1312/1320
	N847GH	G200	Executive Aviation Corp.	OO-JNL	B767-304ER	TUI Belgium	02 JAF908F/7622
16.	2-HJCH	Fokker 70	Airline Fleet Support (a/w)	PH-LAU	Falcon 900EX	Exxaero	08 XRO067
17.	HI1058	CRJ200ER	Air Century				
	HK-4401	B727-2X3(F)	Líneas Aéreas Suramericanas				
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso				
	N389KA	Lj35A	Fundashon Mariadal				3x
	N876RA	Ce560XL	Parminster Investments				
	YV638T	ATR42-300(F)	Vensecar Internacional				
18.	HK-4262	B727-2F9(F)	Líneas Aéreas Suramericanas				
	HK-5357	B737-4K5(F)	AerCaribe				
	HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso				
	N816H	Beech 350C	Dep't of Homel. Sec.				tdy 21 Maze20
	OO-JNL	B767-304ER	TUI Belgium				19 JAF922F/9310
19.	HK-4262	B727-2F9(F)	Lín. Aéreas Suramericanas				LAU335
	N31ZV	Lj31A	Ezair				
	N389KA	Lj35A	Fundashon Mariadal				

The Silverstone Air Services Fokker on the 1st is former PJ-KVM. It was seen on this date undergoing preparations. On the 10th the aircraft performed engine run ups on the runway and on the 14th the Fokker began its delivery flight to Africa, with its first stop being Grand Bahama International Airport. The Ameriflight Embraer on the 1st operated several flights this month so only its first February-flight is listed. The FAA performed an ILS inspection on the 3rd, flying several times over the runway in various directions. The helicopter on the 6th was logged on board motor yacht 'Game Changer'. The Fokker on the 16th was logged during a so called engine idle test. On the 23rd the coast guard Dash 8 made a precautionary landing.



Delivered to Australian Airlines as VH-TJF in May 1990 this Boeing 737 was converted to freighter in 2014. The aircraft was delivered to AerCaribe in June 2015 with registration N431AG but it entered service as HK-5139. In February 2021 it was adorned with these "A nuestros héroes, Gracias!" colours and titles. (Curaçao, 4 February 2021, Larry Every)

Besides his regular list, Larry also provided the following log of aircraft present at the General Aviation area, near or inside the big hangar and aircraft parked at the aero club ramp on 6 February 2021:

Logged at the General Aviation apron / near the big hangar area:

N8RY	PA-42		parked
N189WS	G-IISP		registration canceled 3 May 2016
N545SD	CL-601-3A	AJ Aviation Holdings	parked, engines tested week 8, 2021
N767DM	PA-31T2		parked
N5795Y	PA-23-250		parked, exported to the Dominican Republic, September 2020
N27329	PA-31-350		parked
N45915	Ce152		hanger
P4-MDG	MD-83		wfu pending disposal
PJ-AIR	BN-2A-26	Divi Divi Air	
PJ-DVC	PA-32R-300		hanger
PJ-EZR	BN-2A-26	EZ Air	
PJ-FUN	Ce172P	Divi Divi Air	
PJ-IKA	PA-31-350		
PJ-KVO	Fokker 50		wfu
PJ-MDI	MD-83		wfu pending disposal
PJ-SEA	BN-2A-26	Divi Divi Air	
PJ-SKY	BN-2A-26	Divi Divi Air	under heavy maintenance

Logged at the aero club ramp:

(PJ)-TYD	BN-2A-26	Dutch Caribbean Islandhopper	pending
N30LJ	Lj25D		parked, registration canceled 23 October 2018
N502GB	Ce402B		parked, registration expired 30 September 2019
N2221Q	Ce421A	United Trading Unlimited	
N2333K	CeU206G		stored
PJ-CAG	Ce172		
PJ-DCA	Ce206H	Dutch Caribbean Flight Academy	small hanger
PJ-DCQ	Ce172R	Dutch Caribbean Flight Academy	small hanger
PJ-MAM	Ce182Q		
PJ-SBC	PA-31-350	United Caribbean Airlines	hanger
PJ-WLS	PA-34-200T		wfu / stripped
YV1359	Beech 58		wfu
YV2060	Ce185		

The prefix for the first BN-2 is assumed as it was not readable.

Credit: Larry Every, Danny de Kiewit.



Cessna 525 (M2) N313SP was delivered to Tradlux in February 2017. Cor Mout took this photo on 10 February 2021 when the Cessna arrived at Rotterdam - The Hague from Reims. It is destined to become 9H-KOM for K.O.M. Activity.

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Movements Belgium



Delivered to BA CityFlyer in May 2010 it took a sports event to publish a photo of Embraer ERJ190SR G-LCYM. (Antwerp, 28 February 2021, Walter Van Brempt)

Antwerp

			February 2021				
01.CS-DVZ	Ce550	Taespejo Portugal		17.H31	A109BA	1w	
D-CARO	Ce680+	Aerowest		RN01	NH90-NFH	40sq	
D-CROG	EMB505	Air Hamburg		M-IFFY	Ce510	Xead	21
G-STMT	Falcon 7X	TAG Aviation (UK)	f/v	OO-HSA	AS355N	Heli Service Belgium	tst
PH-TXA	Ce510	ASL	03	PH-DWS	ERJ135LR	Air Charters Europe	19
02.ST40	SF260D	CC Air		PH-VBG	Falcon 2000EX	JetNetherlands	20
ST43	SF260D	CC Air		18.H38	A109BA	1w	
4X-CUZ	BAe125-800XP	Arrow Aviation	f/v	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	23
CS-LTN	Ce680A	NetJets Europe		OO-STE	AS350B3e	Stephex Stables	
03.OE-FNP	Ce510	GlobeAir		OY-MNS	P68C	Bio Flight	21
04.CS-LTB	Ce680A	NetJets Europe	05	19.H46	A109BA	1w	
D-HBWH	Bo105S	Air Lloyd	tst	RN05	NH90-TTH	1w	
HA-JEO	Ce650	Jet-Stream		ST46	SF260D	CC Air	2x
OE-FHA	Ce510	GlobeAir	05	ST48	SF260D	CC Air	
OE-FIW	DA42	De Vleminck Air Service		D-HBWH	Bo105S	Air Lloyd	
OO-HSA	AS355N	Heli Service Belgium	tst	G-OXFB	PA-34-220T	Oxford Aviation Academy	arr
PH-VBG	Falcon 2000EX	JetNetherlands	13 2x	20.D-HBWH	Bo105S	Air Lloyd	tst
05.D-HBWH	Bo105S	Air Lloyd	tst	OY-MNS	P68C	Bio Flight	tst
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	09	PH-DWS	ERJ135LR	Air Charters Europe	27
OO-AFJ	SV.4C	F. Vuylsteke		21.D-IPVD	Ce525A	Transavia Flug	
PH-TXA	Ce510	ASL	07	OE-FFB	Ce510	GlobeAir	22
07.PH-TXA	Ce510	ASL	09	22.CS-DVZ	Ce550	Taespejo Portugal	
08.D-IOHL	Ce525A	Ohlair	13	D-HBWH	Bo105S	Air Lloyd	dep
OO-STE	AS350B3e	Stephex Stables		OO-ANN	PA-34-220T	EDP Net	f/v
PH-MYX	Ce650	JetNetherlands		OO-STE	AS350B3e	Stephex Stables	
09.G-DCMT	EMB505	Voluxis	f/v	23.ST22	SF260M+	CC Air	
M-IFFY	Ce510	Xead	11	G-CIXW	ERJ170LR	Eastern Airways	f/v 24
PH-TXA	Ce510	ASL	10	24.ST42	SF260D	CC Air	
10.RN07	NH90-TTH	1w		283	PC-12/47E	Irish Air Corps	f/v *
D-IATE	Ce406	Air-Taxi Europe	11	F-HFTV	Beech 200	Aero Sotraviva	tdy 28
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	15	HA-JEF	Ce650	Jet-Stream	f/v 25
LX-PCE	PC-24	Jetfly Aviation	f/v	I-VICC	P68B	AFOC Germany	25
OO-HSA	AS355N	Heli Service Belgium	tst	OO-GEE	PC-12/47E	Blue Sky Aviation	arr
PH-DFD	DA42	BFS		OO-JOE	R44	J & G	
PH-TXA	Ce510	ASL	11	OO-STE	AS350B3e	Stephex Stables	
11.ST43	SF260D	CC Air		OO-STX	EC120B	Ilpam	
OO-GEE	PC-12/47E	Blue Sky Aviation	23	25.H31	A109BA	1w	
PH-TXA	Ce510	ASL	12	H38	A109BA	1w	2x
12.RN05	NH90-TTH	1w		ST42	SF260D	CC Air	
HB-LQP	PA-31T	Ursella		F-HFTV	Beech 200	Aero Sotraviva	tst
N63DR	Kodiak 100	E. Rossillon	14	PH-DFD	DA42	BFS	2x
OY-MNS	P68C	Bio Flight	14	26.H28	A109BA	1w	
13.N626JG	PA-34-220T	Tercae	f/v	H35	A109BA	1w	2*
OO-STF	R44	Lymar	14	ST42	SF260D	CC Air	2x
OY-MNS	P68C	Bio Flight	tst	HB-JAZ	G550	Jet Aviation	28
PH-HWM	CL-605	JetNetherlands		OE-FIW	DA42	De Vleminck Air Service	
14.PH-TXA	Ce510	ASL	15	OO-MMT	Ce560XLS	Air Service Liège	2x
15.CT02	A400M	20sq	f/v	27.F-HFTV	Beech 200	Aero Sotraviva	tst
LX-PCE	PC-24	Jetfly Aviation		LX-JDV	Ce525 (M2)	Flying Group Luxembourg	28
OO-KBT	Bell 206L	Airborne		SE-RMB	Ce525B	Royalair	
PH-DWS	ERJ135LR	Air Charters Europe	17	28.G-LCYM	ERJ190SR	BA Cityflyer	f/v CFE7033/4
16.PH-TXA	Ce510	ASL	19	OE-FCB	Ce510	GlobeAir	
				OK-BEE	Beech 400A	Jetbee Czech	
				PH-MYX	Ce650	JetNetherlands	
				PH-TXA	Ce510	ASL	arr



This Airbus A319 corporate jet was initially delivered to Aravco in May 2005. Via TAG Aviation UK it ended up with Nomad Aviation in November 2018 registered as HB-JJJ. (Brussels, 5 February 2021, Paul Sanders)

G-TAWX	B737-8K5	TUI Airways	22 TOM938P/45P	1962	C-27J	Dopravné krídľ
OE-FZD	Ce510	GlobeAir		L1-01	Falcon 2000EX	Slovenian Air Force
OO-CMA	A330-243F	CMA CGM Air Cargo	f/v	CS-DLK	Falcon 2000EX	NetJets Europe 23 NJE819Q/697B
OO-MAX	B737-8	TUI Belgium	tst JAF66K	CS-EFF	Ce560XLS+	Luxaviation Portugal dep
S5-CEG	Ce525	Eagle Express	16	CS-GLE	Global 6000	NetJets Europe 23 NJE485A
16. CN-TKD	Ce650	Air Ocean Maroc		CS-LTM	Ce680A	NetJets Europe NJE193Q
N486MC	B747-45EF	Atlas Air	17 GTI8157/8	D-CMXM	EMB505	Air Hamburg 23
OE-EMG	TBM-930	Goldeck		D-ISUN	Ce525A	Excellent Air 23
OE-FZE	Ce510	GlobeAir		F-HGPE	EMB505	Pan Européenne A/S 23
17. T-784	Ce560XL	LTDB		OH-WIL	G150	Jetflite
G-ZAPX	B757-256	Titan Airways	AWC411/841W	PH-GWS	Falcon 7X	Exxaero 23 XRO56
LX-PCB	PC-24	Jetfly Aviation	18	23.910502	C-26D	Sigonella AOD
OE-EPH	PC-12/47E	Goldeck	18	A6-CAS	A318-112X	Constellation Aviation 24
OO-NGI	ERJ190BJ	Flying Group	arr	D-CKNA	Ce525C	Star Wings Dortmund 24
TC-AAA	CL-605	TAHE Aviation	dep	F-GRYL	Beech 1900D	Twin Jet
18. 4X-CLL	IAI1126	Memorand Management	19	F-GVMA	Global 7500	LVMH Services
CS-PHG	EMB505	NetJets Europe	19 NJE32W	OM-BYK	A319-115X	Government of Slovakia
D-IVPD	Ce525	MHS Aviation		24. LJ-2	Lj35A	TukiLLv
G-POWN	A321-211	Titan Airways	19 AWC841P/412	ZE707	BAe146 CC2	32(TR)sq
LX-JFY	PC-12/47E	Jetfly Aviation		CN-TKD	Ce650	Air Ocean Maroc
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		LX-PCD	PC-24	Jetfly Aviation
OO-AIR	A330-243F	CMA CGM Air Cargo	f/v	N742CK	B747-446(F)	Kalitta Air 25 CKS335/335A
19. CS-GLF	Global 6000	NetJets Europe	21 NJE523E	OO-TMB	B737-8	TUI Belgium tst JAF66K
D-CDSO	Ce550 Bravo	Heli-Flight		S5-CEF	Ce525	Eagle Express arr
D-CSMC	Ce560XLS+	Silver Cloud Air		SP-ATT	Beech 400XP	Smart Jet 25
F-HEND	Ce510	Astonjet		YU-PBB	Ce560XLS+	Air Pink
HB-JAZ	G550	JABJ	arr	Z3-MKD	Lj60	Government of Macedonia 25
OE-FXM	Ce525A	Speedwings		25. 283	PC-12/47E	104sq IRL283
VP-CER	G650ER	Ironix Ventures		CS-LTI	Ce680A	NetJets Europe NJE421C/328Y
20. 07-7184	C-17A	437th AW		M-ABGV	Lj45XR	Ryanair
CS-GLI	Global 6000	NetJets Europe	NJE704H/195L	N702CA	B747-412(F)	National Airlines NCR865/92
N412MC	B747-47UF	Atlas Air	GTI8153/4	OH-JEM	PC-12/47E	Hendell Aviation 26
21. 15+02	A319-133X	FBS BMVg		OY-CLP	Ce650	North Flying
258	Lj45	102sq	22 IRL258	ZS-SNG	A340-642	South African Airw. 26 SAA4272/6273
MM62026	Falcon 50	306° Gruppo TS	arr	26. 7T-VPC	G-IVSP	Government of Algeria 27
L1-01	Falcon 2000EX	Slovenian Air Force		F-HENE	HA-420	EATIS
T.18-2/45-41	Falcon 900B	451 Esc	22	F-HSFJ	Ce680A	Astonjet
102004	Tp102C	74 Airlift sq	22	HB-JIN	Falcon 900EX	JABJ
CS-GLF	Global 6000	NetJets Europe	22 NJE576P	OE-FWF	Ce510	GlobeAir 27
D-BAHB	Falcon 2000LX	MHS Aviation	MHV20Y	27. CS-PHG	EMB505	NetJets Europe 01 NJE730R
LX-JFB	PC-12/47E	Jetfly Aviation	23	D-INOB	Ce525A	Atlas Air Service
LX-JFZ	PC-12/47E	Jetfly Aviation		EC-MAD	B737-4Y0(F)	Swiftair 28 SWT770P/BCS7620
LZ-OOI	Falcon 2000	Government of Bulgaria	22	EC-NMK	B737-406(F)	Swiftair dep SWT771P
OE-FBD	Ce510	GlobeAir		N742CK	B747-446(F)	Kalitta Air CKS335
OM-BYB	Fokker 100	Government of Slovakia	22 SSG4A	OE-FCB	Ce510	GlobeAir 28
PH-CTH	Falcon 2000LX	Flying Group	dep	28. F-HENE	HA-420	EATIS
SP-LIG	ERJ175LR	Government of Poland	22	G-VSPY	B787-9	Virgin Atlantic VIR505/6
22. 5105	CL601-3A	241.dlt		HA-JEO	Ce650	Jet Stream arr
C-215	CL-604	Esk 721		LX-JFB	PC-12/47E	Jetfly Aviation dep
15+02	A319-133X	FBS BMVg		TC-ANA	A319-115X	Government of Albania arr
135L-484	ERJ135BJ	352 MMYP	23			
MM62210	Falcon 900EX	93° Gruppo TS	dep			

Both the Virgin Airbus on the 1st and its 'sister' on the 3rd

operated almost daily flights this month. The Scandinavian on the 1st operated its last flight to the UK on the 5th. The Brussels Airlines Airbus on the 3rd was ferried to Twente for disposal. The Bulgarian registered Boeing on the 4th was ferried to Ostrava and is a former TUI UK aircraft. While operating its planned route from Cincinnati to Leipzig the Polar Air Cargo jumbo on the 8th diverted to Brussels. The TUI Belgium Boeing performing a local test flight on the 10th operated its first service after being grounded on the 21st. The TUI Belgium Boeing performing a local test flight on the 15th operated its first service after being grounded on the 17th. Also on the 15th the arrival of the first freighter for CMA CGM Air Cargo. The aircraft arrived from Doha in basic Qatar colours and continued to Dublin for paintwork the same day. The second freighter for CMA CGM Air Cargo arrived on the 18th and followed the same route as the previous one. The TUI Belgium Boeing operating a local test flight on the 24th operated its first service after being grounded on the 28th.

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

Kleine Brogel

February 2021			
02.FB14	F-16BM	2w	*
ST43	SF260D	CC Air (grey c/s)	*
03.FA84	F-16AM	2w	*
FB14	F-16BM	2w	*
05.FA133	F-16AM	2w	*
ST41	SF260D	CC Air (grey c/s)	*
ST42	SF260D	CC Air (grey c/s)	*
ST43	SF260D	CC Air (grey c/s)	*
12.H35	A109BA	17sq	*
15.G-781	C-130H	336sq (special c/s)	*
16.G-988	C-130H	336sq	*
17.ST30	SF260M+	CC Air (yellow c/s)	*
ST48	SF260D	CC Air (grey c/s)	*
18.ST47	SF260D	CC Air (grey c/s)	*
19.RN05	NH90-TTH	18sq	*
22.FA132	F-16AM	2w	*
ST30	SF260M+	CC Air (yellow c/s)	*
ST43	SF260D	CC Air (grey c/s)	*
84-0087	C-21A	76th AS	*
23.FA68	F-16AM	2w	*
FA87	F-16AM	2w	*
ST42	SF260D	CC Air (grey c/s)	*
24.FA116	F-16AM	2w	*
H26	A109BA	17sq	*
H28	A109BA	17sq	*
H35	A109BA	17sq	*
H46	A109BA	17sq (demo c/s)	*
RN07	NH90-TTH	18sq	*
09-9211	C-17A	62nd AW	*
25.ST47	SF260D	CC Air (grey c/s)	*

26.FA97	F-16AM	2w	*
FA101	F-16AM	2w (demo c/s)	*
FA121	F-16AM	2w	*
FA132	F-16AM	2w	*
H35	A109BA	17sq	*
ST18	SF260M+	CC Air (Red Devils c/s)	*

Despite the very short distance between Kleine Brogel and Eindhoven the 334sq/336sq based airframes do not visit Kleine Brogel as often as opposite visits from 10w F-16s to Eindhoven. This makes the two visits of G-781/988 on 15 and 16 February an nice exception.

Credits: Mathias Bijnens, Toon Cox, Edwin Huskens, Jos Schoofs.

Koksijde

February 2021			
02.FB20	F-16BM	10w/OCU	2x *
05.ST18	SF260M+	CC Air (Red Devils c/s)	3x *
09.CH11	C-130H	20sq	4x *
10.RN07	NH90-TTH	18sq	*
ST42	SF260D	CC Air (grey c/s, spec mks)	2x *
ST48	SF260D	CC Air	2x *
11.ST43	SF260D	CC Air	2x *
19.FA69	F-16AM	10w	2x *
FA77	F-16AM	10w	2x *
FA127	F-16AM	10w	2x *
ST46	SF260D	CC Air	*
22.FB14	F-16BM	2w	*
ST35	SF260M+	CC Air (Red Devils c/s, spec mks)	*
278	AW139	301sq	*
25.H38	A109BA	17sq	*
26.FA97	F-16AM	2w	*
FA132	F-16AM	2w	*

Koksijde traffic from February 2021 is showing the usual suspects. The threeship F-16s from 19 February was heading towards the North Sea for training and made their overshoot going towards and returning from their training grounds. The Irish AW139 was refuelling prior to departure for Liege to attend maintenance.

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

Liège

february 2021			
01.D-CCCF	Ce550	Heli-Flight	
HA-YFK	Beech 400A	Jet-Stream	
02.9H-FOX	A340-313X	Hi Fly Malta	dep HFM78989
EI-GCX	A330-223	I-Fly	03 RSY7632/3
G-WNCH	Beech B200	Synergy Aviation	
03.F-HIQB	B737-8AS(F)	ASL Airlines France	TAY4837/27
UR-CAJ	An-12BK	Meridian	04
04.PH-WMM	Ce525	ASL	



Delivered to Thomson Airways/TUI Airways in March 2009, as G-FDZR, this Boeing 737 was ferried to Brussels for end-of-lease maintenance, on 10 January 2021. The aircraft was reregistered to LZ-DAZ for DAE Capital and subsequently ferried to Ostrava on 4 February. Shortly before its departure the aircraft was photographed by Yves Deliens.



Before being converted to a freighter this Boeing 737 served with Ryanair and Pegasus Airlines. F-HIQB was delivered to ASL Airlines France in November 2020. (Liège, 11 February 2021, Jochem Jottier)

06.EI-GCZ	A330-223	I-Fly	RSY7542/1	280	PC-12/47E	104sq	
N492MC	B747-47UF	Atlas Air	GTI8153	4K-AZ100	IL-76TD-90	Silk Way Airlines	23 AZQ4125/6
07.CS-LTI	Ce680A	NetJets Europe	NJE635P/271E	23.F-HMXL	Ce550	Airlec	ARL109
G-CLAA	B747-446F	CargoLogicAir	08 CLU5294/8	24.ES-PWB	AW139	Piirivalve Lennusalk	tst
T7-ASK	A300B4-622R	San Marino Exec. Avn	f/v SMF802/401	25.ES-PWB	AW139	Piirivalve Lennusalk	dep
08.9H-BFS	A330-203	Maleth-Aero (a/w)	f/v MLT704T/5T	26.9H-FOX	A340-313X	Hi Fly Malta	28 HFM7862/361P
EI-GCZ	A330-223	I-Fly	RSY7542/1	9H-SOL	A340-313X	Hi Fly Malta	27 HFM7886/7
09.EI-FSE	A330-243	I Fly	RSY7538/9604	EC-JBD	EMB120ER(F)	Swiftair	SWT953P
HA-KAO	ATR72-202(F)	Fleet Air International	arr	27.A6-GGP	B747-412F	Government of Dubai	28 DUB8
T7-ASK	A300B4-622R	San Marino Exec. Avn	10 SMF804/401	CS-PHB	EMB505	NetJets Europe	28 NJE524R/278L
UR-CGW	An-12BP	Meridian		EI-LIM	AW139	Westair Aviation	dep
10.CT02	A400M	20sq	BAF660	G-JMCL	B737-322(F)	West Atlantic	NPT210H/1H
EI-GPJ	A330-323E	I-Fly	11 RSY9546/7631	OO-JNL	B767-304ER	TUI Belgium	TAY877F/5118
11.EI-FSE	A330-243	I Fly	RSY7538/9604	28.LX-ONE	Lj45	Luxembourg Air Ambulance	LRQ76F
12.EI-FNX	A330-243	I-Fly	RSY9538/805				
13.N356KD	B747-446(F)	Western Global Airl.	19 WGN3330/01				
14.G-CLAA	B747-446F	CargoLogicAir	15 CLU5294/8				
UR-CJN	An-12B	Cavok Air	CVK7042				
15.4L-GEN	B747-236B(F)	Geo-Sky	GEL921/2				
PH-DWS	ERJ135LR	Air Charters Europe	JNL2235/0382				
16.ES-MCA	Ce510	Alarair					
17.D-IHAG	Ce551	Heli-Flight					
PH-DWS	ERJ135LR	Air Charters Europe	JNL329/1329				
SE-RMO	Lj45XR	H-Bird Aviation Services	ETI52B				
UR-CEZ	An-12BP	Cavok Air	18 CVK7009/80				
18.UR-CNN	An-12B	Cavok Air	CVK7008				
19.HB-ZYG	AS350B3	Helipool	del				
UR-CQD	An-26B	Vulkan Air	VKA188/9				
20.VQ-BWT	B747-412(F)	Longtail Avn	div 25 LGT5505/1000	01.A7-BHF	B787-9	Qatar Airways	QTR8866/8867
21.G-CLAA	B747-446F	CargoLogicAir	22 CLU5294/8	LX-JDV	Ce525 (M2)	Flying Group Lux.	03 FYL81DV/22DV
22.278	AW139	301sq	arr IRL278	OK-PFY	Beech 400XT	Time Air	02 TIE074F/109F
				OO-SCT	Ce525C	Luxaviation	AAB128

After operating almost daily in January, I Fly wound down its operations in February. The Maleth-Aero Airbus on the 8th carries FlightService titles. The helicopter on the 19th has been acquired by Heli & Co. The Longtail Aviation Boeing on the 20th diverted to Liège after it had departed from Maastricht. TUI Belgium operated a military charter on the 27th.

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

Ostend-Bruges

February 2021			
01.A7-BHF	B787-9	Qatar Airways	QTR8866/8867
LX-JDV	Ce525 (M2)	Flying Group Lux.	03 FYL81DV/22DV
OK-PFY	Beech 400XT	Time Air	02 TIE074F/109F
OO-SCT	Ce525C	Luxaviation	AAB128



Global Jet Luxembourg became the operator of this Airbus A319 corporate jet in March 2020. LX-LIZ was transferred to Liza Transport International in November 2020 as P4-LTI. The company is based in Burkina Faso and headquartered at Ouagadougou. (Brussels, 9 February 2021, Steven Picalausa)

02. EC-NIR	SA227AC	Flightline	FTL622/323	15. CT02	A400M	20sq	f/v BAF654
HA-TAG	Saab 340A(F)	Fleet Air International	dep FRF300	16. ER-BAJ	B747-412(F)	Aerotrans Cargo	23 ATG4465/9981
SU-GEU	B787-9	EgyptAir	f/v MSR522/523	ER-BBC	B747-433(F)	Aerotrans Cargo	22 ATG5558/5559
03. CS-DIY	Ce525B	Airjetsul	05 AJU521	ER-JAI	B747-412(F)	Aerotrans Cargo	21 ATG6651/4481
LX-JDV	Ce525 (M2)	Flying Group Lux.	FYL33DV/14DV	17. OH-BSL	PC-12/47E	Global Airlift Solutions	18
04. SU-GES	B787-9	EgyptAir	MSR522/523	OO-SSF	A319-111	Brussels Airlines	BEL9931/1153
TC-MCD	A300B4-622R(F)	MNG Airlines	f/v MNB311/312	18. D-ITTT	CeF406	Air-Taxi Europe	TWG155/255
05. D-FOOD	PC-12/47E	Blackbird Air Charter		SU-GEU	B787-9	EgyptAir	MSR522/523
EC-GPS	SA227AC	Flightline	FTL842/851	TC-MCC	A300B4-622R(F)	MNG Airlines	MNB311/312
OE-FIW	DA42	Devleminck Air Service		19. CT01	A400M	20sq	*BAF654
SU-GER	B787-9	EgyptAir	MSR520/521	OO-SSF	A319-111	Brussels Airlines	BEL1154/9932
06. PH-CUA	Saab 340B	JetNetherlands	JNL3732/0320	20. OO-PJM	PA-46-350P		
07. A7-BHF	B787-9	Qatar Airways	QTR8024/8025	21. D-CHZF	Ce550	Tyrol Air Ambulance	TYW212F/213F
ER-BBC	B747-433(F)	Aerotrans Cargo	08 ATG5547/5548	TC-MCG	A300B4-622R(F)	MNG Airlines	MNB770/771
08. F-HNAV	Be200CGT	DGAC	09 NAK097/Calibra	22. D-ITTT	CeF406	Air-Taxi Europe	23 TWG155/255
OO-LMS	Falcon 900LX	Luxaviation	10	EC-NIR	SA227AC	Flightline	FTL611/612
OO-SCT	Ce525C	Luxaviation	15 AAB205/232	N412SN	MD-11F	Western Global	23 WGN9412/3305
SU-GDM	B777-36N(ER)	EgyptAir	MSR520/521	23. HA-KAO	ATR72-202(F)	Fleet Air Int'	25 FRF901/900
09. D-FUNC	Ce208B	IAS Itzehoer Aircservice	10 FNK2	OH-ZRH	PC-12/47E	Global Airlift Solutions	24
EC-GJM	SA227BC	Flightline	10 FTL922/931	UR-EMC	ERJ190STD	Ukraine International	26 AUI3181/2
F-HNAV	Be200CGT	DGAC	Calibra/NAK097	24. D-AIPP	A320-211	Lufthansa	arr DLH9921
LX-JDV	Ce525 (M2)	Flying Group Lux.	10 FYL84DV/71DV	HA-TAG	Saab 340A(F)	Fleet Air Intern'l	25 FRF301/300
SP-KPE	Saab 340A(F)	SprintAir	SRN125/126	N513SN	MD-11F	Western Global (a/w)	25 WGN3300/1
SP-KPZ	Saab 340A(F)	SprintAir	SRN128/129	OH-ZRH	PC-12/47E	Global Airlift Solutions	25
UR-CQE	An-26B	Vulkan Air	dep VKA148	YL-RAG	Saab 340A(F)	RAF-Avia Airlines	MTL71C/788P
10. A7-BEA	B777-3DZ(ER)	Qatar Airways	QTR8190	25. A7-BFM	B777-FDZ	Qatar Airways Cargo	QTR8917
D-ACLG	B737-46J(F)	CargoLogic Germ.	f/v GCL610/611P	D-CGGG	Lj31A	Jetcall	JCL3
HA-TAD	Saab 340A(F)	Fleet Air Intern'l	11 FRF201/200	N297CS	CeT206H	Textron Aviation	arr
LX-JDV	Ce525 (M2)	Flying Group Lux'	FYL73DV/51DV	TC-MCC	A300B4-622R(F)	MNG Airlines	MNB311/312
OH-BSL	PC-12/47E	Global Airlift Solutions	11	26. A7-BFP	B777-FDZ	Qatar Airways Cargo	QTR8178
OH-ZRH	PC-12/47E	Global Airlift Solutions		OE-IIS	G-V	Int' Jet Management	27 IJM572
OO-TMY	B737-8	TUI Belgium	*JAF066K	OH-BSL	PC-12/47E	Global Airlift Solutions	
SE-LFS	Fokker 50	Amapola Flyg	APF5151/5152	YL-RAE	Saab 340B	RAF-Avia Airlines	MTL793C/793D
SE-LFS	Fokker 50	Amapola Flyg	11 APF5153/5150	27. A7-BAS	B777-3DZ(ER)	Qatar Airways	QTR8004
SP-MRB	Saab 340A	Sky Taxi	IGA506/507	28. A7-BAU	B777-3DZ(ER)	Qatar Airways	QTR8006
UR-CSK	An-26B	Eleron Airlines	VVA2117/2118	D-CUGF	Ce525B	Atlas Air Service	ATL4U
UR-CSK	An-26B	Eleron Airlines	11 VVA2119/2120				
YL-RAG	Saab 340A(F)	RAF-Avia Airlines	MTL782C/782D				
11. A7-BAZ	B777-3DZ(ER)	Qatar Airways	QTR3LY/8866				
G-JOTD	BAe146-300(QT)	JOTA Aviation	ENZ596/598				
HA-KAO	ATR72-202(F)	Fleet Air International	FRF901/900				
HA-TAD	Saab 340A(F)	Fleet Air Intern'l	12 FRF201/200				
HB-ALR	ATR72-212A(F)	Zimex Aviation	IMX801/802F				
OE-FMG	Eclipse 500	Mali Air					
OH-ZRH	PC-12/47E	Global Airlift Solutions					
SE-LFS	Fokker 50	Amapola Flyg	APF5151/5152				
TC-MCD	A300B4-622R(F)	MNG Airlines	MNB311/312				
UR-CSK	An-26B	Eleron Airlines	16 VVA2113/2201				
12. A7-BFD	B777-FDZ	Qatar Airways Cargo	QTR8913				
A7-BFT	B777-FDZ	Qatar Airways Cargo	QTR8178				
SU-GEV	B787-9	EgyptAir	MSR520/521				
13. A7-BFU	B777-FDZ	Qatar Airways Cargo	QTR8164				
D-BAHB	Falcon 2000LX	MHS Aviation	MHV20Y				
14. N543JN	MD-11F	Western Global (a/w)	WGN3302/3				

EgyptAir Cargo:

SU-GCE 01, 02, 04 - 07, 10, 11, 12, 14, 16, 19², 20, 21
 SU-GCF 23, 28
 SU-GCJ 03, 08, 09, 15, 22, 23, 25, 26

The cargo operations remain the majority of Ostend movements in February 2021. MNG Airlines brought in various classic A300 freighters on their cargo flights. Western Global Airlines also appeared a couple times with their MD-11F. After the flight ban of the B737 Max series TUI Belgium also started their certification and training flights, including one visit on 10 February. The Brussels Airlines A319 flew Club Brugge to Kiev for their match against Dynamo Kiev. Lufthansa brought one of their oldest A320s to Ostend on 24 February. This jet will be scrapped at Ostend, like previous airframes.

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



This Pilatus was delivered to Blackbird Air Charter in January 2019 registered as OY-THP. The PC-12/47E changed its registration in August 2020 to D-FOOD but its operator remained the same. (Ostend, 5 February 2021, Nik Deblauwe)

Military Movements Elsewhere



From 4 February to 16 March 2021, flying telescope SOFIA was stationed in Cologne for a series of nightly observation flights. Being a joint DLR-NASA project, its platform N747NA operates from German airfields every now and then. Around sunset on 24 February 2021 was one of the chances to photograph the SP on departure in daylight. (Köln-Bonn, Erik Sleutelberg)

Germany

			February 2021				
Ramstein				04-4130	C-17A	305th AMW	dep 10 RCH049
01.87-0029	C-5M	60th AMW	RCH871	07-7181	C-17A	437th AW	RCH806
99-0058	C-17A	62nd AW	dep RCH108	10-0213	C-17A	437th AW	RCH274
01-0197	C-17A	156th AS NC ANG	RCH911	900528	C-26D	AOD Sigonella	CNV6306
03-3116	C-17A	183th AS MS ANG	dep RCH850	169533/BH	KC-130J	VMGR-252	Bronco41
05-5150/HH	C-17A	15th Wing/535th AS	RCH633	07.272	KC-707	120sq	IAF006
09-9209	C-17A	62nd AW	dep RCH625	87-0031	C-5M	337th AS	RCH101
99-0402	C-37A	89th AW	SAM640	03-3120	C-17A	62nd AW	RCH841/110
02.86-0025	C-5M	436th AW	dep 07 RCH792	07-7181	C-17A	437th AW	RCH806
95-0104	C-17A	155th AS TN ANG	RCH818	10-0213	C-17A	437th AW	RCH274
96-0005	C-17A	137th AS NY ANG	RCH635	02-0202	C-40C	201st AS DC ANG	Boxer40
97-0046	C-17A	437th AW	RCH268	08.85-0010	C-5M	60th AMW	dep 10 RCH431
03-3116	C-17A	183th AS MS ANG	dep 04 RCH850	99-0169	C-17A	437th AW	dep 11 RCH160/843
03-3123	C-17A	167th AS WV ANG	RCH880	10-0213	C-17A	437th AW	dep 10 RCH274
04-4132	C-17A	305th AMW	dep RCH419	02-0202	C-40C	201st AS DC ANG	Boxer40
07-7187	C-17A	437th AW	dep Bandage80	08.85-0010	C-5M	60th AMW	dep 10 RCH431
09-9210	C-17A	62nd AW	dep 17 RCH137/830	99-0169	C-17A	437th AW	dep 11 RCH160/843
09-9212	C-17A	437th AW	RCH140	10-0213	C-17A	437th AW	dep 10 RCH274
63-8025	KC-135R	92nd ARW	RCH896	09.93-0600	C-17A	155th AS TN ANG	RCH810
13-08132	CH-47F	B/1-214 Avn	Grit11	03-3117	C-17A	183th AS MS ANG	dep 11 RCH822
03.125/XO	TBM-700A	ET60	CTM3833	05-5146/HH	C-17A	15th Wing/535th AS	
76-0164	C-12C	USE Riyadh	Guts65	10.06-6158	C-17A	60th AMW	RCH188
06-6162	C-17A	60th AMW	RCH828	07-7179	C-17A	60th AMW	RCH897
06-6165	C-17A	436th AW	RCH614	08-8204	C-17A	437th AW	RCH1818
07-7187	C-17A	437th AW	dep 05	11.272	KC-707	120sq	IAF006
04.125/XO	TBM-700A	ET60	CTM3826	86-0026	C-5M	60th AMW	dep 14 RCH848
03	C-17A	SAC	Bartok98	03-3119	C-17A	183th AS MS ANG	
95-0104	C-17A	155th AS TN ANG	RCH818	04-4130	C-17A	305th AMW	dep 13 RCH049
02-1111	C-17A	62nd AW	RCH225	04-4132	C-17A	305th AMW	RCH177
03-3117	C-17A	183th AS MS ANG	RCH885	04-4137	C-17A	305th AMW	dep 13
04-4132	C-17A	305th AMW	RCH419	08-8196	C-17A	62nd AW	RCH391
04-4137	C-17A	305th AMW	RCH811	166695	C-40A	VR-61	CNV6611
07-7188	C-17A	437th AW	dep RCH637	12.99-0169	C-17A	437th AW	RCH843
09-9212	C-17A	437th AW	dep 09 RCH140/136	04-4132	C-17A	305th AMW	RCH177
10-0213	C-17A	437th AW	RCH274	07-7170	C-17A	436th AW	dep 14 RCH821
10-0218	C-17A	62nd AW	dep RCH814	95-0121/GA	E-8C	128th ACCS GA ANG	dep 19
18-1942	C-37B	89th AW	SAM637	15-20759	HH-60M	C/6-101 Avn	Army20759
90-0813/SP	F-16CM	52nd FW/480th FS	*	13.84-0061	C-5M	436th AW	RCH857
91-0343/SP	F-16CM	52nd FW/480th FS	*	96-0002	C-17A	437th AW	RCH165
99-26832	UH-60L	A/6-101 Avn	Army26832	98-0057	C-17A	137th AS NY ANG	RCH144
05.09-9211	C-17A	62nd AW	dep RCH215	00-0176	C-17A	155th AS TN ANG	RCH283
10-0218	C-17A	62nd AW	RCH814	00-0177	C-17A	137th AS NY ANG	RCH282
02-0202	C-40C	201st AS DC ANG	Boxer40	03-3119	C-17A	183th AS MS ANG	dep 15
169226/QB	KC-130J	VMGR-352	Creep91/Raider28	04-4137	C-17A	305th AMW	dep 17
14-20697	HH-60M	C/6-101 Avn	Army20697	169533/BH	KC-130J	VMGR-252	Bronco31
06.99-0169	C-17A	437th AW	dep 08 RCH160	14.86-0012	C-5M	337th AS	dep 17 RCH563
03-3117	C-17A	183th AS MS ANG	dep 08	01-0197	C-17A	156th AS NC ANG	RCH865
				07-7182	C-17A	437th AW	RCH858
				73-1581/DM	EC-130H	55th ECG	dep 19 Axis43
				15.0001	G550	1.BLTr	PLF105
				84-0061	C-5M	436th AW	RCH857
				04-4130	C-17A	305th AMW	dep 17
				910502	C-26D	AOD Naples	CNV6115

16.98-0057	C-17A	137th AS NY ANG	RCH144	09-5713	MC-130J	352nd SOW	Mega41
03-3119	C-17A	183th AS MS ANG	dep 19 RCH837	95-0121/GA	E-8C	128th ACCS GA ANG	Atila5/Redeye9
07-7182	C-17A	437th AW	RCH858	27.00-0175	C-17A	305th AMW	RCH410
900530	C-26D	AOD Sigonella	CNV6416	00-0176	C-17A	155th AS TN ANG	RCH269
166695	C-40A	VR-61	CNV6616	03-3117	C-17A	183th AS MS ANG	RCH877/827
63-7999/D	KC-135R	100 ARW	Evac10E2	09-9205	C-17A	437th AW	RCH564
17.0001	G550	1.BLTr	PLF105	09-9206	C-17A	437th AW	RCH180
99-0058	C-17A	62nd AW	RCH224	11-0550	C-37B	89th AW	SAM777
07-7188	C-17A	437th AW	Bandage35/RCH870	28.97-0046	C-17A	437th AW	RCH325
62-3499	KC-135R	92nd ARW	RCH659	99-0169	C-17A	437th AW	RCH205/988
84-23936	UH-60A+	C/1-214 Avn	Duke12/95	06-6162	C-17A	60th AMW	RCH175
85-24397	UH-60A+	C/1-214 Avn	Duke95	07-7181	C-17A	437th AW	RCH844
18.97-0044	C-17A AFRC	89th AS	RCH223	08-8191	C-17A	437th AW	RCH221
99-0058	C-17A	62nd AW	RCH224	08-8204	C-17A	437th AW	RCH610
04-4137	C-17A	305th AMW	RCH647/950	10-0220	C-17A	62nd AW	RCH616
07-7175	C-17A	436th AW	RCH988	10-0221	C-17A	437th AW	RCH714
07-7181	C-17A	437th AW	RCH801	10-0223	C-17A	437th AW	RCH228/998
07-7184	C-17A	437th AW	dep 20	95-00123	UC-35A	E/1-214 Avn	Duke58
90-0828/SP	F-16CM	52nd FW/480th FS	Heat02 *	<u>Credits: MAR, Scramble Messageboard</u>			
90-0833/SP	F-16CM	52nd FW/480th FS	Heat01 *	<u>Spangdahlem</u>			
91-0338/SP	F-16CM	52nd FW/480th FS	*	February 2021			
91-0343/SP	F-16CM	52nd FW/480th FS	*	02.87-0032	C-5M	60th AMW	dep 04 RCH744
84-23936	UH-60A+	C/1-214 Avn	Duke95/88	98-0052	C-17A	62nd AW	dep RCH890
85-24397	UH-60A+	C/1-214 Avn	Duke95/88	57-1451	KC-135R	155th ARS TN ANG	RCH894
19.01	C-17A	SAC	Bartok51	59-1478	KC-135R	155th ARS TN ANG	RCH802
00-0180	C-17A	758th AS	RCH556	03.06-6166	C-17A	436th AW	RCH815
07-7181	C-17A	437th AW	RCH801	58-0119	KC-135R	155th ARS TN ANG	RCH951
10-0213	C-17A	437th AW	RCH986	59-1509	KC-135R	155th ARS TN ANG	RCH803
02-5001	C-32B	150th SOS NJ ANG	RCH749	04.86-0026	C-5M	60th AMW	dep 11 RCH848
95-0121/GA	E-8C	128th ACCS GA ANG	dep 23 Atila5	01-0188	C-17A	137th AS NY ANG	RCH170
84-23936	UH-60A+	C/1-214 Avn	Duke88	84-0087	C-21A	86th AW/76th AS	Valor21
85-24397	UH-60A+	C/1-214 Avn	Duke88	05.85-0003	C-5M	436th AW	dep RCH876
20.01	C-17A	SAC	Bartok51	85-0005	C-5M	436th AW	RCH800
97-0044	C-17A	89th AS	RCH223	03-3120	C-17A	62nd AW	RCH110
07-7179	C-17A	60th AMW	RCH895	09-9209	C-17A	62nd AW	dep 09 RCH856
21.00-0180	C-17A	758th AS	RCH556	07-00105	UC-35A	E/1-214 Avn	Duke77 *
07-7183	C-17A	437th AW	RCH1815	06.04-4137	C-17A	305th AMW	RCH811
910502	C-26D	AOD Naples	dep 23 CNV6121	07.85-0003	C-5M	436th AW	dep 09 RCH876
63-7999/D	KC-135R	100th ARW	Quid824	08.87-0035	C-5M	436th AW	RCH834
22.99-0169	C-17A	437th AW	RCH864	04-4137	C-17A	305th AMW	RCH823
02-1111	C-17A	62nd AW	dep 27 RCH644	10.84-00162	C-12U	E/1-214 Avn	Duke15
02-1112	C-17A	183th AS MS ANG	RCH816	04-4136	C-17A	305th AMW	RCH715
07-7184	C-17A	437th AW	RCH160/839	06-6166	C-17A	436th AW	RCH620
17-5876	MC-130J	27th SOW	RCH1033	16.86-0026	C-5M	60th AMW	RCH848
14-20697	HH-60H	C/6-101 Avn	Army20697	LX-N90452	E-3A	NAEWF	NATO40 *
23.15005	CC-150	437sq	CFC4119	N640GT	B767-3S1ER	Atlas Air	GTI8982/CMB148
97-0047	C-17A	437th AW	RCH575	17.N640GT	B767-3S1ER	Atlas Air	CMB148
00-0172	C-17A	156th AS NC ANG	RCH151/935	18.84-0085	C-21A	86th AW/76th AS	Valor42
00-0181	C-17A	167th AS WV ANG	RCH921	31+31	EF2000	TLG31	Hammer *
02-1112	C-17A	183th AS MS ANG	RCH816/860	13-08432	CH-47F	B/1-214 Avn	Grit11 *
08-8192	C-17A	62nd AW	RCH833	19.63-8035	KC-135R	106th ARS AL ANG	RCH880
95-0121/GA	E-8C	128th ACCS GA ANG	dep 25 Atila5	22.09-9211	C-17A	62nd AW	RCH270
90-26294	UH-60L	A/6-101 Avn	Army26294	23.FB14	F-16BM BD 2 Wing	BAF271 *	
24.00-0172	C-17A	156th AS NC ANG	RCH935	09-9211	C-17A	62nd AW	RCH270
03-3124	C-17A	437th AW	RCH166	LX-N90454	E-3A	NAEWF	NATO06 *
10-0221	C-17A	437th AW	RCH714	LX-N90446	E-3A	NAEWF	NATO40 *
25.97-0047	C-17A	437th AW	RCH575	24.09-9211	C-17A	62nd AW	RCH270
00-0175	C-17A	305th AMW	RCH410	30+54	EF2000	TLG31	Hammer *
02-1112	C-17A	183th AS MS ANG	RCH860	26.97-0044	C-17A	89th AS	RCH651
03-3117	C-17A	183th AS MS ANG	RCH877/109	27.98-0057	C-17A	137th AS NY ANG	RCH790
03-3120	C-17A	62nd AW	RCH100	<u>Credits: MAR, Scramble Messageboard</u>			
07-7170	C-17A	436th AW	RCH196	<u>United Kingdom</u>			
08-8204	C-17A	437th AW	dep 27 RCH610	Aberdeen			
10-0220	C-17A	62nd AW	RCH616	February 2021			
10-0221	C-17A	437th AW	dep 28 RCH714	17.ZZ504	Shadow R1	14sq	WAD54 *
900530	C-26D	AOD Sigonella	CNV6324	23.ZE708	BAe146 C3	32(TR)sq	NOH39
95-0121/GA	E-8C	128th ACCS GA ANG	Atila5	24.ZE708	BAe146 C3	32(TR)sq	NOH07
26.86-0013	C-5M	436th AW	dep 28 RCH800	27.ZZ507	Shadow R1	14sq	Snake57 *
87-0032	C-5M	60th AMW	RCH824	<u>Credits: MAR, Scramble Messageboard</u>			
94-0065	C-17A	155th AS TN ANG	RCH815	Barton			
96-0004	C-17A	62nd AW	RCH854	February 2021			
26.03-3117	C-17A	183th AS MS ANG	RCH109/877	11.ZD984	Chinook HC6A		SHF448
09-9206	C-17A	437th AW	RCH180	17.ZM522	Juno HT1	1 FTS	SYS100
09-9210	C-17A	62nd AW	RCH913	ZM512	Juno HT1	1 FTS	SYS93
10-0223	C-17A	437th AW	RCH228	<u>Credits: MAR, Scramble Messageboard</u>			
99-6143	C-32B	150th SOS NJ ANG	RCH400				

RAF Brize Norton			February 2021	13-5778	MC-130J	352nd SOW/67th SOS	Strix67 *
01.ZE707	BAe146 C3	32(TR)sq	RRR1443	G-SADB	DA42MPP	QinetiQ	Gauntlet22 *
ZA682	Chinook HC6A	Odiham Wing	Uber2 *	26.OO-FAE	Falcon 7X	15 Wing	BAF80
ZJ782	AS365N3	658sq	Hammer25	<u>Credits: MAR, Scramble Messageboard</u>			
ZJ121/E	Merlin HC4	845sq	Junglie90 *	Cambridge			
ZZ404	Wildcat AH1	847sq	Marine11	February 2021			
02.ZA714	Chinook HC6A	28sq	SHF267 *	02.KAF328	KC-130J	41sq	KAF3210
ZA714	Chinook HC6A	28sq	SHF434 *	10.G-781	C-130H	336sq	dep NAF72
03.ZJ780	AS365N3	658sq	Hammer	G-988	C-130H	336sq	NAF63
XW220	Puma HC2	Benson Wing	Kukri2 *	15.G-988	C-130H	336sq	dep NAF78
XW231	Puma HC2	Benson Wing	Kukri1 *	V-11	G-IV	334sq	NAF61
ZZ521	Wildcat AH1	847sq	dep Marine12	214/MAK	C-130J-30	Qatari AF	MCE05
80-0185	U-2S	9th RW/99th ERS	Dragon02 *	16.214/MAK	C-130J-30	Qatari AF	dep DEMA121
04.ZE701	BAe146 CC2	32(TR)sq	RRR1443	<u>Credits: MAR, Scramble Messageboard</u>			
ZH101	Sentry AEW1	8/23 Sqn	NATO32/33	RAF Mildenhall			
05.ZE708	BAe146 CC3	32(TR)sq	NOH99 *	04.166695	C-40A	VR-61	February 2021
08.ZZ384	Wildcat AH1		dep	169548	P-8A	VP-9	CNV6604
OO-LUM	Falcon 7X	15 Wing	BAF99	N356KD	B747-446F	Western Global Airlines	Rider01
10.ZK560	Chinook HC6	7sq	SHF513	06.N919CA	B747-428F	National Airlines	WGN0186
OO-FAE	Falcon 7X	15 Wing	BAF82	09.94-7318	C-130H	731st AS	CMB141
11.ZA704	Chinook HC6A	28sq	SHF265 *	N312AA	B767-223F	ABX Air	RCH646
ZJ132	Merlin HC4	846sq	Commando60	10.LX-N90446	E-3A	NAEFW	NATO40
ZZ388	Wildcat AH1	661sq	Carbon09	97-00105	UC-35A	E/1-214 Avn	Duke06
15.ZE701	BAe146 CC2	32(TR)sq	RRR1319/NOH14	01-0015	C-40B	15th Wing	SAM623
ZA704	Chinook HC6A	28sq	SHF250 *	12.95-00123	UC-35A	E/1-214 Avn	Duke46
ZA708	Chinook HC6A	18sq	Pegasus1 *	17.60-0335	KC-135R	92nd ARW	RCH340
16.ZJ188	Apache AH1	3/4 Regiment	Hunter1	17.N575UP	B747-44AF	UPS	dep 19 CMB173
ZJ233	Apache AH1	3/4 Regiment	Hunter2	18.ZZ507	Shadow R1	14sq	Snake57
ZZ507	Shadow R1	14sq	Knight57 *	57-1468	KC-135R	336th ARS	dep 20 RCH828
17.ZA679	Chinook HC6A	28sq	SHF250 *	165161/BD	C-130T	VR-64	CNV6518
G-BYWI	Tutor T1	Oxford UAS	UAO12 *	19.ZZ173	C-17A	24/99sq	RRR812
18.ZA714	Chinook HC6A	28sq	SHF258 *	99-0058	C-17A	62th AW	RCH224
100001/001	Tp100	72 ASC sq	SVF647	20.63-9792/OF	RC-135V	55th Wing	TDY Olive55
19.ZA679	Chinook HC6A	28sq	SHF260 *	N575UP	B747-44AF	UPS	CMB174
ZA710	Chinook HC6A	28sq	SHF250 *	21.57-1468	KC-135R	336th ARS	dep 23 RCH828
22.ZA712	Chinook HC6A	28sq	SHF266 *	24.86-0013	C-5M	68th AS	dep 26 RCH800
OO-FAE	Falcon 7X	15 Wing	GAF85	25.168850	P-8A	VP-9	Rider09
23.GZ100	AW109SP	32(TR)sq	NOH21 *	27.86-0014	C-5M	337th AS	RCH421
24.ZJ216	Apache AH1	3/4 Regiment	Hunter2	83-0081	KC-10A	305th AMW	RCH596
ZA674	Chinook HC6A	28sq	SHF250 *	07-7175	C-17A	436th AW	RCH810
ZK029/FE	Hawk T2	25sq	VYT36 *	165830	C-40A	VR-59	CNV4661
G-ETPC	G120	ETPS	Gauntlet22 *	<u>Credits: MAR, Scramble Messageboard</u>			
25.ZA674	Chinook HC6A	28sq	SHF266 *				
ZA679	Chinook HC6A	28sq	SHF250 *				
ZH775	Chinook HC6A	27sq	Hannibal1/SHF424				



A pair of relatively colourful KC-135s of the 121st ARW, OH ANG was on temporary duty from Geilenkirchen, their home base being Rickenbacker ANGB (OH). Above 59-1483 and 63-7993 were seen by Arjen Sleuwenhoek on 26 February 2021, and captured in great light while vacating runway 27.

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In 2019, Air Canada purchased four second-hand Airbus A330-300Es. All four of these planes were acquired from TAP Air Portugal, which actually acquired these planes from Singapore Airlines in 2017. However, TAP Air Portugal took delivery of a whole bunch of brand-new Airbus A330-900 aircraft in 2019 and 2020, so they no longer needed these ex SIA A330s and therefore sold the aircraft to Air Canada, before they entered TAPs fleet. So, these aircraft were never part of TAP and were never registered in Portugal. One of these four is C-GOFW, which was delivered to Air Canada on 20 February 2021. (Amsterdam-Schiphol, 24 March 2021, Walter Heukensfeld)

Manufacturers News

Airbus

A320P2F

Elbe Flugzeugwerke (EFW), the Airbus-subsidary that teamed-up with ST Aerospace to offer passenger-to-cargo conversions for Airbus-aircraft, has started the conversion process of its first A320P2F. This particular aircraft will be converted at ST Aerospace's facility at Singapore-Seletar and will be used to certify this latest version of the A320. The first A320 to be converted by EFW/ST is msn **2737**, which was formerly operated by IndiGo as VT-IHM, clocked 25,159 cycles and 40,376 hours until it was put into storage. The finished A320P2F will have ten positions on the main deck and seven in the lower deck, with a total cargo payload of 21.9 tonnes. The longer A321P2F has fourteen and ten positions on the main and lower deck respectively. Airbus already announced the A320P2F (together with the A321P2F) programme in 2015, but decided to prioritise the A321P2F due to its larger cargo capacity and better availability of potential aircraft for conversion. The A320 is not the easiest aircraft for conversion, given the limited space in the forward fuselage and the potential of damage to the engines during loading operations. Originally, the goal was to have achieved a Supplement Type Certificate for the A320P2F in 2021 but this will now be 2022. With the cargo-business booming, Airbus and EFW, which also offer A330P2Fs, is sold-out of A320/A321 conversion slots until 2024 at all of its (partner) sites at Dresden, Guangzhou and Singapore-Seletar. An additional conversion-line for the A321P2F is due to be added later this year at Mobile (AL).

The A320/A321P2F-programme of Airbus and EFW isn't the only A320/A321-conversion programme on the market. In total we know of six programmes offering conversions for the A320/A321. Besides EFW, these are US/German company PacaAvi, US-Oregon based Precision Aircraft Solutions, California based C3 Aerospace, IAI Bedek from Israel and finally a US company named Sine Draco. EFW, PacaAvi and C3 Aerospace are the only three who also offer a conversion for the A320. It has been quiet about the PACaVi for some years now, but C3 Aerospace (more commonly known as C Cubed

Aerospace) has already started the conversion of a first A320 (N1523, msn **1523**, ex Sky Airline and TACA) in September 2019.

A350 freighter

According to Reuters, Airbus is actively considering launching a freighter version of the A350 and is pitching the aircraft to potential customers. The manufacturer is thinking about the launch as demand for newly-built passenger widebodies has plummeted and will be lower in the coming years, while the cargo-flying business is growing. An A350 freighter would support Airbus in keeping widebody production on a more stable level. The report from Reuters states that Airbus is thinking of producing a slightly longer A350-900 and development of this new variant is expected to cost up to 3 billion USD. Most challenging aspect is adjusting the composite fuselage for the wide cargo door and strengthened floor. Airbus only wants to go ahead with the project if it can secure at least fifty orders for the freighter, which would go head-to-head with the B777-200F as its closest rival. However, with a lot of widebody aircraft parked and retired prematurely, airlines might be more interested in cheaper passenger-to-conversion programmes like the A330P2F and the B777-300ERSF.

So far Airbus has not been very successful with factory freighters. Airbus delivered a total of 142 freighter aircraft, comprised of 104 A300s and 38 A330-200Fs. The A330-200F is officially still in production but has had neither an order nor a delivery since February 2017, when Airbus delivered the last two A330-200Fs to Etihad Airways and Turkish Airlines. According to a representative of Airbus, around 200 A300s and 30 A310 converted freighters were actively operated as of March 2021. A further ten A330s have been converted from passenger-to-freighter, also as of March 2021. Thus, the total fleet of Airbus widebody freighters is around 382.

A350

During a financial briefing on 11 March, The Chief Executive of Rolls-Royce disclosed that Rolls-Royce had an exclusivity agreement with Airbus to reinforce its position as sole engine



Airbus A321-200neo, G-XATW, is the first of two A321neo aircraft delivered to Titan Airways. It was delivered in this all black TCS World Travel colour scheme at Titan's home base Stansted, on 26 October 2020. It was planned that TCS would lease this aircraft for their around the world air cruises until October 2021. But, due to COVID-19 that plan did not materialise. Titan will now lease the aircraft to the British government / Royal Air Force. Early March the aircraft was ferried to Shannon to be painted in the same colours as the UK's RAF A330 Voyager (serial ZZ336), signalling it will become the latest VIP transport for the armed forces. It is likely that the A321neo will be a workhorse for official visits that are shorter in range and require fewer personnel. The RAF A330 Voyager, will remain the aircraft of choice for long-haul operations, as well as fulfilling its regular day-to-day duties as a Multi Role Tanker Transport (MRTT). (Shannon, 8 March 2021, Joshua Wilkinson)

provider on the A350-900. Rolls-Royce had already been the exclusive engine supplier with its Trent XWB on the A350-1000, but that role is now extended to the baseline A350-900 variant until the end of 2030, under a new agreement.

Although the Rolls-Royce Trent XWB engine was already the only engine offered for both variants of the A350, previous discussions between GE Aviation and Airbus had created "a huge amount of speculation and uncertainty in the aviation community" about the possibility on an alternative engine option on the A350-900. But, with the latest agreement between Airbus and Rolls-Royce this speculation has come to an end. A dual-source engine solution could become a possibility after 2030, but Rolls Royce pointed out that the contract expiry date "coincides pretty well" with the schedule of Rolls-Royce's next-generation UltraFan programme and potential other new aircraft developments amid wider efforts to reduce the environmental impact of aviation".

A380

On Wednesday 17 March, the final produced A380 conducted its first flight. The aircraft, wearing test registration F-WWSH (msn 272), did a low-pass over Toulouse-Blagnac, waving goodbye with its wings to the Final Assembly Hall, where the A380 has been produced. It then carried on to Hamburg-Finkenwerder, where it will be completed for its customer Emirates where it will become A6-EVS. While good progress is being made regarding constructing the aircraft, it likely won't be delivered until next year. Airbus has just five outstanding orders for the A380 family. Late 2020, Emirates President Tim Clark revealed the latest delivery plan for the aircraft, given the industry's current state. As things stand, the Dubai-based giant is expecting to take delivery of two A380s this year. This would leave just three Airbus A380 orders outstanding, all of which would be delivered in 2022. Emirates is unlikely to retire brand new aircraft and has indicated that it will operate the kind until the mid-2030s.

Boeing

787

On Tuesday 16 March, the final Boeing 787 built at Everett (WA) took to the skies for the first time. The aircraft, a B787-9, is msn 66524/ Line # 1095, and made a 2 hours and 35 minutes long flight, wearing test registration N883BA. It will be delivered to All Nippon Airways after completion.

On 1 October 2020, Boeing officially announced that it will consolidate the production of all their B787s to its Charleston-site in South Carolina. Until now, Boeing has produced B787-8s and -9s at Seattle (WA), and -8s, -9s and -10s at Charleston (SC). As the Charleston-plant was the only location with the infrastructure to assemble the largest variant of the Dreamliner, the consolidation there was already expected. Boeing has built 296 Boeing B787-8s and 391 B787-9s at Everett (WA). In Charleston (SC) it has built 107 B787-8s, 258 B787-9s and 98 B787-10s

787

In previous editions of Scramble we have already reported about a quality issue Boeing faces with the production of the 787. The problem Boeing describes as "skin flatness issue" at "areas of the fuselage join" have been the reason that no single 787 has been delivered since October 2020 (see Scramble 501 - Page 30 and Scramble 500 - Page 24).

But now Boeing has stumbled upon another potential flaw with the aircraft. The manufacturer is testing whether the flight deck windows are up to par with its standards. The company is looking at the 787 flight deck windows after a supplier changed its windows manufacturing process, according to sources familiar with the matter, as reported by Bloomberg. Boeing is making sure that the flight deck windows are still up to par with the company's standards following the change. The added layer of scrutiny should not affect deliveries of the aircraft, according to the source who spoke to the publication.

Boeing's last new delivery of the 787 Dreamliner came in October 2020, when the manufacturer delivered a Dreamliner to Etihad Airways. In total, Boeing delivered four 787s in the fourth quarter of 2020, all of them in October. The manufacturer has stored around eighty Boeing 787s in order to check for a variety of issues. Boeing potentially faces billions of extra costs to fix 787 Dreamliner issues.

Cirrus Aircraft

Despite the challenging conditions Cirrus managed to deliver 420 airplanes in four models. The classic SR20 reported 56 airframes delivered, the upgraded SR22 107 and the SR22 Turbo surpasses them both with 184 deliveries. The Cirrus Jet SF50 managed to tangle along with a respectable 73 deliveries, according to the GAMA 2020 report.

Daher

In their 2020 year result Daher Aviation announced to have delivered 53 single engine turboprops from the TBM-brand and Kodiak-brand. Combined the TBM-910/940 saw 42 deliveries, 34 in North America, six in Europe (two Germans, two British and two French), one in Brazil and the first UAE TBM delivered to Dubai. The 940 is much more popular than the 910 as the 940 compiled 41 out of the 42 deliveries and only one TBM910. Eleven Kodiak 100 series 2 have been delivered, of which nine went to the Americas, including ISR mission provider and firefighting support, and the remaining two ended up in Germany. Since the acquisition of Kodiak by Daher, in 2019, the first full year in operation also contributed to twenty pre-owned Kodiak 100s being sold throughout the sales network inventory. On their 2021 outlook Daher expects to deliver fifty turboprops in total.

Dassault

On 10 March 2021 the Falcon 6X took to the skies over France for the first time. From its home base at Bordeaux-Mérignac F-WSIX (msn **01**) departed on a 2.5 hour test flight with flawless behaviour. On its appearance the Falcon 6X shows the cabin length of the 8X with the same number of windows and its two P&W PW812D engines give the jet a solid power source that does not compare to the compact sizing of the Falcon 2000 series. Prototype number 01 will also deploy towards Istres, joining the Dassault Flight Test Center to complete the flight test programme. In the upcoming months prototypes 02 and 03 also join the flight test department. If all goes to plan deliveries are expected to commence in 2022.

Embraer

In 2020 Embraer delivered 86 business jets. The largest models, like the Lineage 1000, did not manage to see deliveries for this year, just like the Embraer 545 Legacy 450. The later version has been succeeded by the Praetor 500 upgrade of which ten were delivered. The 550 model Legacy 500 managed to squeeze out one single delivery while the Praetor 600 upgrade realised eighteen. From the larger ERJ135BJ Legacy 650 one was delivered to a German customer. Best results during 2020 came from the smallest models. The EMB500 Phenom 100 noted six deliveries, the larger EMB505 Phenom 300 ten and the Phenom 300E made forty deliveries overall.

Honda Aircraft Company

The Honda Jet HA-420 remains an interesting sight with its odd-placed engines mounted on top of its wings. Nevertheless they managed to deliver 31 Honda Jets in 2020 to customers worldwide.

Pilatus Flugwerk

Swiss manufacturer Pilatus did excellent business in 2020 with 123 airplanes delivered in two variants. The PC-12 benefits from the -47NGX upgraded model and this resulted in 82 deliveries. The Pilatus PC-24 Versatile Jet meets the PC-12 halfway with 41 deliveries worldwide. Both models have well filled order logs for the years to come.

Airliner News

Europe

The Netherlands

The very last (passenger) [KLM](#) B747-400 left Schiphol on 15 March. The Jumbo, PH-BFV (**28460**) got "the last" signing applied on its window shades and left for Teruel in Spain. It will be stored there on request on its, reportedly, new owner Longtail Aviation. PH-BFV, a B747-400M (or Combi) was delivered new to KLM on 16 August 1999 and was retired on 25 October 2020. The departure marks the end of 50 years (well, 49) of B747 passenger operations that started in January 1971. Over the years, KLM operated 43 passenger-Jum-

Textron Aviation

After the announcements of new models and upgrades in past Scramble Manufacturer News sections it remains inevitable to maintain a large portfolio at Textron without adjustments. The Cessna Ce680/680A Sovereign/Sovereign+ and Beechcraft King Air C90GTx production are marked by Textron Aviation to be stopped. Both platforms have been part of their inventory for quite some years, however, they have been exceeded by improved models. Since 2004 the Cessna 680 Sovereign has been in service, after being developed out of the Citation 560 Excel with improved wings. In 2012 the Sovereign+ model was launched and over the past four years deliveries of the largest Cessna jet dropped to single digit numbers, with deliveries in 2020 only six. Since 2015 the Cessna 680A Latitude entered service, continuing on the foundation of the basic model 680 and improved features. To make things complicated the Cessna 700 Longitude was certified in 2019 and marked as the new top-notch platform in the Textron Cessna series. Overall 443 Sovereigns have been delivered worldwide; 349 Ce680s and 94 Ce680+s.

The King Air C90 fell short as the new Beech 260/360/360ER models show more confidence in larger cabins. As a classic King Air model, the C90 has been around since 1964. In 2004 and 2009 the C90GT and C90GTi upgrades became available, to keep these turboprops up to date. The C90GTx was the last upgrade from that period and was refurbished in 2015 with an avionics kit upgrade by Collins Pro Line Fusion. In total 2,178 King Air 90s have been delivered in a number of variants. In 2020 only eight C90GTx models have been delivered, compared to significant increased numbers of the larger models and this has been the trend over the past five years.

Overall Textron delivered 559 fixed wing airplanes in 2020. Specified over eighteen models the highest numbers might come from surprising angles. The Cessna 172S Skyhawk SP is scoreboard leader with 241 deliveries, the Cessna 208B Grand Caravan EX is second with 43 deliveries, third place is the Beech King Air 350i/360/360ER series with 34. In the middle section the Cessna 182T with 27 deliveries, Cessna T206H and Cessna 680A both show 26, Ce525 Citation M2 with 24, Ce525C CJ4 with 23, Ce525B CJ3 with 21, Beech King Air 250 with twenty, Ce700 with eighteen, and the Beech Bonanza G26 with twelve. The Beech Baron G58, Ce208 and King Air C90GTx all have eight deliveries, Ce680 Sovereign + is second to last with six and the last Citation X+ was delivered in Q3 2020.

Bell Helicopters is the last brand in the Textron portfolio and they did quite well in 2020. From their portfolio eleven models of helicopters are available and eight of them gathered 140 deliveries. The Bell 407GX, 407GXP and Huey II models did not manage to gather orders nor deliveries last year. The Bell 407GXi showed first position with 53 deliveries, the Bell 505 is close behind with 49 deliveries and the 429 model is third with 27. Twin engine model 412EPI noted five deliveries, the 429WLG three and the 407, 412EP and 412EPX all delivered one each.

bos; seventeen -200s, three -300s and 23 -400s. Luckily, we can still see some flying KLM Jumbo's, as there are still three B747-400Fs, although they are operated by Martinair.

Austria

On 3 March, [Austrian Airlines](#) retired its first B767-300ER. The aircraft, OE-LAT (**25273**) left Vienna on this date bound for Marana (AZ). In the coming months, two more, OE-LAW (**26417**) and OE-LAX (**27095**), will follow. The three aircraft have been sold to Texas-based MonoConque Diversified Investments, a company dealing in aircraft, engines and spare-parts. For now, it's unclear what the future holds for these



Ex Aeroflot A330-200 VP-BLY will be the second Airbus A330-200 in Air Serbia's fleet. The aircraft was withdrawn from use by Aeroflot on 16 August 2020 and placed in storage at Hong Kong. It was ferried to Shannon for a repaint in Air Serbia colours on 3 March. The colour scheme on this second A330 for Air Serbia differs a little from the colours on their first A330 (YR-ARA). Especially the tail design is much different as this new aircraft wears a painting of Nikola Tesla on its tail. Nikola Tesla was a Serbian-American inventor and scientist. He is generally considered as one of the world's most famous inventors. To honour him, Serbia renamed Belgrade Airport to Belgrade Nikola Tesla Airport in 2006. But most people will probably think about electric cars when they hear the name Tesla, as Elon Musk named its car company after this inventor. Air Serbia's new A330 flew to Woensdrecht for further maintenance on 15 March and on the day this edition of Scramble was compiled the aircraft was still there. It will be registered as YU-ARB upon delivery to...Belgrade Nikola Tesla Airport. (Shannon, 13 March 2021, Malcom Nason)

aircraft that are almost thirty years old. Austrian Airlines will continue to operate its three remaining B767-300ERs, as well as its six B777-200ERs, which are part of a fleet also consisting of seven A319s, 29 A320s, six A321s, eight DHC-8-400s and seventeen ERJ195s.

Belarus

To commemorate its 25th birthday, Belavia has decided to mark this happy occasion with a special tail on an E195-E2. The aircraft, EW-563PO (**19020049**) flew for the first time on 26 February and was delivered on 13 March. The airline took delivery of its first one, EW-555PO (**19020042**) on 22 December 2020 and both are leased via AerCap. In total the airline's fleet consists of 28 aircraft: three B737-300s, three B737-500s, nine B737-800s, one E195-E2, five ERJ175s and seven ERJ195s. The airline also has an open order for four B737-8s, which will be leased via Air Lease Corporation. It expects the first MAX8 later this year.

Bulgaria

GullivAir is planning quite the expansion by adding five aircraft to its current single aircraft fleet. On 26 February, the airline took delivery of its second aircraft, A330-200 LZ-AWZ (**874**). The aircraft was previously operated by Turkish Airline. A third A330 has also been acquired. This plane (**939**) is currently stored at Teruel and will become LZ-AWY. The plane is also a former Turkish Airlines-aircraft and was planned to go to HiFly, but this deal fell through. Next to the two A330-200s, GullivAir has also secured three ATR72-600s. The trio arrived at Sofia from Woensdrecht between 16 and 19 February and are registered LZ-DAH (**1312**), LZ-DAI (**1352**) and LZ-DAJ (**1371**). All three are former Nesma Airlines turbo-props. GullivAir is planning to use the A330s to launch scheduled flights later this year out of Sofia and Bucharest to Malé and later New York-JFK (NY). It's unclear what they plan to do with the ATR72s.

Czechia

On 2 March, CSA has filed for insolvency and will undergo a voluntary restructuring of the company. During the restructuring, the airline will continue to operate but did decide to retire the final two ATR72s. This leaves CSA with a fleet of just a single A319 (OK-REQ, **4713**) and a single A320 (OK-HEU, **1885**). When needed, the airline also wet-leases B737-capacity from owner Smartwings. CSA has been financially struggling for quite a while, even resulting in a brief impounding of two

ATR72s earlier this year. Smartwings has been negotiating aid from the government for CSA for months, but so far both parties haven't reached a solution, resulting in the voluntary restructuring under insolvency proceedings.

On 25 February, Smartwings became the second airline (after TUI) in Europe to resume flights with the B737MAX with a flight from Prague to Malaga. The flight was carried out by OK-SWE (**64937**), which was delivered to the airline on 20 June 2018. Smartwings has so far taken delivery of seven B737-8s and has 32 further on order. In total, its fleet consists now of 35 B737s; two B737-700s, 24 B737-800s and two B737-900ERs and then of course the MAXs.

Germany

On 4 March, the Lufthansa Group announced its 2020 annual results. The company also took the opportunity to clarify its widebody-fleet strategy post-Corona. The group will drastically reduce the number of types in its airline's fleets which will see the retirement of 115 aircraft in the coming years.

Large widebodies: B747-8, B777-300ER and B777-9, meaning the retirement of the A340-600, A380 and the B747-400.

Medium large widebodies: A330-300, A350-900, B777F and B787-9, meaning the retirement of the A330-200, A340-300, B767-300ER, B777-200ER and MD-11F.

Next to the widebodies, the Group is also considering a fleet-wide retirement of all aircraft over 25 years old. Group-wide this would mean the additional retirement of eight A320s and twenty A321s. A final decision about this will be made later this year. The Lufthansa Group has open firm orders for one A220-300, 69 A320neos, 40 A321neos, 26 A350-900s, 20 B777-9s and 20 B787-9s.

Iceland

Following in the footsteps of TUI and Smartwings, Icelandair on 8 March became the third European airline to resume commercial flying with the B737MAX. The aircraft involved, B737-8 TF-ICN (**44356**) operated FI204 from Reykjavik to Copenhagen. So far, Icelandair has taken delivery of five B737-8s and one B737-9. It has six more on order, which are due to arrive in the second quarter of 2021 and the first quarter of 2022. Originally, the airline ordered sixteen B737MAXs, but cancelled four of them as part of compensation deal with Boeing due to the MAX-delays.

The airline also announced it has signed a sale and leaseback deal with Titan Aircraft Investments for two of its B767-300ERs, which include the conversion of the planes into freighters. The conversions are due to take place early next year, with re-delivery to Icelandair by September 2022. The duo will join Icelandair's current cargo-fleet of two B757-200Fs, which are slated for retirement in 2023 and 2024 when their leases expires. It's currently unknown which two of the four B767s the airline has in the fleet will be converted. There are three candidates, as the fourth, TF-ISN (**30586**) is already leased through GECAS. This leaves TF-ISO (**29388**), TF-ISP (**26971**) and TF-ISW (**28745**).

Norway

Three former Norwegian executives, including its founder Bjorn Kjos, have launched a new long-haul LCC called Norse Atlantic Airways. The airline is planning to launch flights in December and wants to offer flights from multiple cities in Europe to, initially, destinations in the US. Later it wants to expand to Asia but will only develop its route-network exclusively based on profitability and passenger demand. The new airline wants to operate a fleet of twelve B787s, which will all be former Norwegian aircraft. According to its press-release, Norse Atlantic Airways has already secured leases for nine of the twelve Dreamliners. As initial hubs and destinations NAA is considering London, Oslo, Paris, Los Angeles (CA), Miami (FL) and New York (NY). To secure a passenger-feed, the new start-up wants to sign collaborations with other (non long-haul) LCCs like Norwegian and new start-up Flyr.

Electric passenger flight has come another step closer now Norwegian regional airline Widerøe has revealed its ambitions. They have teamed up with Rolls-Royce and airplane manufacturer Tecnam to develop an all-electric passenger aircraft for the commuter market. The final product, the all-electric P-Volt, should be ready for revenue service in 2026. The design is based on the traditional 9-passenger Tecnam P2012 Traveller. The project expands on the successful research programme between Rolls-Royce and Tecnam on sustainable aviation. Earlier a Tecnam P2010 single-engine aircraft was modified to be powered by the so-called H3PS1 propulsion system, the first parallel hybrid-electric propulsion system for General Aviation. With its abundance of green hydro-electric and wind energy Norway has an ambition for all domestic flights to be zero emissions by 2040. On top of that the country, due to its topography, has an extensive network of short take-off and landing airports is ideal for the new technologies.

Serbia

Air Serbia will soon take delivery of a new A330-200. The aircraft, former Aeroflot and currently registered VP-BLY (**973**), has been painted at Shannon and will become YU-ARB once delivered. It features a picture of Serbian-American inventor Nikola Tesla on its tail. The A330 will replace Air Serbia's current A330-200 YU-ARA (**885**), which is due to return to owner Etihad Airways. Earlier this year, both companies announced that their partnership has ended and that the Serbian government bought back the shares owned by Etihad. As a result, Air Serbia is now 82% state-owned. Next to the A330-200, the airline operates a fleet of five ATR72s, eleven A319s and one A320.

Ukraine

Ukrainian start-up Bees Airlines has received its AOC on 15 March and is preparing to launch operations soon. The airline will fly out of Kiev-Zhuliany Airport and initially will serve Sharm el Sheikh and Marsa Alam. Bees Airlines recently took delivery of its first two B737-800s. UR-UBA (**29662**), currently at Woensdrecht for maintenance and painting, and UR-UBB (**29696**), which is currently at Kiev. Both aircraft are leased via Aviation Capital Group and are former Ukraine In-

ternational Airlines. By May, the airline hopes to have four B737-800s in the fleet and serve more (tourist) destinations.

United Kingdom

The CEO of British Airways has said to The Independent the airline still sees a future role for the Airbus A380 in its fleet. "The A380 isn't flying at the minute but it is in our plans for the future rebuild of the airline. Exactly when we will put the A380 back into service is something that we're not clear on," the CEO said to the newspaper. When the A380 is due to return to service hasn't been decided yet and could take a while as British Airways doesn't expect passenger-demand to return to pre-Covid levels before 2023-2024. The airline has a fleet of twelve A380s, of which three are stored at Teruel, three at Doha and the rest at Madrid-Barajas.

Falko Regional Aircraft Ltd. has announced it has made an investment in the Electric Aviation Group, although the exact amount hasn't been made public. Falko is an aircraft asset management company, specialized in regional aircraft and leases-out a fleet of 120 aircraft to various operators worldwide. The Electric Aviation Group is an UK-based company which aims to develop hybrid engine technology for existing (regional) aircraft but is also developing its own regional hybrid aircraft, the HERA 70+. This new planned aircraft will feature four (electric) engines and will be able to carry up to 80 passengers over a maximum distance of 2,200 km. Thanks to its four engines, it will have Short Take-Off and Landing (STOL) capabilities and will be able to take-off within 1,200 m. A cargo-version is also considered for later and EAG hopes to have the aircraft ready for delivery by 2028, which would make them one of the frontrunners in launching a regional, low-emission, aircraft. Falko was launched in 2011 when the former management team, backed by private investors, took-over British Aerospace Asset Management and renamed the company Falko. Currently it leases-out nine ERJ170s, four ERJ175s, 27 ERJ190s, eighteen ERJ195s, seven CRJ200s, 33 CRJ900s, two CRJ1000s, thirteen ATR72-500s, three RJ85s, two CL-415s and two DHC-8-400s.

Africa

Egypt

On 4 March, Ajwaa Airlines, a new airline in Egypt, has signed a lease-agreement with EgyptAir to lease A330-200 SU-GCI (696). Delivery is expected next month, with flights to commence shortly thereafter. Not much is known at this moment about the airline that is based at Cairo. According to its Facebook-page, Ajwaa Airlines will offer both passenger- and cargo charter-flights. If its illustration of a B787-9 embodies the airline's ambition is currently unknown.

Following governmental approval, FlyEgypt is entering the cargo-flying business. The airline issued a RFP in which it seeks to lease a single B737-800BCF and hopes to welcome the aircraft in the coming year. FlyEgypt was founded in 2014 and launched flights in February of the next year. It normally operates charter-flights between Egypt and destinations in Germany, Switzerland, but also to Jordan, Kuwait, Saudi-Arabia and the United Arab Emirates. The airline has a fleet of seven aircraft consisting of two B737-700s and five B737-800s. FlyEgypt is also planning to add four B737-8s, the first two of which are scheduled to arrive this year.

Start-up SkyBird Airlines has, according to CH-Aviation, secured its first aircraft. It's A320 c/n **1873**, which will be leased from Aero Capital Solutions and is currently stored at St. Athanas 2-ACSJ. It was previously operated as YL-LCO by SmartLynx. SkyBird Airlines is planning to take delivery of the aircraft in May and hopes to receive its AOC soon thereafter. Initially, the airline plans to fly charter-flights from Egypt to European destinations, but has plans to expand with flights to Africa, Asia and the Middle East as well.

South Africa

As part of its restructuring programme, Comair is seeking to cancel its B737MAX-order with Boeing, which would help reduce the airline's capital expenditure in the coming years. According to CH-Aviation, Comair is citing the delayed delivery of its second and third B737-8 as a trigger for cancelling the contract that it signed with the aircraft manufacturer in September 2013. The airline currently has one B737-8, ZS-ZCA (**60432**), which is parked at Johannesburg. A second one, ZS-ZCB (**60434**) is officially ready for delivery but parked at Everett-Paine Field (WA). So far, the South African civil aviation authorities haven't lifted the ban on the B737MAX yet, but even if it did, Comair already said the B737MAX is not part of the airline's fleet-plans. Comair, which operates as a British Airways-franchisee, also has two B737-400s and thirteen B737-800s. It also owns low-cost carrier Kulula (operating one B737-400 and nine B737-800s) as well Star Air Cargo (nine B737-300(F)s and one B737-400).

Asia

China

Air China has signed a deal with AFS Investments, a subsidiary of lessor GECAS, to acquire five A320neos and thirteen A321neos. All aircraft will be delivered to the Chinese airline before the end of next year. Previously, the airline wanted to lease these aircraft, but has now decided to outright buy them instead. The airline already has a fleet of 32 A320neos and is expecting three more from a previous signed lease-agreement. Air China also has ten A321neos, next to 43 A320s and 61 A321s.

COMAC and China Eastern Airlines have signed a firm order for five C919s. It is the first firm order for the type by China Eastern after both companies already signed a Letter of Intent back in 2019 (for both the ARJ21 as well as the C919). China Eastern Airlines will put the aircraft into the fleet of its subsidiary OTT Airlines, which was specifically launched to fly China Eastern's domestic built aircraft. The C919s will be based at Shanghai and from there will fly to domestic destinations like Beijing, Guangzhou and Xiamen.

YTO Cargo Airlines has acquired two former Air Canada Rouge B767-300ERs. The aircraft, C-GHPE (**33423**) and C-GHPN (**33424**) are currently stored at Marana-Pinal Air Park (AZ). They will be converted into B767-300ERBDSFs by Israel Aerospace Industries and delivery is expected in the third quarter of this year. The duo will join YTO Cargo Airlines' fleet of four B737-300SFs and five B757-200PCFs and will become the airline's first widebody aircraft. YTO Cargo Airlines was launched in 2015 and has its base at Hangzhou. It flies to domestic destinations, as well as international flights to Bangladesh, Japan, Kyrgyzstan, Pakistan, Philippines, Singapore, South Korea, Thailand, Uzbekistan and Vietnam.

India

According to the Business Standard, an Indian newspaper, IndiGo is considering leasing at least five A321P2Fs. The airline could grow this number if the cargo-business proves to be successful. IndiGo expects to be able to take delivery of the first A321P2F early next year and wants to use the aircraft to fly cargo within India, but also to destinations in China, Western Asia and the Middle East. Currently, IndiGo's fleet consists of 25 ATR72s, 70 A320s, 120 A320neos and 36 A321neos.

The new owners of Jet Airways, the Kalrock-Jalan consortium, hopes to relaunch the airline and resume operations in August 2021. The airline is awaiting final clearance from the National Company Law Tribunal and also is waiting on clarity from the Directorate General of Civil Aviation regarding its slots. The relaunch hinges on the slots that have been temporarily reallocated by the DGCA to other airlines when

Jet Airways ceased operations. The restarted airline will have its base at New Delhi and plans to fly a fleet of 25 aircraft. Up to twenty of these will be narrowbodies and the remaining will be widebodies. Currently, the airline has fourteen aircraft still on the books: two A330-200s, two B737-800s, one B737-900, three B737-8s and six B777-300ERs. The new owners have, however, said that Jet Airways would launch with leased aircraft. When the NCLT approved the take-over, the consortium will own 89,79% of Jet Airways, 9,5% will be owned by banks, 0,5% by employees and the remaining 0,21% will be publicly traded.

Kyrgyzstan

Air Manas is planning to relaunch operations with at least one A220-300. The airline, which has been dormant since 2019, will lease the A220 from an unspecified lessor. It's also unknown when the aircraft is due, but training for pilots, cabin and ground crews is currently underway in Germany and Switzerland. Air Manas was founded in 2006 and launched flights in 2009. In 2012, 49% of the shares were acquired by Pegasus Airlines from Turkey and the airline was rebranded into Pegasus Asia. In 2019, Pegasus sold off its shares and the airline ceased operations and has been dormant since then.

South Korea

On 14 March, a new South Korean airline was launched: Sirius Airlines. The new airline will be based at Busan and will initially start with flying cargo but also plans to offer passenger flights later. The company is now in the process of obtaining the necessary approvals from the aviation authorities. For its cargo flights, Sirius Airlines wants to launch in the first quarter of next year with two leased B737-800BCFs and a B777F. For its passenger flights the airline is thinking of the B787. According to its website, Sirius wants to serve Europe, North- and South America and Oceania.

Taiwan

On 20 March, China Airlines officially retired the B747-400 from the fleet. It marked the occasion by conducting a scenic-flight to Mt. Fuji in Japan by B-18215 (**33737**). On board for the five hours and forty minutes flight were 375 passengers. Over the years the airline operated nineteen passenger B747-400s. However, its relationship with the B747 goes back to 1976 when China Airlines took delivery of its first two B747-100s. The airline also operated twelve B747-200(F)s and four B747SPs. The retirement of the passenger -400s is not the end of the B747 at China Airlines as it will continue to operate eighteen B747-400Fs.

Latin America

Bonaire

Early January, EZAir announced it wanted to add larger aircraft and the airline has decided to add the Saab 340. A first aircraft, a Saab 340B currently registered N417XJ (417) is being prepared for delivery at Orlando (FL) after painting at Bangor (ME). The aircraft was previously operated by Silver Airways. A second Saab 340B (418) has been acquired as well and this aircraft is also a former Silver Airways-aircraft. The airline is also planning to add a Saab 2000 after that and if things are going well a third and fourth Saab 340B. EZAir was founded in 2000 and flies between the Dutch Caribbean islands, but also flies to Colombia. It offers passenger flights, as well as (medical) charters and currently has a fleet of six aircraft consisting of two Beech 1900Ds and one Learjet 35A.

Chile

LATAM has announced it has reached an agreement with Boeing to convert four B767-300ERs into BCFs. The four are expected to arrive this year and next year and will bring the total number of B767-freighters to fifteen. The airline also has an option on another four conversion slots, which could be realized in 2022 and 2023, taking the fleet to nineteen B767-freighters. LATAM has decided to convert the aircraft

due to the surge in demand for air cargo and will provide the airline the tools to grow its business.

Surinam

Surinam Airways has returned its sole B777-200ER PZ-TCU (32336) to lessor Boeing Capital Corporation after continuous technical issues. The aircraft had been on the ground at Amsterdam-Schiphol for almost a month before being ferried to Victorville (CA) on 3 March. In an internal newsletter the airline stated that solving the issues would have costed a considerable amount of money, especially after it looked that one if its engines needed to be replaced. The airline is now in talks with BCC about a solution but has decided to return the aircraft. The aircraft was delivered on 20 December 2019 and it took a year to get the aircraft ready and the airline ETOPS-certified. Since December last year the aircraft has been flying commercially but broke down after just two months of flying. Surinam Airways signed a deal with Boeing Capital Corporation for the B777-200ER in June 2019 and had the intention to replace it this year with a B787. This deal, however, was reached under the previous Surinam Government, so it's unclear what the future will bring.

Middle East

Iran

A curious incident happened on 21 February and involved Fly Armenia's B737-300 EK-FAA (28873). The aircraft had gone through some maintenance and was scheduled to fly via Kiev-Gostomel to the United Arab Emirates for continued maintenance. Above Iran, however, the aircraft declared an emergency and made a successful landing at Tehran-Mehrabad. When the, unknown, maintenance company informed why the aircraft hadn't arrived yet, the Armenian authorities initially thought the aircraft had been hijacked, before finding out about the emergency landing. But things are not as clear as they seem, as Iranian media are reporting that the aircraft is acquired by Caspian Airlines and will join its fleet soon. That would explain the "emergency landing", as this trick has been used before to circumvent the sanctions imposed on Iran, which prohibits it from acquiring aircraft with Western parts. The use of (fictive) airlines in Armenia, Iraq, Uzbekistan and Kirgizstan is also a common way to still get new planes in Iranian airlines fleets. Mahan Air, for example, used the same construction to get their hands on a

fleet of A340s in 2015. Originally, the aircraft were bought by Al-Naser Airlines in Iraq. However, when this airline decided to fly all of the A340s on the same day to Kazakhstan for maintenance, they all declared an emergency above Iran and landed at Tehran. And ended up in the fleet of Mahan Air. So, it seems the emergency landing of Fly Armenia's B737 was nothing more than a delivery. The Armenian authorities are now investigating the incident, which could lead to sanctions for the Armenian airline. In the meantime, the airline has issued a statement that they are looking into the emergency landing and will provide additional information later...

Saudi Arabia

On 13 March, flynas took delivery of a new A320neo. The aircraft, registered HZ-NS35 (10431) features a special colourful livery. The airline from Saudi Arabia currently has a fleet of 29 aircraft consisting of seventeen A320s and twelve A320neos. In total the airline has ordered 77 A320neos directly with Airbus but has also signed lease-agreements for 43 A320neos, totalling a planned fleet of 120.

Reuters is reported that Saudia is in talks with both Airbus and Boeing to order up to 70 new aircraft. According to the news-outlet the airline is considering ordering A321neos, B787s and B777Xs. The breakdown of the order is, however, currently unknown. Saudia has so far taken delivery of thirteen B787-9s and five B787-10s but has so far not taken delivery of any of the 65 A320neo-family aircraft it has on (30 A320neos, 35 A321neos). It's unclear if the A321neo order are additional ones, or a change into another variant of the A321neo, like the LR or XLR. In total, Saudia's fleet consists of 159 aircraft: 46 A320s, fifteen A321s, 32 A330-300s, seven B747-400(F)s, two B747-8Fs, 35 B777-300ERs, four B777Fs, thirteen B787-9s and five B787-10s.

North America

Canada

Air Canada has decided to alter its Capacity Purchase Agreements for regional aircraft and will consolidate all of these aircraft with Jazz Airways. As a result, Sky Regional Airlines, which operates 25 ERJ175s for Air Canada Express, will have ceased all operations at the end of March and its fleet transferred to Jazz Airways. Sky Regional Airlines was founded in 2011 and launched operations on 1 May 2011 using a fleet of DHC-8-400s. In 2013 the ERJ175 was introduced. The airline



In Scramble 502 (page 52) we showed a picture of one of the four A330-200F aircraft that will be flying for the French logistic company CMA - CGM Air Cargo, being operated by Air Belgium. In that picture the aircraft was still painted in a basic Qatar Airways colour scheme. In this picture we show the result of the paintjob which took place at Dublin. The second A330-200F of CMA-CGM Air Cargo is seen here landing at Brussels, arriving from Dublin in the new colours. Unfortunately the colour scheme of the new French-Belgian cooperation is not very colourful, as the aircraft is all white and only wears CMA-CGM titles and logos. The cockpit however shows the Zorro-mask, which is a small resemblance to the A340s in Air Belgium's fleet. (11 March 2021, Jochem Jottier)

is a subsidiary of Skyservice Business Aviation which operates a fleet of business jets including a B737-500. Part of the updated CPA with Jazz Airways is also the retirement of all 20 DHC-8-300s that the airline operates for Air Canada Express. Last year, the airline already retired the final DHC-8-100s. After the retirement and transfer of the ERJ175s, Jazz Airways will operate a fleet for Air Canada Express consisting of fifteen CRJ200s, 35 CRJ900s, 43 DHC-8-400s and 25 ERJ175s.

Mexico

In November 2020, Aeronaes TSM signed a deal with AEI for one B737-400SF and took an option on a second one. Now, the airline has decided to firm the option and expend the order with one more, meaning Aeronaes will now take on three B737-400SFs. The aircraft involved are c/n **28150**, **24904** and **28151** which will all be converted in the coming months. The three will be the first B737s for the Mexican cargo-carrier, which also announced last month it would add two additional CRJ200SFs.

Cargo carrier Estafeta Carga Aerea has announced it will ramp up investments in the company to cope with the increased demand. Since the COVID-19 pandemic, the company has seen an increase in demand of 50%. In order to meet this demand Estafeta will invest in a new sorting facility at Mexico City, but also expand the fleet with a first B747-400F. It's unknown when the aircraft is to be delivered and where it will be sourced from. The company, which was founded in 2000, is based at San Luis Potosí Airport and flies mainly domestic destinations, but also has an international route to Miami (FL). It has a fleet of two B737-300Fs and three B737-400Fs.

United States of America

Amazon Prima Air has applied a special "Coming 2 America"-livery to B767-300ERBDSF N491AZ (**29429**). So, something to look out for when going spotting.

Lessor Aviation Holdings III LP has signed an order with AEI for three additional B737-800SFs. The first aircraft, currently registered EI-GSO (30704), will be converted at Miami-International (FL) with work to commence in April. It's currently parked at Tallin and is a former Regent Airways-aircraft. The other two, yet unknown airframes, will have their conversion started in May. So far, the Delaware based lessor ordered eight B737-800SFs with AEI.

GE sealed a deal with AerCap selling GECAS to AerCap. The deal creates the world's largest aircraft leasing company. Currently, AerCap has an owned, managed and order portfolio of 1,044 aircraft, while GECAS entails almost 1,650 aircraft. The sale of GECAS is part of GE's streamlining operation that aims to focus on the company's core industrial areas like aircraft engine manufacturing. Last year, for instance, GE also sold its pharmaceutical business. The streamlining of GE was initiated to reduce the company's large debt as well to ensure a better financial position. AerCap was founded in 1995 and has its headquarters at Dublin. The lessor became one of the major players in the aviation leasing industry when it acquired ILFC in 2013 pushing it to the number two position behind GECAS.

The Mesa Air Group has announced it has entered into a conditional agreement with Gramercy Associates Ltd. to launch a European-based joint-venture. The new company will apply for an EU AOC and the plan is to have the airline up and running before the end of the year. Complying to EU-law, Mesa Air Group will own 49% of the shares of the new company. Using a fleet of CRJ900s the new airline will provide ACMI (Aircraft, Maintenance, Crew and Insurance) capacity or conclude CPA (Capacity Purchase Agreement) deals with airlines in Europe for passenger and/or cargo-flights. These services mirror what Mesa Air Group is offer-

ing in the US where the airline group flies (regional) aircraft for major airlines.

Reuters reported on 11 March that Boeing and Southwest are close to sign an order for the B737-7. According to the news-outlet, the deal would be for 130 firm orders and 170 options. Southwest has been negotiating fiercely with both Airbus (for the A220-300) and Boeing since the airline announced in November it was seeking to order smaller aircraft. The airline was already the largest B737MAX-customer with orders for 30 B737-7s and 250 B737-8s. It has so far taken delivery of 55 B737-8s.

Boeing and United Airlines signed an additional order for 25 B737MAXs. All aircraft are planned to be delivered by 2023. The airline also decided to speed-up deliveries of other MAXs on order. As a result, United now plans to take delivery of 40 MAXs in 2022 and 54 in 2023. With this latest order, United now has ordered a total of 210 B737MAXs, of which at least a 100 will be the MAX10. So far, United has taken delivery of 30 B737-9s and has resumed flying the type on 11 February.

USA Jet Airlines has signed a deal with AEI for the conversion of three MD-88SFs. The first aircraft is due for conversion in March, the second in May and the final one in August. It's currently unknown which airframes the three aircraft are. We do know that there are four possible candidates as the airline acquired four former Delta Air Lines MD-88s. These are N912DE (**49997**) currently parked at Blytheville (AR), N913DL (**49544**), also stored at Blytheville (AR), N972DL (**53215**) stored at Blytheville (AR) and N978DL (**53259**) currently stored at Dothan (AL). USA Jet Airlines was founded in 1994 and is a cargo-airline based at Detroit-Willow Run (MI). It has a fleet of two B727-200Fs, three DC-9-15Fs, three DC-9-30Fs, one MD-83SF and three Falcon 20s.

Boeing announced that private equity firm 777 Partners has ordered 24 B737-8s. The deal also includes options on another 60 MAXs. 777 Partners will place the ordered aircraft at low-cost airline in which it invests. The company owns, for instance, 25% of Canadian Flair Airlines, which announced in January it would lease thirteen B737-8s via 777 Partners. The equity firm also invests in the Value Alliance, which is an alliance of airlines in the Asia Pacific region. The alliance consists of Cebu Pacific, Cebgo, Jeju Air, Nok Air, Peach Air and Scoot. Of these we already know that Nok Air is actively seeking to expand the fleet and is already a B737-operator.

Oceania

Australia

Qantas will later this year formally start the process to find a replacement of its current fleet of 75 B737-800s which are the backbone of the airline's domestic fleet. According to the airline's CEO, the time to buy new aircraft is now as prices are very low due to the Corona-pandemic. Under consideration are the two usual suspects: the A320neo-family from Airbus and the B737MAX-family from Boeing. The Qantas Group already has outstanding orders for 45 A320neos and 64 A321neos (including the LR and XLR). So far, the Group hasn't said to which airlines these will be delivered, but it's expected that these will mainly go to subsidiaries JetStar (including JetStar Asia) and Network Aviation. The replacement of the B737-fleet will be Qantas's second large project next to Project Sunrise which envisions non-stop long-haul flying between Australia and destinations in Europe and the US. The airline hopes to start these flights in 2024 and is considering ordering up to twelve A350-1000s.

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
Unidentified	10	A320neo
Total	11	

Boeing 2021 firm orders

Atlas Air	4	B747-8F
Singapore Airlines	11	B777-9
Unidentified	14	B737MAX
	1	B747-8

USAF

Total	4	B787-10
	27	KC-46A
	61	(+57)

Embraer 2021 firm orders

Congo Airways	2	E195-E2
Total	2	

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

Jetliners

Ryanair Boeing 737-800 EI-DLO made its last flight as passenger aircraft between Murcia and Prestwick, on 2 October 2020. After a month of storage at Prestwick it was flown to Jinan in China, to be converted to freighter. After the instalment of a cargo door, a cargo floor and some more modifications it flew back to Europe, as a 737-800BCF. It arrived at Shannon on 7 March, where Malcolm Nason was able to make this night time picture of the aircraft, still wearing its old Ryanair colours and Ryanair registration. But, cargo operations will not be part of Ryanair's business model and this aircraft will be repainted in the colours of ASL Airlines France and registered as F-HIQC when it will be delivered to its new operator.

A319	-112	1102	LY-TKT	Avion Express, ex OE-ISI of Altavair AirFinance. Delivered on 23 March. Former OO-SSD of Brussels Airlines.
	-111	2578	N3303U	United Airlines, ex G-EZIW of easyJet. Delivered on 26 February.
	-115 (ACJ)	4622	9H-TBN	Comlux Aviation Malta, ex 9H-AVK of the same company. Reregistered in March.
	-112	4663	D-ASSB	Sundair, ex LY-KIT of GetJet Airlines. Delivered on 5 March.
A320	-232	2223	N1914U	United Airlines, ex EC-LQM of Vueling Airlines. Registered in the US on 23 February. Aircraft will be used by United for spares. It was ferried to Goodyear (AZ) to be parted out on 14 January.
	-214	2291	5B-DDK	Tus Airways. (Addition Scramble 502 – Page 34)
	-232	2496	RP-C7938	Royal Air Philippines, ex YR-DSI of Just Us Air. Delivered on 10 March. Registered in between in Austria as OE-ISJ on behalf of lessor AerCap.
	-214	2616	EC-NNZ	Volotea Air, ex N621VA of Alaska Airlines. Delivered on 6 March. First A320 for Volotea.
	-214	2658	EC-MBK	Volotea Air, ex OE-ILU of GECAS. Delivered on 19 March. Flew with this registration for Vueling, before the aircraft was returned to GECAS.
	-232	3753	OE-INU	KDAC Aircraft Holding, ex SX-DVU of Aegean Airlines. Registered in Austria on 8 March. Aircraft has been stored at Ciudad Real since 4 March.
	-214	3786	EC-NNY	Volotea Air, ex VQ-BAY of Aeroflot. Delivered on 10 March.
	-232	4628	OE-ITT	Zephyrus Aviation Capital, ex HA-LWI of Wizz Air. Registered in Austria on 19 March. Aircraft was ferried to Lasham for storage on 20 March.
	-214	5642	EC-LZD	Iberojet, ex EC-LZD of Evelop Airlines. First aircraft to wear the new company titles. First seen as such on 23 March.
	-214	6012	LZ-FBG	Bulgaria Air, ex F-HBIX of Aigle Azur. Delivered on 5 March.
	-232	6343	P4-KBN	FlyArystan, ex VT-TTE of Vistara. Delivered on 3 March.
	-271N	10360	D-AIJE	Lufthansa. Registered on 198 March. Test registration was F-WWBW.
	-251N	10388	G-TTNO	British Airways. Delivered on 6 March. Test registration was F-WWIM.
	-251N	10404	TC-NCU	Pegasus Airlines. Delivered on 19 March. Test registration was F-WWBP.
A321	-211	1921	6V-AMD	Air Sénégal, ex F-WTAH of Carlyle Aviation Partners. Delivered on 27 February. Former G-TCDW of Thomas Cook Airlines. Aircraft had been stored at Montpellier between 11 February 2020 and 27 February 2021.
	-271NX	9245	N2059J	jetBlue Airways. Delivered on 26 February. Test registration was D-AVXT.
	-271NX	9398	N2060J	jetBlue Airways. Delivered on 25 February. Test registration was D-AZAX.
	-271NX	10059	D-AIEG	Lufthansa. Delivered on 11 March, ex D-AVYK.
	-251NX	10071	EC-NJI	Iberia Express. Delivered on 19 March. Test registration was D-AZAG.
	-271NX	10101	N2105J	jetBlue Airways. Delivered on 26 February. Test registration was D-ACAJ.
	-253NX	10150	G-XATW	Royal Air Force, ex of Titan Airways. Painted in Royal Air Force colours in May. Aircraft was delivered in an all black colour scheme and was intended to be used for TCS World Travel. But, due to the COVID-19 pandemic, plans have changed and now the aircraft is operated on behalf of the Royal Air Force. The aircraft was repainted at Norwich.

A330	-271NX	10283	G-WUKM	Wizz Air UK. Delivered on 5 march. Test registration was D-AVYN.
	-271NX	10333	G-WUKN	Wizz Air UK. Delivered on 9 March. Test registration was D-AVXJ.
	-271NX	10357	G-WUKP	Wizz Air UK. Delivered on 17 March. Test registration was D-AVZU.
	-342	111	N111BA	Bank of Utah, ex C-GKTS of Air Transat. Registered in the US on 1 March. Aircraft was ferried to Marana (AZ) for storage on 3 February 2021.
	-223	291	N246GE	GECAS - General Electric Capital Aviation Services, ex OO-SFT of Brussels Airlines. Registered in the US on 10 March. Aircraft has been stored at Lourdes since 15 January.
	-243	456	EI-GVH	I Fly, ex OE-ILX of ALC - Air Lease Corporation. Delivered on 14 March. Former 4R-ALJ of SriLankan Airlines.
	-243	505	9S-ASJ	CAA - Compagnie Africaine d'Aviation, ex 9S-PSJ of the same company. Reregistered late February.
	-243	635	VP-BUC	Nordwind Airlines, ex F-WTAG of Carlyle Aviation Partners. Delivered on 4 March. Former F-GSEU of XL Airways France. Not delivered as TC-OCY of Onur in September as we mentioned in Scramble 497 (correction Scramble 497 – Page 35).
	-203	819	AP-BNF	Serene Air, ex F-WTAV of Carlyle Aviation Partners. Delivered on 2 March. Former TC-AGD of AtlasGlobal.
	-343E	879	TC-MCM	MNG Airlines, ex VQ-BSO of DAE Capital. Delivered on 13 March. Former B-6086 of China Southern Airlines. Aircraft will be converted to freighter.
A350	-223	874	LZ-AWZ	GullivAir, ex TC-LNA of Turkish Airlines. Delivered on 26 February.
	-302E	893	EI-EIL	Aer Lingus, ex A7-AEM of Qatar Airways. Delivered on 16 March.
	-343E	986	C-GHKC	Air Canada, ex 9V-STC of Singapore Airlines. Delivered on 19 March.
	-243	991	OE-ITZ	Avolon, ex A6-EYS of Etihad Airways. Registered in Austria on behalf of the lessor on 8 March. Aircraft has been stored at Ciudad Real since 1 March.
	-1041	434	B-LXO	Cathay Pacific Airways. Delivered on 5 March. Test registration was F-WZHJ.
	-941	442	TC-LGD	Turkish Airlines. Delivered on 12 February. Test registration was F-WZGK.
	-941	465	B-322H	Air China. Delivered on 27 February. Test registration was F-WZNL.
	-941	479	F-HTYG	Air France. Delivered on 22 March. Test registration was F-WWAW.
	-33A	27454	YR-YAP	Air Bucharest, ex YL-BBI of airBaltic. Delivered on 23 March.
	-8HX	29662	UR-UBA	Bees Airline, ex UR-PSC of Ukraine International Airlines. Delivered on 25 February.
B737	-8HX	29686	UR-UBB	Bees Airline, ex UR-PSD of Ukraine International Airlines. Delivered on 27 February.
	-8ASBCF	29939	VP-BEM	S7 Airlines, ex N235GE of Bank of Utah. Delivered on 23 March. Former EI-DAF of Ryanair.
	-86N	30806	OE-IWM	Genesis Ireland Aviation Trading 3 Ltd, ex TC-SPG of SunExpress. Registered on 10 March.
	-8EH	37598	VQ-BDD	UTair, ex PR-GGV of GOL - Linhas Aéreas Inteligentes. Delivered on 5 March.
	-8JP	39020	F- HTVX	Transavia France, ex SE-RRU of Norwegian Air Sweden. Delivered on 19 March.
	-8AS	40316	TC-JZU	AnadoluJet, ex EI-EVZ of Ryanair. Delivered in March.
	-800	41242	VQ-BHX	Pobeda, ex VQ-BHX of Aeroflot. Transferred on 28 February.
	-86N	41257	N476TN	Bank of Utah, ex LN-RGC of SAS Scandinavian Airlines. Registered on 23 February. Noted at Munich as such three days earlier.
	-8	44602	G-TUMH	TUI Airways. Delivered on 12 March. Line # 7439.
	-8	44604	G-TUMJ	TUI Airways. Delivered on 26 February. Line # 7525.
B747	-8	44605	G-TUMK	TUI Airways. Delivered on 9 March. Line # 7541.
	-8	44608	G-TUMO	TUI Airways. Delivered on 1 March. Line # 7879.
	-8AS	44690	G-RUKB	Ryanair UK, ex SP-RKA of Ryanair Sun. Transferred on 10 March.
	-409BDSF	24311	EW-556TQ	Ruby Star Airways, ex 9U-BBA of Sky KG Airlines. Delivered on 13 March.
	-430	28284	N184SK	Commercial Aviation LLC, ex D-ABVP of Lufthansa. Registered in the US on 9 March. Aircraft was ferried to Mojave (CA) for storage and scrapping on 5 November 2020.
	-8F	65781	N626UP	UPS - United Parcel Service/ Delivered on 9 march. Line # 1563.
	-223PCF	27056	VQ-BCB	Aviastar-TU, ex N605AA of Bank of Utah (SX-AQE of Olympus Airways NTU). Delivered on 26 February.



In February 2020 Belarussian operator Belavia signed a deal with lessor AerCap for three Embraer 195-E2 regional jets. With this deal Belavia expanded its operations with the E-Jet family, as it already operated seven E195s, plus four of the smaller E175. The first E195-E2 was delivered to Minsk in December 2020, while the second one was delivered on 11 March 2021. The third and last one will be delivered mid-April. Belavia's E195-E2s feature a 125-seat configuration in two classes, including nine seats in the business cabin. Belavia plans to deploy the aircraft on routes such as London, Barcelona, Nur-Sultan, Munich, Paris, Sochi, and Amsterdam-Schiphol. It was at this last airport where André Alders took a picture of EW-563PO, the second E195-E2 delivered to Belavia. (26 March 2021)

B767	-323ERBDSF 27059	N385AM	Amazon Prime Air, ex of American Airlines. Delivered after freighter conversion on 18 March. Aircraft is operated by ATI – Air Transport International. Aircraft will be reregistered as N229AZ.
	-323ERBDSF 27448	N227AZ	Amazon Prime Air, ex N388AA of American Airlines. Delivered after freighter conversion in March, The aircraft is operated by ATI – Air Transport International.
	-316ER 27597	N27597	Bank of Utah, ex C-FMLZ of Air Canada rouge. Registered in the US on 10 March. Aircraft was in storage at Shannon between 5 June 2020 and 14 February 2021. Since 21 February it has been stored at Marana (AZ).
	-323ERBDSF 29429	N491AZ	Amazon Prime Air, ex N392AN of American Airlines. Delivered after freighter conversion on 28 February. Aircraft is operated by ATI – Air Transport International and painted in a special "Coming 2 America" colour scheme.
	-323ER 33083	HP-3410DAE	DHL / DHL Aero Expresso, ex N344AN of American Airlines. Delivered after freighter conversion on 21 February.
	-323ERBCF 33087	A9C-DHS	DHL / DHL International Aviation Middle East, ex N348AN of American Airlines. Delivered after freighter conversion on 8 March.
B777	-36NER 32787	VQ-BZJ	GECAS - General Electric Capital Aviation Services, ex A6-EBJ of Emirates. Registered on behalf of the lessor on 1 March. Aircraft flew to Victorville (CA) for storage on that same date.
	-36NER 37707	VP-CVC	GECAS - General Electric Capital Aviation Services, ex A6-ECP of Emirates. Registered on behalf of the lessor on 18 March. Aircraft flew to Marana (AZ) for storage on that same date.
	-300ER 65310	VQ-BFN	Aeroflot. Delivered on 25 February. Line # 1652.
B787	-9 38891	OE-ITQ	Avolon, ex LN-LNN of Norwegian. Registered in Austria on behalf of the lessor in March. Aircraft was ferried to San Bernardino (CA) for storage on 16 March.
ERJ	135BJ 14501184	N1184U	Banc of America Leasing & Capital LLC, ex G-WIRG of Air Charter Scotland. Registered on 2 March.
	190E2STD 19020046	HB-AZH	Helvetic Airways. Delivered on 11 March.
	195E2STD 19020048	EC-NNV	Binter Canarias. Delivered on 18 March.
	195E2STD 19020049	EW-563PO	Belavia - Belarusian Airlines. Delivered on 11 March.

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

Propliners

DHC	2	934	N731A	ARAMCO. Crashed in December 1959, but the remains were only located and identified in early 2021, still in the Saudi empty quarter-province.
	4T	302	N302PT	Rampart Aviation, was delivered as a Turbo converted Caribou in late 2020 to Colorado Springs (CO). While still registered to Pen Turbo it was performing test or training flights from Colorado Springs in March 2021. Ex N50NC and way before that, Kenya Air Force 205.
Douglas	DC-3A-375A	4807	XA-HOI	Aerolíneas del Pacifico. Recent research has revealed the true identity of this DC-3. A 1982 image of the DC-3 in full colours but without titles taken at La Paz was the start of the search. The identity was based on the special window layout with two Viewmaster windows. Ex Hawaiian N33607 and various owners as N8720 and N4440M. Reported by the FAA as exported to Mexico on 19 December 1978. Finally confirmed by a photo of XA-HOI in the same paint scheme as the last picture of N4440M. No pictures later than 1982 were found of this ship. Many were destroyed or lost in the 1980s.
	C-47A	12792	TC-34	Used to be preserved at the Aeromodelismo club Rio de la Plata in Quilmes and was reportedly sold and transported without authorisation of the legal owner, Fuerza Aérea Argentina. The DC-3 is said to have been moved to McTrail in San Fernando, a company that will convert the fuselage to a food truck. Removed parts will go to an artist, to make aviation art out of it...a sad loss.
	DC-3C	43086	HK-2006	Aliansa Colombia, made a crash-landing at Monfort, in the eastern Colombian low lands, on 28 February 2021. Props and gears got torn off. It will be a huge task to get this fixed in a remote location like this.
Grumman	G-44A	1437	CF-LOK	Brandon Hall from Vancouver (BC), ex N86611 and registered in Canada 12 March 2021.
NAMC	YS-11-100	2003	JA8610	Japan Civil Aviation Bureau. On the night of 27 and 28 March 2020, this YS-11 moved from Tokyo-Haneda, where it was preserved in a hangar, to a new still to open aviation museum in Chikusei City, Ibaraki prefecture, about 1.5 hours by train north of downtown Tokyo. However, due to Covid pandemic the new Kanahiro Hirosawa Aviation Museum is still not open to the public. The move took five hours in total.

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

Fokker News

F27	-050	20120	5Y-RNG	Renegade Air, ex Silverstone Air Services. See 20202 .
	-050	20130	5Y-CIW	Bush Air Safaris, ex EY-329 Jubba Airways. Was noted at Nairobi-Wilson, on 26 March 2019, in all white colours. At that time its identity was unknown, until now. Is believed to be operating for Safe Air Company in Kenya and South Sudan.
	-050	20202	5Y-SMQ	Renegade Air, ex Skyward Express. Both Fokkers were seen early February 2021, in a very nice (white) paint scheme, at Nairobi-Wilson.
	-050		5Y-WFD	Daruro Airline. Another Fokker with unknown ID. Daruro is a new airline with this Kenyan registration (possible ex Jetways Airlines?) and was seen at Huddur, January 2021, operating a humanitarian flight.
	-050		5U-NAA	Niger Airlines. This Fokker 50 was seen in new colours and with a local registration, back in September 2020. It is most likely either msn 20123 SU-YAH or 20143 SU-YAI, both of which are on a long term lease from Palestinian Airlines. All we need now is the correct tie-up!
	-050		9S-ABG	Gomair. This is either msn 20181 or 20184 , both of which were sold to Gomair, This one was seen at Kinshasa-N'Djili, late January 2021, in full colours. Once again, a tie-up would be appreciated!
F28	-0100	11501	VH-VKQ	Alliance Airlines. Ferried from Alice Springs (NT) to Brisbane (Qld.) on 19 March, using QQ9109 as callsign. Was still in full Helvetic colours. There is a good chance it will be used for spare parts.
	-0100	11505	VH-	Network Aviation/QANTASLink, ex D-AOLH Avanti Air. Left Paderborn on 5 March, still as D-AOLH and using callsign SXI2111, and arrived at Singapore-Seletar on 8 March. Sadly that was the last flight of this 100, as it will be dismantled for spare parts, especially the engines, for use by Network Aviation.

Credits: Merv Crowe, Skyliner.



Insel Air operated with the Fokker 50 for nearly six years, before they were withdrawn from use and parked at Curaçao. They were acquired by VGAS Aircraft Procurement and received a paper 2- registration, but that was never applied. Former Fokker 50 PJ-KVM (msn 20288) got picked up by African operator Silverstone Air Services, which gave it the registration 5Y-JNR. It is seen here leaving Curaçao-Hato (still in full Insel Air colours) on 1 February 2021, by Larry Every, for the long journey to another tropical climate.

Bizjets

BAe	125-800XP	258656	CN-TMB	Noted on 18 February, ex N656VR.
	125-750	HB-5	2-SHOT	Eskimo Holdings, ex CS-DUB. Registered on 15 January.
Cessna	510	0151	N73FH	Exported from Canada to the USA on 17 March. Registered on 18 March, ex C-FPCE.
	510	0431	PS-ROM	Registered in Brazil in March, ex N802JD.
	525	0022	S5-CEF	Delivered to Eagle Express in February, ex YU-BST.
	525	0198	N23BK	Reregistered from N805KK on 22 February.
	525	0672	N753BD	Reregistered from N853SD on 8 March.
	525	1014	C-FMMF	Registered in Canada on 3 March, ex N258DV.
	525	1074	N74MZ	Registered to Textron Aviation on 24 February.
	525	1077	N277MZ	Registered to Textron Aviation on 23 February.
	525	1078	N247BG	Registered to Textron Aviation in March.
	525	1079	N300JW	Registered to Textron Aviation on 23 February.
	525A	0052	D-IKCG	Delivered to ProAir on 17 February, ex D-ISCH.
	525A	0063	VH-SWI	Reregistered from VH-MOR on 5 March.
	525A	0152	N851JB	Reregistered from N791JK on 24 February.
	525A	0413	N985BB	Reregistered from N935BB on 1 March.
	525A	0491	N867JB	Registered to Textron Aviation on 24 February, ex XA-TTQ.
	525B	0203	?	Probably for Nigerian Air Force, still testreg 4X-CML.
	525B	0234	N613KJ	Registered on 18 March, ex EC-KQO of TAG Aviation España.
	525B	0226	N550T	Reregistered from N880MR on 25 February.
	525B	0294	N294PW	Reregistered from N294CC on 2 March.
	525B	0304	N22AU	Reregistered from N20AU on 17 March. Still with Auburn University.
	525B	0308	N769MB	Registered to Textron Aviation on 25 February, ex XA-TTC.
	525B	0349	?	Probably for Nigerian Air Force, still testreg 4X-CMJ.
	525B	0482	N65KM	Reregistered from N327PD on 3 March.
	525B	0513	N369KL	Reregistered from N721DJ on 17 March.
	525B	0545	N444H	Reregistered from N372BP on 22 February.
	525B	0615	N747R	Reregistered from N881RT on 3 March.
	525B	0628	XA-	Exported to Mexico on 12 March, ex N519MJ.
	525B	0631	N710WC	Registered to Textron Aviation on 23 February.
	525B	0632	N706MB	Registered to Textron Aviation in March.
	525B	0633	N521TG	Registered to Textron Aviation in March.
	525C	0063	N3LD	Reregistered from N5254C on 24 February.
	525C	0119	N580SV	Reregistered from N500SV on 9 March.
	525C	0159	N2112	Reregistered from N159CJ on 11 March.
	525C	0215	N29SB	Reregistered from N360KE on 22 February.
	525C	0346	N80FV	Registered to Textron Aviation on 23 February.
	525C	0347	N347CZ	Registered to Textron Aviation on 23 February.
	525C	0348	N250BH	Registered to Textron Aviation on 22 February.
	525C	0351	N20AU	Registered to Textron Aviation in March.
	525C	0356	N115BA	Registered to Textron Aviation on 8 March.
	550	0557	N550JX	Reregistered from N711NV on 12 March.
	550	0860	N66PF	Reregistered from N220DH on 3 March.
	S550	0060	N698PT	Reregistered from N442KM on 4 March.
	560XL	5274	N830JS	Reregistered from N753JL on 22 February.
	560XLS+	6124	N923LJ	Reregistered from N768LP on 1 March, operated by Jet Linx Aviation.
	560XLS+	6299	N963AD	Registered to Textron Aviation in March.
	560XLS+	6302	N229JV	Registered to Textron Aviation in March.
	680	0051	N2Q	Reregistered from N362TX on 3 March.

	680+	0600	N770MW	Registered to Textron Aviation in March.
	680A	0252	XA-	Exported to Mexico on 27 February.
	680A	0267	N615QS	Registered to Textron Aviation on 26 February. For Netjets.
	680A	0268	N622QS	Registered to Textron Aviation on 26 February. For Netjets.
	680A	0269	N629QS	Registered to Textron Aviation on 3 March.. For Netjets.
	700	0045	N372BP	Registered to Textron Aviation on 2 March.
	700	0052	N817QS	Registered to Textron Aviation on 3 March. For Netjets.
	700	0055	N818QS	Registered to Textron Aviation on 3 March. For Netjets.
	750	0243	N976JS	Reregistered from N727MM on 12 March.
	750	0501	N752RJ	Reregistered from N751CT on 24 February.
Challenger	300	20042	C-FGCV	Bombardier, ex D-BTLT. Registered on 19 March.
	300	20189	OE-HHH	Sparfell Luftfahrt, ex N380BA. Registered in March.
	350	20588	N70BV	Big V Properties, re-registered from N827AC on 8 December.
	350	20867	N872MJ	Bombardier Aerospace, registered on 16 December.
	601	3060	2-SIAN	GMK Aviation Services, ex N601S. Registered on 11 February.
	601	3060	2-SIAM	GMK Aviation Services, re-registered from 2-SIAN at the end of February.
	601-3A	5023	2-LATE	Eskimo Holdings, ex 2-ODAY. Registered in February.
	604	5623	C-GFGC	Chartright Air, ex N604AK. Registered on 25 February.
	604	5639	VP-CJS	Arab Wings, ex M-JSTA. Noted on 18 March.
	605	5708	N94SF	Triad Aviation, re-registered from N921WD on 7 December.
	605	5926	C-FTJB	NovaJet, ex N605JK. Registered on 3 March.
Eclipse	EA500	000026	N500EM	Reregistered from N612KB on 26 February.
	EA500	000209	N444JH	Reregistered from N209EA on 12 March.
Embraer	500	50000271	OK-FRE	Ex N271ZP of Avcorp US Registrations LLC Trustee was sold to a yet unknown operator in Czechia.
	505	50500101	N300MW	Former D-CSAG of Südzücker Reise Service GmbH was sold to Solidfire Racing LLC in the USA.
	505	50500241	M-KELY	Ex M-KELI of Kelly Airways Ltd. was re-registered with the same owner/operator.
Falcon	7X	225	N685AB	Planet Nine Private Air, ex TC-SZA. Registered on 11 December.
	7X	238	OY-DRW	Air Alsie, ex OE-IPW. Delivered in February.
	900C	199	N377SH	Adams Office, re-registered from N377SA on 10 December.
	900LX	131	N900RL	EIB Equipment Leasing, re-registered from N297GB on 15 December.
	2000EX	41	N241VR	QS Partners, ex CS-DFF. Registered on 14 December.
	2000LX	224	N917JD	Tiercel, re-registered from N917JC on 7 December.
Global	5000	9156	M-KWOW	Delivered to Shurooq Aviation on 16 March, ex N1DG.
	5000	9198	N18HA	Registered on 2 March, ex VQ-BMM.
	5000	9227	RA-67226	Delivered from Nürnberg to Vnukovo on 9 March, ex M-SKSM.
	6000	9545	N166QS	Delivered to Netjets on 16 March, ex VP-CBD.
	6000	9761	T7-	Exported to San Marino on 18 March, ex N626AK.
	6500	60016	T7-	Exported to San Marino on 17 March, ex N63GX.
	6500	60017	N98LE	Registered to Bombardier on 8 March, ex C-GKNL.
	6500	60018	N2019C	Delivered to Bombardier on 22 February. Addition to Scramble 502.
	6500	60024	N158QS	Delivered to Netjets on 10 March, ex C-GKWD.
	7500	70041	VP-CSY	Reregistered again in January after being 9H-VIA for a very short period.
	7500	70047	M-NSTR	Registered to LS Aircraft on 5 March, ex C-GJKF.
	7500	70056	VP-CTC	Exported from Canada on 10 March and registered to CT Corp.
Gulfstream	IVSP	1224	TC-MZH	Zafer Air, ex 2-GULF. Delivered in February.
	G450	4303	T7-GNG	Estrela Aviation, ex M-SOBM. Registered at Basel on 11 February.
	V	669	P4-VIP	Noted at London-Luton on 11 November, ex 3C-LLX.
	G550	5278	C-GLJT	Skyservice Business Aviation, ex N512JT. Registered on 9 February.
	G650	6080	N7JP	Wilmington Trust, ex M-WIND. Registered on 4 December.
	G650	6110	4K-ASG	ASG Business Aviation, ex VP-BBF. Noted at Dublin on 2 March.
	G650	6286	T7-CNC	TAG Aviation USA, ex 2-EPIC. Registered in March.
	G650ER	6403	N603GA	TVPX Aircraft Solutions, registered on 5 December.
	G650ER	6424	N918TA	Executive Logistics Solutions, ex N650GA. Registered on 16 December.
	G650	6443	TC-CCM	Cengiz Havacilik, ex N643GD. Delivered on 3 March.
	G650	6445	VP-CMQ	Metrojet, ex N645GA. Ferried from Savannah (GA) to Billund on 13 March.
	G650	6447	N654DG	Private, ex N647GA. Delivered to Washington-Dulles on 19 March.



Deliveries of the impressive Global 7500 are ramping up, and quite some owners are using them to replace or augment older Global Express jets. M-LWCW is owned by German entrepreneur Lars Windhorst, who also owns Global Express M-LWSA and Global 6000 M-LWSG. M-LWCW will replace M-LWSA. (Zurich, 24 February 2021, Roger Meier)

Honda IAI	G500	72059	N500DH	American Builders & Contractors, ex N559GD. Delivered in March.
	HA-420	00056	9H-JCE	Eurojet, ex N420GH. Noted at London-Stansted on 12 March.
	1124	199	N	Ex C-FTWO, exported from Canada on 5 March.
	1124A	342	N845TX	Reregistered from N1VT on 15 March.
	1125SPX	122	N321AJ	Reregistered from N2HZ on 26 February.
	G200	56	N699DB	Reregistered from N21HK on 3 March.
Learjet	G200	80	N11HM	Reregistered from N422BM on 31 December.
	G200	160	N962MM	Reregistered from N560AC on 1 March.
	31A	31A-101	D-CJCL	Former V5-TUC was sold to a yet unknown operator in Germany.
	31A	31A-167	T7-CYM	Former I-CFLY of Avionord SpA was sold to a yet unknown operator in the San Marino register.
	35A	35A-195	104 . . .	Former SE-DHO of Forsvarets Materielverk was sold to the Swedish Air Force as Tp104. Exact registration not known at this point.
Pilatus	60	60-328	ES-BEL	Former ES-PVR of Panaviatic Ltd. was re-registered to Diamond Sky OU in Estonia.
	60XR	60-362	9H-LXR	Ex T7-LXR of Hyperion Aviation Ltd. was re-registered into the Maltese register for the same owner/operator.
	60XR	60-398	9H-GOA	Ex N787LD of Texas Aero Jet Sales 1 LLC was sold to Hyperion Aviation Ltd.
	PC-24	197	PH-DVK	Former HB-VSN of Pilatus Flugzeugwerke was sold to Silver Flight and is based at Rotterdam-The Hague.
	PC-24	212	HB-VST	Registered to Pilatus Flugzeugwerke in January.
	PC-24	214	HB-VSV	Registered to Pilatus Flugzeugwerke in January.
	PC-24	215	HB-VTM	Registered to Pilatus Flugzeugwerke in January.
	PC-24	216	HB-VSW	Registered to Pilatus Flugzeugwerke in January.
	PC-24	218	HB-VSY	Registered to Pilatus Flugzeugwerke in February.
	Raytheon	390	RB-235	RA-02767



The second Pilatus PC-24 to feature on the Dutch register is PH-DVK. Originally it was supposed to become D-CLUR, but this registration was not taken up. It was then bought by a Dutch real estate investor (David Hart), who currently owns PC-12 G-PKHA. Like G-PKHA, PH-DVK will be based at Rotterdam-The Hague Airport and is officially operated by Silver Flight. (19 March 2021, Maarten Visser Sr)

Bizprops

Beech	C90GTx	LJ-2032	OH-SWX	Former SP-MHK of BZ WBK Leasing was sold to Scanwings Oy in Finland.
	B200	BB-1923	T7-FIS	Former D-IAEF was sold to ACAM Flight Calibration Services in the San Marino register. Based in Thailand.
	B350	FL-276	RP-C5276	Former OK-CTU of Beechcraft Berlin Aviation GmbH was sold to a yet unknown operator/owner in the Philippines.
Cessna	208	00402	D-FLYC	Aeroklub Gdański, ex N887ME. Noted at Siegerland in March.
Pilatus	PC-12/47E	864	T7-SLXP	Former C-FDLV of Dax Air Enterprises Inc. was sold to an unknown operator in the San Marino register.
	PC-12/47E	1002	OH-BSL	Former HB-FVC of Lakeside Aviation AG was sold to Air Sea Broker Aviation in Finland in December, but is operated by Fly7 Finland Oy.
	PC-12/47E	1416	OH-EAU	Ex OE-EAU of PC 12 GmbH & Co. was sold Baca Hydra Leasing GmbH in Finland, but is operated by Fly7 Finland Oy.
	PC-12/47E	1590	D-FNJP	Is the correct registration and s/n for this PC-12 of Air Alliance GmbH.
	PC-12/47E	1845	D-FOOD	Owner/operator is now known as Blackbird Air Charter.
	PC-12/47E	1890	D-FORH	Owner/operator is now known as Air Independence.
	PC-12/47NGX	2002	D-FLAT	Former HB-FUX of Pilatus Flugzeugwerke, was sold to a yet unknown operator in Germany in December.
	PC-12/47NGX	2045	SP-CMR	Ex HB-FQL of Pilatus Flugzeugwerke was sold to a yet unknown operator in Poland.
	PC-12/47NGX	2053	D-FDGA	Former HB-FQT of Pilatus Flugzeugwerke, was sold to a yet unknown operator in Germany in December.
	PC-12/47NGX	2067	N471AR	Former HB-FRG of Pilatus Flugzeugwerke, was sold to Pilatus Business Aircraft Ltd. in the US in January.
	PC-12/47NGX	2069	HB-FRU	Registered to Pilatus Flugzeugwerke in January.
	PC-12/47NGX	2070	HB-FRJ	Registered to Pilatus Flugzeugwerke in January, later sold to:
	PC-12/47NGX	2070	N766DF	Pilatus Business Aircraft Ltd. in the US in February.
	PC-12/47NGX	2071	HB-FRK	Registered to Pilatus Flugzeugwerke in January.
	PC-12/47NGX	2072	HB-FRL	Registered to Pilatus Flugzeugwerke in January, later sold to:
	PC-12/47NGX	2072	N124N	Pilatus Business Aircraft Ltd. in the US in February.
PC-12/47NGX	2073	HB-FRM	Registered to Pilatus Flugzeugwerke in January.	



Textron only introduced the King Air 360 in August 2020, but in March 2021 prototype N360KA has been performing demonstration flights across Europe. (Amsterdam Schiphol, 25 March 2021, Walter Heukensfeld)

	PC-12/47NGX2074	HB-FRW	Registered to Pilatus Flugzeugwerke in January, later sold to:	
	PC-12/47NGX2074	N449KC	Pilatus Business Aircraft Ltd. in the US in February.	
	PC-12/47NGX2075	HB-FRX	Registered to Pilatus Flugzeugwerke in February, later sold to:	
	PC-12/47NGX2075	N75GX	Pilatus Business Aircraft Ltd. in the US in March.	
Piper	31T	8020006	HA-BGQ	Fly-Coop, ex YU-BPF. Noted at Malta on 18 March.
	31T	8020063	HA-EFD	Fly-Coop, ex YU-BPH. Noted at Budaörs on 26 October 2019.
	31T	804011	HA-EFE	Fly-Coop, ex YU-BTW. Noted at Kiskunlacháza on 14 January.
	46-500TP	4697497	T7-SLV	Ex I-HIPB, was flown from Rimini to Torraccia on 17 March, which is the only airfield in San Marino. Unlike other jets and props which use San Marino as a register of convenience, this one might actually be based in the country itself.

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.

A tragic and bizarre accident happened at Shaikovka when the ejection system of a Russian Federation - Aerospace Forces Tu-22M3 malfunctioned while the aircraft was being prepared for take-off. When the pilot put the cockpit under power the other three crew members were shot out inadvertently. As the KT-1M ejection seat of the Tu-22M3 does not have zero-zero capabilities (zero speed, zero altitude), the parachutes did not manage to open and all three were killed. Among them was the regiment's commander, Colonel Vadim Byeloslyudtsev, who was also a gifted aviation photographer, who had published many exciting air-to-air shots on www.russianplanes.net. The cause of the malfunction was probably a short circuit or a creeping current, the humidity of the air was high at the time of the accident. The pilot definitely did not touch the handle, which needs to be actuated in order to eject the rest of the crew. He himself was not shot out (he would have to do this manually), but was injured by the hot exhausts of the other ejection seats.

An-2T	1 01 473 02	CCCP-G324	Ministry of Geology	mfd	19jun50	rgd	12jul50
An-2T	1 01 473 03	CCCP-G443	Ministry of Geology	mfd	23jun50	rgd	12jul50; later became CCCP-Sh816
An-2T	1 01 473 04	CCCP-G364	Ministry of Geology	rgd	12aug50	later became CCCP-Sh819 and CCCP-L819	
An-2T	1 01 473 05	CCCP-G365	Ministry of Geology	rgd	12aug50	later became CCCP-L264 and CCCP-13712	
An-2T	1 01 473 06	CCCP-X285	MVD - Yeniseistroi	rgd	08jul50	later became CCCP-L1185 and CCCP-01185	
An-2T	1 01 473 07	CCCP-G366	Ministry of Geology	rgd	12aug50	later became CCCP-L249 and CCCP-13714	
An-2T	1 01 473 08	CCCP-G367	Ministry of Geology	rgd	14aug50	later became CCCP-L323 and CCCP-13707	
An-2T	1 01 473 08	CCCP-G367	Ministry of Geology	toc	14aug50	later became CCCP-L323 and CCCP-13707	
An-2T	1 04 473 07	CCCP-G379	Ministry of Geology	rgd	26feb51	became CCCP-L236 and late CCCP-13706	
An-2T	1 22 473 05	CCCP-G411	AFL/Uzbekistan	rgd	16may52	became CCCP-L322 and later CCCL--13710	
An-2P	1G106-40	UP-A0355	Asia Continental	rgd	19aug20	technical condition assessed 14sep20; ex UN-01743	
An-2P	1G141-58	UP-A0353	Taraz Zhana Alem	rgd	05jan21	technical condition assessed 21jan21; ex CCCP-70404	

An-2T	1G157-07	YV3312	not known	dam	18mar21	on landing at Kapaura (Bolívar state)
An-2T	1G194-19	UP-A0351	Asia Continental	rgd	01feb21	dbr 26feb21 on an ambulance flight from Boroldai
An-2R	1G232-38	UP-A0116	Navigator	w/o	20jun19	on a crop-spraying flight 10 km from Rodina
An-2	---	'CCCP-7077'	no titles	photo	2020	at an unknown location in the Moscow region in
An-12B	40 21 01	not known	not known	w/o	aug64	due to multiple engine shutdown during take-off
An-12B	3 34 16 03	not known	not known	w/o	may64	due to multiple engine shutdown during take-off
An-24RV	2 73 077 07	RA-47255	IrAero	rgd	15apr19	new CofR issued 16dec20
An-26-100	58 06	UR-UZF	United Nations	MGQ	mar21	
An-26	72 01	"02" white	Kazakh Border Guards	w/o	13mar21	crashed on landing ALA arriving from NQZ
An-26	---	RF-46856	Laos Government c/s	lva	feb21	delivered 12mar21 from IKT via China to Laos
An-28	---	TL-KPF	all white, n/t	photo	27feb21	used for medevac in the Central African Republic
An-32	03 05	K2690	Indian Air Force	w/o	23feb00	cockpit in use as flight simulator Bangalore-Yelahanka
II-22M11RT	03940 11094	RF-94417	Russian Air Force	Pus	06nov20	after overhaul now with 'VKS Rossi' titles
II-78	00834 85558	N20NS	Meridian Incorporated	rgd	07nov19	seen still MQT 27feb21 no markings at all
II-76TD-90	10334 01015	EW-550TH	Ruby Star	trf	2021	ex RA-76384
Ka-26	70 015 09	HA-MRW	Héja Air Kft.		23oct20	preserved at the "Oxygen Adrenalin Park", Sástó,
Ka-26	71 018 06	RA-19293	Stavropol Avia	rgd	09sep93	71,064 cycles (2nd-highest of all Soviet-built aircraft)
Ka-26	75 048 08	ER-KPB	Aeronord	rgd	2020/21	ex LZ-6030
Ka-26	75 049 20	ER-KPA	Aeronord	rgd	2020/21	ex LZ-6037
Ka-32A-11BC	523324069835	RF-32805	MChS Rossii	w/o	25mar21	crashed in the waters of the Curonian Bay, near Kalin-
Ansats-GMSU	---	no reg	Republic Srpska MUP	h/o	23nov20	ambulance helicopter; l/n Banja Luka 10mar21
L-410MA	73 02 07	7Q-YAA	Slovácký Aeroklub	UHE	06mar21	still in this c/s with these titles; delivered to Africa this date; ex OK-DZA
L-410UVP	85 14 03	3X-AAJ	Eagle Air	w/o	24jun18	near Souguéta, Kindia, Guinea, killing all four crew
L-410UVP-E9	90 24 19	TG-TJG	CM Airlines	GUA	13mar21	ex HR-TMM
L-410UVP-E	90 25 25	TR-KSS	Sudan Supreme	JUB	nov17	l/n Yambio 21aug19; was another illegal fake reg !
		9U-...	Sudan Supreme	no	reports	another illegal fake reg !
		HK-4274	Sudan Supreme	w/o	02mar21	after departure from Pieri Airstrip; illegal fake reg !
L-410UVP-E	---	D6-KUS		JUB	09feb21	reportedly another fake registration
L-410	---	3C-TM09	Equatorial Guinea AF	video		white with a cheatline of three stripes, a roundel, n/t
L-410	---	3X-AAJ	no titles	photo	2021	in white green c/s with a second one in the same
Li-2	2 34 422 02	no code	Soviet Air Force		may20	at G'alaba bog'i park in Tashkent; ex Tashkent factory
M-101T	15-01-014	RA-3104G	privately owned	Mya	10mar21	in register as YeEVS.12.0083; ex RA-15114
Mi-1T	7 68 003 03	CCCP-L0211(1)	AFL/Urals	dbr	02aug57	on a check flight after maintenance work on the engine
Mi-2	5210622 058	no reg	PK im. Godovikova	photo	jun20	GIA by GBPOU Politekhnikheski Kolledzh im. N.N. Godovikova
Mi-4	07 06	CCCP-L41	AFL/Northern	dbr	21dec56	when a trainee pilot got distracted from aviating
Mi-4	---	4	Romanian Air Force	photo	1969	during the Navy Day at Mangalia
Mi-8MSB-T	31 72	UR-MSJ	BNPB	PKY	14sep18	opf the Indonesian National Board for Disaster Management (BNPB)
Mi-8PS	84 08	RA-24633	Vladivostok Avia		2016	seen disassembled in a hangar of Motor Sich; converted a Mi-8MSB ?
MMi-8MSB-T	9 72 17 12	UR-VBE	BNPB	MKZ	2018	Indonesian National Board for Disaster Management
Mi-8MSB-V	9 74 41 02	"163" red	Ukraine Army Aviation	photo	2018	last overhaul completed 25apr18; c/n now known
Mi-8T	9 90 47210	"12" red	Soviet Air Force	photo	2018	in fake markings in the Ukrainian film "Chernobyl"
Mi-9	9 84 48483	EW-243EQ	all white, n/t	photo	2018	with MChS badge; preserved rotors Minsk-Lipki
Mi-8MT	9 3244	"236" black	Ukraine Army Aviation	IEV	14oct20	code only on a sheet of paper; c/n now known
Mi-8MT	9 4248	"232" yellow	Ukraine Army Aviation	photo	22aug18	took part in the parade at Kiev; c/n now known
Mi-8MT	9 4304	"239" black	Ukraine Army Aviation	photo		code only on a sheet of paper; c/n now known
Mi-8MT	9 4307	"133" black	Ukraine Army Aviation	photo	05jul19	code only on a sheet of paper; c/n now known
Mi-8MT	9 4453	"652" black	Ukraine Army Aviation	photo	21nov18	code only on a sheet of paper; c/n now known
Mi-8MTV-1	9 4639	EW-256TE	MChS Belarusi	trf	21aug02	l/n Minsk-Lipki mar17, flying; c/n now known, ex "51"
Mi-8MT	9 4838	"130" red	Ukraine Army Aviation	photo	2020	with non-standard weather radar
Mi-8MTV	9 5236	"645" black	Ukraine Army Aviation	photo	jul18	code only on a sheet of paper; c/n now known
Mi-8MTV-1	9 5479	"26" blue	DSNS Ukrayiny	Niz	17feb21	used call-sign 083794XT; ex UR-25170
Mi-8MTV-1	9 5490	EX-08032	Trans Karavan Keydzh	rgd	24feb21	ex UR-CMN
Mi-8MTV-1	9 5639	ER-MYN	Valan	OMS	02oct20	was rgd between 19feb20 and 12feb21; ex 4K-25494
Mi-8MTV-1	9 5861	ER-MHG	United Nations/WFP	KBL	20feb21	in full all-white UN/WFP c/s
Mi-17-1V	9 5883	ANX-2207	Mexican Navy	photo	oct15	opb ESCAN 321; l/n may20; ex AMHT-207
Mi-17-1V	9 6020	ANX-2209	Mexican Navy	photo	oct15	ex AMHT-209
Mi-17-1V	9 6027	ANX-2214	Mexican Navy	photo	jul16	l/n sep19; ex AMHT-214
Mi-17-1V	9 6042	ANX-2205	Mexican Navy	photo	oct15	l/n in 2019; ex AMHT-205
Mi-17-1V	9 6640	ANX-2221	Mexican Navy	photo	sep18	opb ESCAN 421; l/n dec20
Mi-8MTV-5	9 6675	not known	Russian Air Force	mfd	30sep08	Mi-8MTV-5-1
Mi-8MTV-1	108M11	EX-08029	Trans Karavan Keydzh	rgd	24feb21	ex UR-CMX
Mi-8MTV-1	108M40	EX-08030	Trans Karavan Keydzh	rgd	24feb21	ex UR-CMZ
Mi-8MTV-1	312M82	GN-201	Guardia Nacional	photo	17feb21	at Pachuca; ex PF-201
Mi-8MTV-1	520M12	EX-08031	Trans Karavan Keydzh	rgd	24feb21	ex UR-CNC
Mi-8AMT	59489611137	OB-2071	HeliSur	AYP	18dec10	without hyphen in the registration
Mil 171C	171C00156197817U	B-70R8	China Flying Dragon GA	rgd	unknown	with the airline by mar21
Mi-8MSB-V	MSB844 0006	"161" red	Ukraine Army Aviation	photo		opb 11 obrAA; c/n now known
Mi-8MSB-V	MSB815 0018	"662" black	Ukraine Army Aviation	no	reports	opb 16 obrAA at Brody;
Mi-8MSB-V	MSB835 0019	"160" black	Ukraine Army Aviation	mfd	30nov15	code only on a sheet of paper in a cabin window
Mi-8MSB-V	MSB836 0020	"263" black	Ukraine Army Aviation	photo		code only on a sheet of paper in a cabin window
Mi-8MSB-V	MSB836 0023	"262" black	Ukraine Army Aviation	mfd	24nov16	code only on a sheet of paper in a cabin window



On 27 June 2019 two Kamov Ka-32A11BC's, with serials 32-01 and 32-02, were delivered to the DDPM, the Thai Department of Disaster Prevention & Mitigation using Il-76 RA-78765 to U-Tapao. They are currently flown by the Army on behalf of the DDPM and their main base is Lop Buri-Sa Pran Nak, although they have been operating nationwide over the last year or so. They were both seen and photographed on an exercise at the Islamic College of Thailand in Bangkok on 30 August 2020. Although their c/n's are still unknown, the production details known to us show a gap for line numbers 100-19 and 100-20, so it is possible these two line numbers went to Thailand. (Tom Milliken)

Mi-8MSB-V	MSB836 0024	"162" black	Ukraine Army Aviation	photo	2020	code only on a sheet of paper; c/n now known
Mi-8T	---	'RA-34477'	no titles	Vor	27jun20	transported to an unknown location later in 2020
Mi-171	---	LH95769	Chinese Army	photo	early17	became LH9927xx shortly afterwards
Mi-17	---	105	Cuban Air Force	w/o	12mar12	on take-off from San Antonio de los Baños
Mi-17	---	ZM2982	Indian Air Force	photo	2018	in grey c/s with large black exhaust areas
Mi-17V-5	---	ZP5137	Indian Air Force	photo	16mar17	
Mi-17V-5	---	ZP5247	Indian Air Force	photo	2018	
Mi-8MTV-1	---	UP-MI809	United Nations	KHT	16sep08	coded 'UNO 753'
Mi-17V-5	---	AMHT-224	Mexican Navy	TAM	dec13	became ANX-2224 which was w/o 20oct18
Mi-17V-5	---	6408/6410 ?	Thai Army Aviation	d/d	16mar21	three arrived by An-124-100 RA-82035 at U-Tapao
Mi-8MSB-V	---	"02" blue	Ukraine Border Guards	h/o	jan21 ?	opb Odesskaya oae GPSU at Odessa-Shkolny
Mi-24P	353243 28 25548	RF-9....	Russian Air Force	Kam	03feb21	coded "04" red l/n Kamensk-Uralski 22feb21
Mi-24P	353243 16 22514	"11" white	Belarus Air Force		jan20	seen after overhaul in Orshanski ARZ; c/n now known
Mi-24P	353243 48 26295	042002AB	United Nations	LWO	18jan19	coded 'UNO-883'; flown in an An-124; not c/n 20329
Mi-24P	---	RF-90823	Russian Air Force	photo	11mar21	coded "55" red
Mi-24P	---	RF-92516	Russian Air Force	Kam	03feb21	coded "14" red
Mi-26T2V	34001212655	"80" yellow	Russian Air Force	Ror	feb21	2nd proto of this modernised military version; named 'Fyodor Prokopenko'; ex RF-13382
Mi-28NE	012 299 136	SC-56	Algerian Air Force	photo	05mar21	carried '9136' on the fin; f/n Mecheria 05mar21
Mi-28UB	---	RF-13666	Russian Air Force	photo	2021	coded "215" blue
RRJ-95B	95 094	RA-89056	Rossiya	ULY	14mar21	named 'Vladikavkaz'; ferried back to SVO this day
RRJ-95B	95 141	RA-89102	Rossiya	ULY	14mar21	named Salekhard'; ferried back to SVO this day
RRJ-95B	95 145	RA-89105	Rossiya	ULY	01mar21	named 'Borisoglebsk'; ferried back to SVO this day
RRJ-95B	95 148	RA-89108	Rossiya	ULY	14mar21	named 'Cheboksary; ferried back to SVO this day
RRJ-95B	95 161	RA-89110	Rossiya	ULY	01mar21	named 'Nizhni Tagil'; ferried back to SVO this day
RRJ-95B	95 210	97023	primer	f/f	02mar21	for Rossiya
Tu-22M3	21110 . 2 .	RF-94138	Russian Air Force	photo	jul19	code changed to "29" red; line number now known
Tu-22M3	---	RF-94230	Russian Air Force	photo	2020	at Belaya; carried also code "31" red
Tu-154M/D	86A730	B-4050	Chinese Air Force	photo	15feb21	preserved at Chengdu Pengzhou Aviation Theme Park
Tu-154M	93A976	RA-85792	Continent	VKO	aug20	scrapped at VKO between aug20 and early 2021
Tu-160M	838 04 3 52	RF-94103	Russian Air Force	ZIA	10mar21	coded "14" red; arrived from the KAZ factory for tests
Yak-12R	13 4 30	CCCP-T5967	AFL/Mosk. AG SPiVS	rgd	11nov55	became CCCP-95967 rgd 17may58
Yak-12R	01 5 09	CCCP-L5705	AFL/Mosk. AG SPiVS	rgd	31jan56	became CCCP-05705 rgd 17may58
Yak-12M	01 5 10	CCCP-L5704	AFL/Mosk. AG SPiVS	rgd	19jan56	dbr 27may57 when the intoxicated pilot performed unauthorised manoeuvres
Yak-12M	03 5 17	CCCP-L5760	AFL/Mosk. AG SPiVS	rgd	24jan56	became CCCP-05760 rgd 17may58
Yak-12M	05 5 26	CCCP-L4013	AFL/Mosk. AG SPiVS	rgd	30mar56	became CCCP-74013 rgd 1958
Yak-12M	15 5 10	CCCP-L1007	AFL/Mosk. AG SPiVS	rgd	23nov56	became CCCP-21007 rgd 1958
Yak-12M	18 5 10	CCCP-Sh484	AFL/Sasovo Flying School	rgd	28jan57	became CCCP-56484 rgd 30jun58
Yak-12M	18 5 33	CCCP-Sh458	AFL/Sasovo Flying School	rgd	28jan57	became CCCP-54458 rgd 01jul58
Yak-12M	18 5 34	CCCP-Sh459	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56459 rgd 24jun58
Yak-12M	18 5 35	CCCP-Sh460	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56460 rgd 24jun58
Yak-12M	18 5 36	CCCP-Sh461	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56461 rgd 30jun58
Yak-12M	18 5 37	CCCP-Sh462	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56462 rgd 24jun58
Yak-12M	18 5 39	CCCP-Sh466	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56466 rgd 30jun58
Yak-12M	19 5 17	CCCP-Sh478	AFL/Sasovo Flying School	rgd	28jan57	became CCCP-56478 rgd 30jun58
Yak-12M	19 5 19	CCCP-Sh475	AFL/Sasovo Flying School	rgd	28jan57	became CCCP-56475 rgd 30jun58

Yak-12M	19 5 20	CCCP-Sh476	AFL/Sasovo Flying School	rgd	28jan57	became CCCP-56476 rgd 30jun58
Yak-12M	27 5 18	RA-1199G	Anatoli A. Ibrev	rgd	09dec09	in register as YeEVS.02.0538; real c/n now known
Yak-12M	33 5 31	RA-1153G	Kazan Aviation Enterprise	rgd	22sep09	in register as YeEVS.14.0916; real c/n now known, ex FLARF-01031
Yak-12M	8 12 7 167	CCCP-L564	AFL/Mosk. AG SPiVS	rgd	15jan58	became CCCP-26564 rgd 17may58
Yak-12M	8 12 7 171	CCCP-L569	AFL/Mosk. AG SPiVS	rgd	12feb58	became CCCP-21569 rgd 17may58
Yak-18T	22202034090	ER-YOC	Tiramavia	l/n	19sep20	Vadul lui Voda; canx between 19feb20 and 12feb21
Yak-40	9 31 09 27	RA-87273	Avialift DV		20aug19	preserved in front of the building at Uva
Yak-42D	452042 46 06 270	RA-42340	KrasAvia		02feb21	from Ufa to Begishevo; to be displayed
CJ6A	---	81105/15	Chinese Navy		photo	1st Training Regiment
CJ6A	---	81307/37	Chinese Navy		photo	1st Training Regiment
CJ6A	---	81500/50	Chinese Navy		photo	1st Training Regiment
CJ6A	---	81600/60	Chinese Navy		photo	1st Training Regiment
CJ6A	---	81602/62	Chinese Navy		photo	1st Training Regiment
CJ6A	---	81800/80	Chinese Navy		photo	1st Training Regiment
H6A	---	'1901'	Chinese Air Force	photo	15feb21	preserved in the Chengdu Pengzhou Avn Theme park
H6K	---	10294	Chinese Air Force	Photo	mar21	8th Division/22nd Regt
Y7	---	85003/03	Chinese Navy	photo	feb21	Naval Aviation Academy/5th Regiment
Y7	---	85004/04	Chinese Navy	photo	feb21	Naval Aviation Academy/5th Regiment
KJ500H	---	11	Chinese Air Force	photo	mar21	1st Division/3rd Regiment
KJ500H	---	12	Chinese Air Force	photo	mar21	1st Division/3rd Regiment
Y20A	---	11152	Chinese Air Force	photo	25feb21	at Sanya Fenghuang; coded '12' on the nose

PH register

Newly registered aircraft:

PH-FAR	Mooney M20J	24-1447		16feb21	Dragonfliers BV
PH-NXA	Embraer 190-400	19020045		24feb21	KLM Cityhopper BV
PH-NXB	Embraer 190-400	19020047		26feb21	KLM Cityhopper BV
PH-OMM	Eurocopter EC120B	1006		12feb21	OMEM S.r.l.
PH-PCV	Fuji FA-200-180AO	FA-200-271		15feb21	A. Ruska
PH-SHM	Cirrus SR22	4983		01feb21	A.J. van Genugten
PH-VFE	Piper PA-28-161	2842039		04feb21	Flevo Aviation BV
PH-ZDZ	Beech B200	BB-1675		18feb21	Zeusch Aviation BV
PH-7L7	Nirvana Rodeo 125	M22210		19feb21	N. Hof
PH-175	Nord 2000	10399/69		22feb21	S.J. Dijkstra
PH-1312	Rolladen-Schneider Ls 4-b	41036		08feb21	Amsterdamsche Club voor Zweefvliegen
PH-1654	Diamond HK-36TTC	36.873		19feb21	G. Buisman

Change of ownership:

PH-FUK	Cameron Z-105	10385	06432	24feb21	Stichting Oordt Ballooning
PH-IGA	Cessna F172N	F17201647	09748	17feb21	Bepilot.it s.r.l.
PH-KOK	Cameron Z-225	10998	07077	25feb21	C.K.S. Vercauteren
PH-NOA	Cameron A-120	11586	07891	08feb21	R. Moscara
PH-PUB	Cameron A-275	11290	07444	24feb21	Stichting Oordt Ballooning
PH-PVO	Cameron N-120	3883	08794	02feb21	P. Barlo
PH-2P5	Albatros AE-209	63	20388	03feb21	M.C. Huntelaar
PH-8D1	Eurobyl Silent Twin	FLST 713630	08034	02feb21	J.W.C. Fuijkkink
PH-9K3	Fresh Breeze XCitor	31	20790	22feb21	B.J. Ubachs
PH-598	Rolladen-Schneider LS 3	3231	04494	19feb21	J.A. Rypma
PH-842	Schleicher K-7	1085	03971	10feb21	M.A. Roza
PH-1302	Schempp-Hirth Ventus 2cT	16	06514	12feb21	E.J. Helsloot
PH-1381	Schempp-Hirth Ventus 2cT	195	07056	22feb21	S. Söll

Cancelled from register:

PH-AVT	Piper PA-28-181	28-7990075	02767	01feb21	More than 1 year without valid airworthiness document.
PH-BFH	Boeing 747-406 SCD	24518	04063	16feb21	Wfu.
PH-BVM	Cameron A300	10341	06333	18feb21	No longer compliant with the requirements.
PH-CUB	Piper PA-18A-150	18-4264		08feb21	To the USA.
PH-HOY	Kitfox Mk.IV Speedster	GBS029	08281	16feb21	To Italy.
PH-4E7	Aerospool Dynamic WT9	DY-318/2009	20957	22feb21	W/o Kornhorn, 13 February 2021.
PH-8K7	Fresh Breeze Monster	1126	07828	16feb21	Wfu.
PH-1093	Schempp-Hirth Discus CS	230CS	05357	08feb21	To France.
PH-1550	Grob Standard Cirrus B	375 G	08433	19feb21	To Czech Republic.

Additions, corrections and news:

PH-FAR	Mooney M20J	24-1447			Ex HB-DHS, N57384.
PH-NXA	Embraer 190-400	19020045			Ex PR-EDK.
PH-NXB	Embraer 190-400	19020047			Ex PR-EAF.
PH-OMM	Eurocopter EC120B	1006			Ex G-OMEM, G-BXYD.
PH-PCV	Fuji FA-200-180AO	FA-200-271			Ex PH-PCV.
PH-SHM	Cirrus SR22	4983			Ex N222VG.
PH-VFE	Piper PA-28-161	2842039			Ex G-OBFS, N41274.
PH-ZDZ	Beech B200	BB-1675			Ex OY-PCL, N2355Z.
PH-175	Nord 2000	10399/69			Ex OO-ZHS, (PH-175) ntu, BGA2840/EPJ, F-CACX.
PH-1312	Rolladen-Schneider Ls 4-b	41036			Ex D-8914.
PH-1654	Diamond HK-36TTC	36.873			Ex HB-2360.

Credits: Inspectie Leefomgeving en Transport.



Wrecks & Relics

One of the two recently arrived L-4Js at Hoogeveen is 45-5060/N1227N. (26 March 2021, Otger van der Kooij)

Netherlands

Apeldoorn
(90+36) FWP149D (OO-LWG), stored **050** mar21
After a spell of two years at a firm at Kanaal Noord 151 the Piaggio is back at its old location in the yard at Eendrachtstraat 8.

Bergschenhoek
417 Lim-6bis stored, fuselage **1J-0417** mar21
The former Rotte Lim has moved some 4 kilometres north to Amandelhof 4 (N51.99666, E4.50822). It is behind a thick hedge which will obstruct visibility.

Deelen
Alouette Museum Barneveld has sold one of its Alouette 3's the Museum Deelen. The Alouette involved is F-BRQH (c/n 1820, ex 9378/Portugal). It will become a monument near the museum at Deelen.

Eindhoven
J-241 F-16A stored **6D-30** mar21
This F-16, which was marked J-315 when it was an instructional airframe at Tilburg, is parked in one of the shelters. It left the Tilburg school in February 2019.

Hoogeveen
(E.3B-508) CASA 1131E PH-MSV, stored, with ATN mar21
(5069) Sk15C D-ECCI, with ATN mar21
79354 Tiger Moth (NL935), N935NL mar21
45-4809 L-4J N3989B, with Barnstormers mar21
45-5060/15-C L-4J N1227N, with Barnstormers mar21
(42-99252) L-5 (D-ELKO), stored, with Barnst. mar21
(41-1581) BT-13A N68144, stored, with ATN mar21
(41-9844) BT-13A N56330, frame, with Barnst. mar21
All these were noted during two visits. Of the two new Cubs, N1227N will go to Seppe, while N3989B is for sale. Fpl51B (51245)/45/SE-GCK and L-18C (R-175)/PH-ZCR were maintenance visitors with ATN. Also noted was the Fokker D.XXI replica 229/PH-XXI.

Austria

Zeltweg
BE-35 S105Ö stored **105135** jan21
BG-37 S105Ö stored **105137** jan21
RE-25 S105Ö stored **105125** jan21

All three were flown in on 13 January for storage.

Belgium

Brasschaat
For Harvard 2A H-39, which is under long term restoration here, registration OO-MHL has been reserved in November 2020.

Neerpelt
37 red L-29R (9903), stored **599903** dec20
The former Zwijnaarde Delfin was removed from its pole on 3 December 2020 and moved the next day to its new owner Amerikaanse Stock at Torenstraat 40, Neerpelt (N51.19700, E5.47218). It will be pole mounted in due time. This location is just north of Kleine Brogel airbase.

Sanicole-Hechtel
Ex ALAT AB47G-2 069 has its registration OO-LPL cancelled in November 2020, becoming F-BXXX again. Still with the same owner.

Tessengerlo Schoot
16520/HC T-33A stored, ex Baarlo **5852** mar21
The French T-33 arrived by March and is currently dismantled in field at N51.06846, E5.05084.

99+05 G91R/3 preserved **378** mar21
Due to a trimmed hedge on the south side of its parking position the former Baarlo G91R/3 99+05 is now also visible near the owners house (view from N51.06214, E5.05350 and look north into the village). This aircraft arrived by 2017.

138313 T-28B N128TD, preserved **200-384** mar21
Another aircraft of the collection of the Foets company is under a small sunshed at N51.05345, E5.00092. This aircraft is on private grounds and not visible from outside. The civil registration was cancelled in January 2018 as exported to Belgium. Parked next to it is what looks like a Dornier.

Finland

Rovaniemi
VN-3 Vinka instructional **3** feb21
The Vinka arrived on 25 February at the airfield hangar of the Lapin koulutuskeskus REDU. The school's Hawk HW-333 and PA-31 PC-5 were also seen on that day.

France

Châteauroux (86)
(075) A340-211 F-HFDD, arr 03mar **075** mar21
(081) A340-211 F-HLMG, arr 04mar **081** mar21
Both former air force A340s have been sold and were ferried from Istres to Chateauroux.

Le Bourget (93)
A91/11-YG Jaguar A preserved jan21
The Jaguar is on display at the Hall Concorde. It used to be with the CANOPEE collection at Châteaudun.

Libourne-Artigues de Lussac (33)
Earlier this year Aéro Services Restauration received a yet unknown Tiger Moth from Australia for restoration.

Lorient-Lann Bihoué (56)
 144 HSS-1 restoration **SA144** feb21
 The helicopter was transported on 8 February from the naval base at Lanester to a hangar at Lann Bihoué for restoration.

Rochefort-St Agnant (17)
 3852/GNE SA342M instructional **1852** feb21
 Three Gazelles were delivered in February to the technical school. GNE should be one of them.

Toulouse-Blagnac (31)
 E5 Alpha Jet preserved mar21
 The expected Alpha Jet for Ailes Anciennes Toulouse arrived on 9 February from Châteaudun.

Germany

Gatow
 The museum will get a new exhibit, although many will not see this as a real aircraft. RQ-4E Euro Hawk 99+01 will be added this year to the collection. Some \$800 million have reportedly spent on the aircraft which was never operational in Germany.

Eschbach-Bremgarten (BW)

A23-017	PC9/A	stored, in container	feb21
A23-025	PC9/A	stored, in container	feb21
A23-026	PC9/A	stored, in container	feb21
A23-049	PC9/A	stored	feb21
A23-065	PC9/A	stored	feb21
(20286)/LE-W	Harvard 4	D-FAME, ex Canada	feb21
(20373)/R	Harvard 4	D-FXXX, ex Canada	feb21
(590)/96	LET C11	D-FMAX, ex Egypt	171101 feb21
36 white	LET C11	D-FYWM, ex Egypt	171103 feb21
(72+20)	UH-1D	stored	8340 feb21
SM845/R	Spitfire FR19	(G-BOUS), ex HS687/India	feb21
(324)	Sea Fury T20	N1945H, ex Iraq	feb21
MM53278	G59-4B	D-FIAT	feb21
(C.4E-88)/6-88	Bf109E-1	restoration	feb21
(U-77)	Bu133C	D-EEEEP, ex Swiss	24 feb21
(U-108)/14	P2-05	(G-BJAX), stored, on container	feb21
FS728	Harvard 2B	D-FRCP, yellow c/s	14A-868 feb21
VX302	Sea Fury T20	D-CACE	feb21
44-34769/K	A-26B	N500MR	28048 feb21
(54-0156)	C-121C	HB-RSC	4175 feb21
43-29282	L-4H	N46779	10573 feb21
(43-29702)	L-4H	HB-OGG, dismantled	10993 feb21
44-63889	P-51D	N4034S	122-31615 feb21
44-72773/WD-U	P-51D	D-FPSI, ex 120/Nicaragua	feb21
44-72927/WZ-W	Mustang 4	NX51ZW, ex 9597/Canada	feb21
(42-17159)/261	PT-13D	D-EPTD	75-5322 feb21
(42-17822)	PT-13D	N8884P	75-5985 feb21
51-3684/EL	T-28A	N2800G	174-222 feb21
123176/WF-19	F4U-5NL	D-FCOR, ex 0433/Argentina	feb21
138301/117	T-28B	NX228MC	200-372 feb21
140025/2S-025	T-28B	N228AC, ex 223.Honduras	feb21
	Yak-3M	D-FLUG, new build	0470105 feb21
5 white	Yak-3UA	D-FYGJ, new build	0470204 feb21
01 yellow	Yak-18A	D-EYTG	307 feb21

All these were seen with the famous Meier Motors. Some are on maintenance only, while others are on long term restora-

tion, The Italian G59 gives some problems. It carries serial MM53278 and has painted construction number 185. This 185 belongs to MM53778/N5955F which was at Bremgarten in 2012 and 2013. Meier confirms it used to be coded RS-25 with the Italian Air Force and it came from Australia as VH-FIX. This makes it to be more likely to be MM53772 (c/n 179).

Greece

Tatoi
 69-7200 T-41D preserved **R172-0385** mar21
 The Cessna is mounted at the gate, next to F-84F 26837.

Hungary

Kiskörös
 46 MiG-21bisAP restoration, ex Pápa **75077805** mar21
 The MiG-21 is under restoration at a local farm and will go to a military museum when finished.

Sástó
 (509) Ka-26 HA-MRW, preserved **7001509** oct20
 9125 MiG-21bisAP preserved, ex Pápa **75049125** jan21
 Both are preserved in the Oxygen Adrenalin Park (N47.84727, E19.96605). The Ka-26 came from Györszentivan and the park also has civil An-2R HA-MAW.

Italy

Piacenza-San Damiano (PC)
 MM6305 G91R/1A restoration **169** mar21
 The former Reggio nell'Emilia Gina is under restoration to become airworthy again. It is planned to fly by April/May 2022 and should take part in 100 years of Italian Air Force celebrations in 2023. It will get a civil registration. G91R/1 MM6272/2-31 from the Istituto Tecnico A. Malignani at Udine is also expected here, probably to be used for spare parts for MM6305.

Udine (UD)
 MM7151/51-51 AMX instructional **IX063** mar21
 The expected AMX arrived on 22 March at the Istituto Tecnico A. Malignani.

Norway

Rygge
 329 Sea King Mk43B stored **WA1011** feb21
 This Sea King made its last flight from Ørland to Rygge where it will be used for spares.

Portugal

Lisboa
 15237 Alpha Jet A preserved **0108** feb21
 The former Beja Alpha Jet is on display at the Colegio Militar, who also still has G91R/3 32+77.

Romania

Iasi
 7 Yak-17UTI preserved **aug20**
 After restoration the all blue Yak was unveiled on Decem-



Former Baarlo T-33A 16520 is a recent addition to the aircraft collection owner of the Foets company at Tessenderlo and Schoots. (17 March 2021, Laurent Heyligen)



The cockpit of Danish F-16A E-196 (and F-16B ET-626, just visible on the right) were loaded into a C-130J on 10 March 2012. They were delivered to Martin Barker at Chalgrove, UK. (Per Nielsen)

ber 2018 in the courtyard of the Moldova National Museum (N47.15714, E27.58673).

Slovakia

Orechová Potôň

(7741) Mi-2 preserved **517741072** mar21

The Mi-2 at the Slovakiaring race track has now been identified. Mi-24D 0102 (as 33 yellow) and MiG-21MF 9711 are also still there.

Spain

Garray

T.10-08/31-05 C-130H stored, arr 25mar **4835** mar21

T.10-09/31-06 C-130H stored, arr 26mar **4836** mar21

The first two of four Spanish C-130s (the others will be T.10-07 and TL.10-01) arrived at this new storage airfield (N41.82025,W2.47312). They were bought by a civil company which will use them for parts reclamation. The company also said the have bought ten ex Belgium aircraft which will also be brought to Garray.

Madrid-Getafe

T.9-5/37-05 DHC-4A stored **262** mar21

The Caribou has been moved from Cuatro Vientos to Getafe where it will be put on display. It is currently dismantled in

front of one of the hangars.

Náquera

A second AC12 has been discovered. This one is at the Poligono Industrial Los Vientos (N39.59869, W0.38630), which is half way between Náquera and Valencia. The yard has the same owner at the yard with the AC12 in Valencia and the helicopter is here since at least October 2011.

United Kingdom

Chalgrove, Oxfordshire

The cockpits of Danish F-16s E-196 and ET-626 arrived at Brize Norton in a C-130J on 18 March 2021 for test use with Martin Baker here. They came from Ålborg AB. The remainder of the two aircraft will be scrapped.

Southend, Essex

BAe748-2A (A10-603)/VH-AMQ, one of two which sat in the grounds of the adjacent Skylark Hotel, was destroyed by fire on 28 January 2021.

Credit: Patrick Dirksen, Alastair Gardiner, Laurent Heyligen, Erik Kamphuis, Paul Kyte, Stephan Lodewijks, Daniele Mattiuzzo, Per Nielsen, Per Thorup Pedersen, Paco Rivas, Tom Svendsen, Martin Uleman.



Stinson L-5 42-99252/D-ELKO is stored at the Barnstormers hangar at Hoogeveen. It arrived at Hoogeveen in July 2020 and is planned to get a full restoration. (13 March 2021, Patrick Dirksen)



Our friend Philippe Delarbre sent us this immaculate photo of France' latest warbird, Naval Aircraft Factory N3N-3 N44877. It made its first post-restoration flight on 7 March 2021 from Cerny-La Ferté Alais aerodrome.

Netherlands

After a lengthy restoration historic de Havilland Tiger Moth G-ADGV (3340) has returned to Sepe-Breda Airport in the Netherlands. The biplane is owned by Dutchman Mr Mike van der Straaten, who acquired it in 2011. The plane was built by the De Havilland factory at Hatfield and first registered on 23 May 1935 to Brooklands Aviation, Byfleet, Surrey, but based at Sywell. 'GV was pressed into service with the Royal Air Force as BB694 and its civil registration was cancelled on 17 September 1940. After the war had ended the Tiger was taken over by the Royal Navy and was used for the training of cadets. It is one of the few Tiger Moths that is known to have landed on an aircraft carrier: BB694 paid a visit to HMS Eagle on 1 July 1964. After a period of storage it was bought by Air Commodore Allan Wheeler who restored it and gave it back its pre-war civil livery and registration. From 1983 to 1987 it was temporarily flown in Germany, owned by a collector in Melle. After returning to the UK, G-ADGV became one of the Tigers in the rather famous Diamond Nine Team. In the Netherlands the aircraft was also flown, together with Auster PH-NET and Piper Cub PH-UCS, on behalf of the Wings to Victory Association which is based at Midden Zeeland airport. Within the coming weeks the Tiger Moth will be assembled and prepared for its first post restoration flight. Compliments have to go to the owner, who has decided that G-ADGV can retain the colours of Brooklands Aviation in which it was originally delivered in 1935!

Austria

The Flying Bulls, owned by the Austrian Red Bull company, have added another warbird to their already impressive aircraft collection. The Bulls announced on 6 March that they have acquired North American P-51D 44-74427 F-AZSB (122-409676). This Mustang flies in the colours of the P-51D 44-74622 *Nooky Booky IV* as was flown by Major Leonard Kit Carson, top ace of the 357th Fighter Group with 18.5 confirmed victories. The Mustang concerned was originally flown by the RCAF with serial 9592. It was taken of strength in 1958 and soon sold to the USA as N9148R. Two years later it was converted into a Cavalier Executive Mustang and registered as N2251D. It was bought by North American Rockwell and flown by the famous Bob Hoover as *Ole Yeller*. N2251D crash-landed in 1965 and was badly damaged in an explosion in 1970. It was immediately rebuilt on both occasions. After a number of consecutive owners the Mustang received the livery of 44-74622 *Nooky Booky IV* in 1994. The fighter was sold

to Christophe Jacquard/JCB Aviation in France in 1998. Two years later *Nooky* was registered in France as F-AZSB and sold to Christian Amara. It was flown for France Flying Warbirds of Melun-Villaroche and, more recently, for the SDPA - Société de Développement et de Promotion de l'Aviation at La Ferté Alais. With *Nooky* gone, the sole remaining F-registered Mustang has left the country, which surely will be very disappointing for our French friends.

Australia

The Royal Australian Air Force (RAAF), the aerial warfare branch of the Australian Defence Force (ADF) was formed in March 1921. In preparation of the coming centenary commemorations of the RAAF, its No. 100 Squadron will be reformed as the Air Force Heritage Squadron, operating from two locations - RAAF Base Point Cook and Temora. The original 100 Squadron was established during the Second World War in February 1942 at RAAF Base Richmond. The squadron used its Australian-built Bristol Beauforts on bomber and maritime patrol missions. The squadron conducted several successful operations throughout the war, taking part in the famous Battle of the Bismarck Sea in March 1943 and eventually disbanding in New Guinea on 19 August 1946, almost 75 years ago.

Given its proud history, it was considered fitting to reactivate No. 100 Squadron in the same year as the RAAF commemorates its first 100 years. 100 Squadron will fly a large number of aircraft from the current heritage fleet from Point Cook (VIC) and Temora (NSW).

Canada

De Havilland Mosquito B35 VR796 (C-FHMJ) is offered for sale by its owner Robert Jens of Richmond (BC), Canada. This bomber version of the famous *Mossie* was fully restored in the years 2000 to 2014, making its first flight on 16 June 2014. It seems to have made its last flight in 2015. This is not unlikely as it is offered with 20 hours TTSO (Total Time Since Overhaul). C-FHMJ is one of the less than 50 survivors of the type of which 7781 were built.

VR796 was built by the British Airspeed factories. It spent eight years in storage at RAF Sillitho, before being sold to Canada in 1954. Registered as CF-HML it was used for aerial cartography by Spartan Air Services Ltd, Ottawa (ONT) from November 1954 to 1963. After three years of open storage, the aircraft was bought by Don Campbell, who had plans for its rebuild. But these plans failed and Ed Zalesky acquired the

project only to store it from 1986 to 2000. By that time Robert Jens got interested and decided to go for a full restoration to airworthy status.

France

During the first weekend of March, a recently imported warbird took to the air at the airfield of Cerny-La Ferté Alais. It was the first time that this Naval Aircraft Factory N3N-3 trainer left French soil since it was imported from the USA. The N3N-3 is usually referred to as Canary which could have something to do with its usual (yellow) colours during US Navy usage. The 1941 built aircraft (with code 707, msn 3060) used to fly in the USA as N44877, which registration was cancelled on 22 October 2020. It was imported by La Ferté based Aero Vintage and assembled there. The Canary is destined for a new owner (whose identity is unknown until now) living in Reims, France. As far as we know the new N3N is now the second of its kind in France. The first example, F-AZNF, has been at La Ferté since a number of years. Although the N3N and the contemporary Boeing-Stearman PT-17 series were both flown as primary trainers, the Canary is surely less known. The Stearman was surely more popular and wider spread: almost 11,000 of the Boeing-Stearman PT-17 series were built, against 1000 Canaries.

Douglas AD-4N Skyraider F-AZFN (construction number 7609) has recently been painted in a Vietnam era colourscheme. In the past weeks the Avignon based warbird lost its Armée de l'Air (AdIA, French Air Force) livery with serial 125716 and code 22-DG. Owner Christophe Brunelière chose to give his bird the colours of 37002 with tailcode TC. This tailcode was carried by Skyraiders flown by the 1st ACS/SOS USAF that operated from Bien Hoa, later Pleiku in Vietnam (1963 to 1967) and from Nakhon Phanom RTAFB from 1967 to 1972. The Skyraider was a very popular plane amongst its pilots and the type therefore received many nicknames: Able Dog, Sandy, Spad, Hobo, Firefly, Zorro, Big Gun, Old Faithful, Old Miscellaneous. Out of these, Christophe Brunelière chose the name *Sandy* for his F-AZFN!

India

A Hawker Hurricane Mk.IIb that served for decades as a gate guard at the Uttar Pradesh Police Academy of Moradabad, India, has been saved. After eleven years of negotiations, a deal was made in which the Hurricane was exchanged against a MiG-21UM. By mid-January 2021, the jet arrived in Moradabad and has since then replaced the vintage Hurricane in its role as gate guard. The Hawker fighter is now no longer at the Academy but possibly in a secure IAF location.

The identity of the Hurricane is unfortunately still unknown, but may be revealed as soon as its restoration is taken up. The aircraft doesn't have an original windshield, canopy or rear fuselage, neither does it seem to have an original spinner (which looks sharper pointed than the original)

United Kingdom

The Collings Foundation of Stow (MA), USA has announced the sale of its Curtis TP-40N Warhawk N293FR. The news was revealed by European Airshows. The full dual control/dual-cockpit version of the Curtiss P-40 Warhawk fighter is being prepared to be shipped to the United Kingdom. It has been bought by the Biggin Hill Heritage Hangar, and will join the three T.IX Spitfire trainers and the world's only two-seat Hurricane. The aircraft is due to arrive in the UK in the coming weeks. Depending on its certification the BBHH/Flyaspitfire.com plans to offer flights in this unique machine towards the end of the 2021 season.

The aircraft concerned is based on P-40K Warhawk 42-9749, a project that was recovered from the Aleutians and rebuilt for Evergreen. Inspired by the Collings Foundation the project was rebuilt by Aerofab into a 'factory-built' TP-40N. This aircraft received the identity of a P-40N, 42-104721, the wreckage of which was recovered from Papua New Guinea. This Warhawk was flown by the RAAF as A29-499 during WW II.

After spending some 25 years in storage at High Wycombe (UK) Vickers Supermarine Spitfire Mk.XIVc RM694 (6S/432268) will finally get a restoration to airworthy condition. Although registration G-DBKL was already secured on 30 March 2009, it was not before early this year that the aircraft was transported to the Biggin Hill Heritage Hangar. The expertise of the local Spitfire Company (Biggin Hill) Ltd. is a guarantee for a quality restoration of this project. RM694 was built in the Chattis Hill shadow factory in Hampshire and rolled out on 22 October 1943. It was operated by No. 91 (Nigeria) Squadron from the Advanced Landing Ground (ALG) of Deanland in Sussex, flying over 30 V-1 interception missions in the summer of 1944. Passed on to No. 402 (Winnipeg Bear) Squadron of the Royal Canadian Air Force, RM694 was relocated to B.70/Deurne near Antwerp, Belgium on 30 September 1944. Soon the Spitfire was substantially damaged in a forced landing and sent to the UK for repair. After the war had ended, it became a ground instructional airframe at RAF Locking (maintenance number 6640M). It later served as a guardian at RAF Hornchurch from 1950 to 1963. It was then sold to a garage owner for display for only GBP 250! Since 1966 the project was sold to the USA twice, only to ultimately return to the UK for storage at High Wycombe in 1995.



In the past twelve months New Zealand was hardly affected by COVID-19, so Wings over Wairarapa 2021 was one of the few airshows that was not cancelled in this period. Seeing two Albatross D.V fighters, replicas built by TVAL (The Vintage Aviator Limited) is a fascinating sight! (Masterton-Hood Aerodrome, 27 February 2021, Andy Heap)

Dustpan & Brush



Erik Sleutelberg captured this immaculate looking Dakota of ALIANSA Colombia, while undergoing maintenance, at Villavicencio on 7 July 2015. Almost six years later, on 28 February 2021, the DC-3 was involved in an incident while landing at Monfort Airport, Colombia, after a domestic flight from Mitú-Fabio Alberto León Bentley Airport.

Additions & Corrections:

24jun18 3X-AAJ L-410UVP **851403** w/o
See Scramble 470.

08jun19 N35531 PA-31-350 **31-8052046** dam
See Scramble 482.

New Accidents:

20jun19 UP-A0116 An-2R **1G232-38** w/o
The Navigator Antonov crashed during take-off for an aerial application flight. It reportedly failed to gain enough height, hit powerlines and crashed. The pilot was killed while two other crew members were hospitalised with injuries. The location was ten kilometres from Rodina village, Tselinograd district, Kazakhstan.

27feb21 PT-EGU EMB810C **810062** w/o
A crashed and abandoned private Embraer EMB810C Seneca II was found by Dominican law enforcement officers, at La Altigracia. It had been used for transporting drugs.

28feb21 HK-2006 DC-3C **43086** dam
The ALIANSA Colombia Douglas DC-3 had an incident while landing at Monfort Airport, Colombia, after a domestic flight from Mitú-Fabio Alberto León Bentley Airport. All three onboard were unhurt, but the Dakota received quite some damage.

28feb21 42bl Mi-35M w/o

A Russian Federation - Aerospace Forces Mi-35M crashed near the town of Tel Tamr in northern Syria's Hasakah Governorate, between Al-Rayhaniyah and Al-Qasimiyah. Conflicting reports can be found in which it is said that one pilot was killed and three others crew members were injured while other reports say that all four crew are safe. A spokesman of the Russian Foreign Ministry said that the attack helicopter had made an emergency landing while patrolling the sky over the Al-Hasakah Governorate. The ministry clarified that the Mi-35 had not come under enemy fire, but was forced to land due to technical issues. The Special Purpose Aviation Brigade of Russia, which is based at Khmeimim air base near Latakia in western Syria, has its helicopters forward deployed to locations as Qamishli in the far north eastern

part of Syria and along Forward Operating Bases like airstrips along the M4, a main highway that roughly runs just south of the Turkish border, from Aleppo further east into the Iraqi border.

01mar21 B-10GD Beech 350i **FL-1014** w/o
While completing a cloud seeding mission in the region of Ji'an, China, the Beidahuang General Airlines Beech King Air crashed under unknown circumstances into three houses, located in the Ji'an area. All five occupants were killed and one person on the ground was slightly injured.

01mar21 7T-VUK ATR72-212A **652** dam
Air Algérie flight AH6200 suffered a nose landing gear issue during landing at Ghardaïa Airport, Algeria. This triggered a large response by emergency services with five fire trucks, seven ambulances and overall forty rescue personnel. It is unclear whether the nose landing gear had failed to extend or whether it collapsed on landing. The flight had four crew and thirty passengers onboard.

01mar21 5050 EMB321A **312247** dam
An Aviación Militar Bolivariana de Venezuela (Venezuela Air Force) EMB321A Tucano, force landed around 9:00 hours local time in a field between the cities of Mariara and San Joaquín in the north of the country, about eighty kilometres west of the capital Caracas. Both pilots were taken to a hospital for further treatment. The training aircraft, operated by Grupo de Entrenamiento Aéreo 14 Escorpiones from Base Aérea Mariscal Sucre (Boca del Rio), was on a training flight and according to the available information was on its way back to the airbase. The unfortunate Tucano was painted in a special black/orange colour scheme and marked with 100,000 horas.

02mar21 F-HPIC EC120B **1466** w/o
During take-off from Morzine, France, the Savoie Hélicoptères Colibri crashed on road RD702 between Les Gets and Morzine, resulting in a destroyed helicopter and one injury. The remaining four onboard were uninjured.

02mar21 (HK-4274) L-410UVP-E w/o
A South Sudan Supreme Airlines Let 410, with fake registration (HK-4274), performing a South Sudanese domes-

tic charter flight from Pieri to Yuai, with eight passengers and two crew, crashed shortly after take-off from Pieri. All onboard perished in the crash. Regarding its identity, the previous Burundi fake registration had been flagged as before that the airline had used the aircraft since 2019, also with the fake Gabonese registration TR-KSS. It had been photographed with this registration in Juba on 1 January 2019. TR-KSS had not been photographed prior to 2019, however. According to Russian databases the airline had acquired a Let 410 with registration 5Y-DAD (msn 902436) by the end of 2014, which subsequently was photographed several times until late 2017. However, no photographs of 5Y-DAD surfaced after 2017 (the paint scheme of 5Y-DAD entirely matched TR-KSS except for the tail number. It appears the paint scheme of the wreckage also matches the paint scheme on past photos of TR-KSS and 5Y-DAD). To be continued...

03mar21 N640WA PA-31-350 **318252065** w/o

A Piper Navajo Chieftain of Marc Inc landed in an area near the community of Sergio Butrón Casas, on the banks of the Río Hondo, Mexico, after suffering a technical malfunction. It landed in one of the dirt roads that connect to the sugarcane fields of the region, where there have been several landings of aircraft loaded with drugs and even the inhabitants reported several convoys of trucks that left the area. Basically, another drug flight that bit the dust.

04mar21 AS352UL w/o

An AS532UL Cougar of the Türk Kara Havacılık Komutanlığı (TKHK, Turkish Army Aviation Command) crashed some thirty minutes after take-off from Bingöl, Turkey, killing eleven out of the thirteen on board. The crash happened in eastern Turkey. In a statement, Turkey's Ministry of National Defense said the helicopter took off in the eastern province of Bingöl at 13:55 hours local time and was en-route to Bitlis province's Tatvan district, when contact was lost at around 14:25. Unmanned Aerial Systems, a CN235 and some helicopters of the Turkish armed forces that were operating nearby, started a search and rescue mission and discovered the wreckage soon after the accident occurred on a slope of Mount Nemrut. The weather was not optimal as low clouds and snow were reported over the crash site. The crash location is in an area where Turkish troops have been combating militants of the banned Kurdistan Workers Party, or PKK. There are no reports that the PKK claimed responsibility for the crash.

05mar21 C-GNYI Bell 212 **30569** w/o

A Bell 212 of Airspan Helicopters was spinning out of control and crashed on the west side of Mount Gardner at Bowen Island (BC), under unknown circumstances. The helicopter was laying on the ground between trees. The crew of two managed to walk away from the crash and were investigated in a hospital as a precaution. The helicopter was contracted to BC Hydro to help place some wooden structures for a transmission line replacement project on Hollyburn Mountain, and was at the time of the crash en-route to the project location.

05mar21 N155TP MB326M **159/6390/A23** w/o

An Aermacchi MB326M Impala of the National Test Pilot School (NTPS) crashed in an inhabited area of Edwards AFB (CA). Unconfirmed reports mentioned that both pilots managed to eject and were found. The Impala is owned by Flight Research Inc and operated out of Mojave Air and Space Port (CA). The National Test Pilot School routinely uses a fleet of 34 aircraft (23 different types) located at the school's campus. Seven of the aircraft are owned by the school and the rest are supplied by an adjacent contractor, Flight Research Inc.

07mar21 (TL-WJU) SA341G **055** w/o

On YouTube this SOKO built Gazelle, which is painted in an overall light blue colour scheme, was visible with its serial, TL-WJU, on a white sticker on the tail boom. Its true identity was also revealed in the same YouTube movie, when the camera filmed the instrument panel. On the console, serial RA-05710 and construction number **055** were clearly readable. Despite the roundels we suspect the helicopter is not really from the Central African Republic (CAR) Air Force, but, most likely, it is also part of a fleet of helicopters operated by Private Military Companies (PMC) that operate throughout the African continent. Known is that on 27 February another SA341G was en-route to pick up some Russian mercenaries of the Wagner Group, after they had suffered injuries. This Gazelle, which is reported as RA-05702 (c/n **058**), crashed on the way towards the pickup point. Also, the serial suggests that the helicopter does not belong to the Armed Forces of the CAR, normally military aircraft and helicopters are serialised as TL-Kxx, so that is why the TL-WJU is placed between quotation marks.

07mar21 N900EY TBM-900 **1101** dam

The Hampton Aviation TBM-900 made a gear up landing at Music City Executive Airport (TN) and received quite some damage. Both occupants were uninjured.

07mar21 N233SW EMB120ER **120307** dam

Berry Aviation flight BYA233 performed a gear-up landing at Detroit-Willow Run Airport (MI). ADS-B data show that the aircraft departed Willow Run, bound for Akron-Canton Regional Airport (OH). A review of the LiveATC.net audio revealed that the crew requested a return to Detroit. Shortly thereafter an emergency was declared. The flight was vectored for, then cleared for a visual approach to runway 5R at Willow Run. Track data indicated the airplane conducted two low passes over the airport.

07mar21 F-GIBM AS350B **1424** w/o

A Dolijet Ecureuil crashed soon after take-off from a private property, located at Touques, Calvados, Normandy. The pilot and his passenger died in the crash. The deceased passenger has been identified as Olivier Dassault, heir of late Serge Dassault, himself son of Marcel Dassault, founder of Dassault Aviation. He was the president of strategy and development of the family-controlled aerospace and software conglomerate Dassault Groupe and was also a politician, serving as a representative in France's National Assembly.

07mar21 (YV124) Beech 55 **dam**

A crashed and abandoned Beechcraft was found in Placencia, Belize. It had been used for transporting drugs. A fake registration, (YV124), had been applied to the aircraft.

10mar21 307 DHC-6-400 **892** dam

A DHC-6-400 of the Fuerza Aérea del Perú was damaged after it made a runway excursion at San Lorenzo. The aircraft is operated by Grupo 42 and was on its way from home base Iquitos to San Lorenzo. Fortunately nobody was injured and the Viking 400 will be repaired.

10mar21 N568P Beech 95-B55 **TC-2162** w/o

A private Beech Baron force landed near Shalz Field Airport (KS), shortly after take-off. The pilot survived the crash with apparent minor injuries.

11mar21 08wh MiG-29MU1 **2960731239** dam

A Ukrainian Air Force MiG-29 of the 40th Tactical Aviation Brigade sustained damage when a Volkswagen Touran collided with it at Vasylykiv Air Base. Pictures on the internet show one of the burned engines of a fighter jet and a damaged car. The MiG was being towed when it was hit by the Touran, driven by an officer of the air force, who was intoxicated. As a result of the collision, the fighter caught fire.



Jack Li took a picture of Beech 350i B-10GD, operated by Beidahuang General Airlines, showing its pods containing chemicals for cloud seeding. It crashed on 1 March 2021, in the region of Ji'an, China.

11mar21 XA-UVQ EC145 **9497** dam

Returning from an offshore oil and gas installation (located in the Gulf of Mexico), the Transportes Aéreos Pegaso EC145 (commercial name for the BK117C-2) suddenly descended from a height of ten metres, in the port of Dos Bocas, resulting in the skid gear breaking. Two of the six crew members to be transferred to the Pemex Hospital in the Municipality of Paraíso.

11mar21 N80056 Ce421B **421B-0654** w/o

The twin engine private Cessna 421 crashed shortly after take-off from Franklin-Macon County Airport (NC), struck a fence and came to rest in a cornfield, bursting into flames. All four occupants escaped uninjured while the aircraft was totally destroyed by a post-crash fire.

11mar21 RC690B w/o

An unidentified Rockwell Commander entered the Dominican airspace without clearance, while probably being involved in an illegal mission (contraband). After being tracked by an A-29B Super Tucano, it crashed unknown circumstances in a sugar cane field, located in Batey Palo Bonito. The aircraft was destroyed by impact forces and a post-crash fire and both occupants were killed.

13mar21 Q2WH An-26 **7201** w/o

An Antonov An-26 of the Kazakhstan Border Guards crashed during landing at Almaty International Airport, with six people onboard. The aircraft crashed about 600 metres short of the threshold of runway 23R and burst into flames. Weather at the time of the accident was poor with overcast clouds at 300 feet and a visibility of five kilometres, with light freezing drizzle and mist. It had flown in from Nursultan Nazarbayev International Airport. Almaty ATC lost contact during landing and the alarm was raised immediately, dispatching the airport's emergency rescue services to the scene.

13mar21 N161BH Bell 206B **1675** w/o

The pilot and sole occupant of this Twinkle Ag Flying Bell JetRanger was uninjured after the chopper clipped power lines and impacted terrain during an aerial application flight near Laton in Fresno (CA), with the Bell sadly being a write off.

13mar21 PP-UGS A109S **22118** dam

A private Agusta took off from the Bira Guimarães Helipad, Igaratá, bound for Campo de Marte airfield. During an intermediate landing in an unregistered area, in Igaratá, to pick

up passengers, the tail rotor blades touched a lamppost. The aircraft had substantial damage. The pilot was able to walk away from the incident.

15mar21 F-22A dam

A Lockheed Martin F-22 Raptor, assigned to the USAFs 325th Fighter Wing, experienced the collapse of the nose gear during a landing attempt at Eglin AFB (FL). Fire crews responded immediately and the pilot was transported to a hospital for an evaluation. An investigation into the circumstances surrounding the mishap is underway.

16mar21 N6133C Bell 206L-3 **51544** dam

Both occupants of the Redlands Heli Flight Bell LongRanger III were uninjured after it crashed under unknown circumstances and rolled over, at Lucerne Valley, San Bernardino County (CA). At the time they were conducting a photo flight.

17mar21 MiG-21 Bison w/o

Yet another MiG-21 Bison crash for the Indian Air Force. This time it concerned one from 23sq Phanters. The MiG crashed while taking off for a combat training mission at an airbase in central India. The pilot was on a combat training mission, which ended in an emergency he apparently could not eject from.

18mar21 Mi-17V-5 w/o

Nine people, including the pilot and five security force members, onboard a Mi-17V-5 of the Afghan Air Force (assigned to the Kabul Air Wing, Rotary Wing Squadron and flown most probably in support of the 777 Brigade) died after it was shot down in Behsud district in Maidan Wardak province. The incident happened at around 01:30 hours local time when four army helicopters were carrying special forces, equipment, and food to Behsud. The Taliban claimed the incident in which the Mi-17 was hit by probably a Man Portable Air Defense System (MANPADS) at very low level. The Mi-17V-5 just left its landing zone (LZ) when a missile suddenly approached from the right. The tailboom of the Mi broke at impact and the helicopter tumbled down in a kind of valley, just outside the LZ fence. Years ago, such incidents were quite common, but it is already a long time ago that the Taliban was able (and used) missiles to shoot down Afghan or coalition aircraft.

18mar21 XA-VAZ A320-232 **2576** dam

A VivaAeroBus Airbus A320 lost its nose gear while lining up for departure as flight VB4343, from Puerto Vallarta--Gustavo

D. Ordaz Airport to Monterrey--General Mariano Escobedo International Airport, both in Mexico. It was backtracking on runway 22 for departure (because the parallel taxiway A was partly closed) when during the 180 degree turn to line up for take-off (at 13:42 hours local time) the nose gear collapsed. The aircraft was evacuated via slides and luckily none of the 127 persons onboard got injured. The slides on the back of the aircraft were not deployed, as the angle would have been too steep to glide from, with a good risk of (severe) injuries. The front ones were deployed, but as can be seen in the small picture below the wind took hold of it, lifting it in the air. The slide on the passenger entry door (left hand side) did not suffer from the wind and passengers and crew could use it. The over wing emergency exits were also used, allowing passengers to use those emergency slides to leave the Airbus.

18mar21 YV3312 An-2T **1G157-07** dam

An Antonov An-2 sustained serious damage in an accident in Bolívar State, Venezuela. The undercarriage collapsed and damage was sustained to the right-hand lower wing and propeller blades. The operator and souls onboard remain unknown.

19mar21 B-7720 Bell 206B-3 **4687** w/o

A Bell JetRanger III of Fanya General Aviation (while on a sightseeing flight) crashed into the sea off Xiamen City, Fujian Province, China, killing all four onboard. Chinese media is circulating a video which shows the helicopter impacting the sea in a nose dive.

20mar21 PK-YSF B737-4Y0 **23869** w/o

A Trigana Air Service Boeing 737 suffered a runway excursion on landing at Jakarta-Halim Perdana Kusuma Airport's runway 24, Indonesia. ADS-B flight tracking records suggest that the aircraft departed Jakarta at 10:53 hours local time but apparently turned back for landing. It stopped at about 3,000 feet due to problems with the right hand main gear. The crew entered a hold while attempting to correct the problem and subsequently returned to Halim airport.

Following touchdown the aircraft skidded on the runway on left main gear, nose gear and right engine pod. During the last stages of the roll out the aircraft veered right off the runway and came to a stop with all gear collapsed. There were no injuries, the aircraft sustained substantial damage. The aircraft has already been scrapped.

20mar21 5Y-JKN Ce208B **208B-0688** w/o

In the morning this Aeronav Air Services Cessna Grand Caravan crashed under unknown circumstances on the slope of a mountain near Marsabit, to pick up passengers for a peace meeting in the Ileret area and had been chartered by the Marsabit County Government. It had left Nairobi-Wilson earlier in the day. Sadly both pilots were killed.

20mar21 VT-RKM ATR72-212A **1463** dam

A giant bird impacted and fractured the right-hand wing-to-body fairing of this Alliance Air ATR72, on the approach to Dharamsala-Kangra Airport, while 38 kilometres out. It had left Chandigarh as flight 91714 earlier in the day. Onboard were 32 persons who were booked on the next flight to Delhi. The airport administration has expressed concern over the increasing number of birds around Gagal airport and has also made the district administration aware of this. A few years ago, the district administration banned open poultry and goat bites around the Gagal Airport, because of the fact that birds used to gather here, but now the same situation has arisen again. The airport administration says that these birds can cause an air crash. This problem will have to be resolved soon.

20mar21 Z-10A w/o

On this date the People's Liberation Army lost a CAIC (Changhe Aircraft Industries Corporation) Z-10A, at an unknown location. Sadly both pilots did not survive the crash.

21mar21 N16183 ERJ145XR **14500914** dam

A CommutAir Embraer 145 (operating on behalf of United Express) was performing flight UA4332 from Houston Intercontinental (TX) to Little Rock (AR), was on approach to Little Rock's runway 22L when multiple birds collided with the aircraft. The aircraft continued for a safe landing on runway 22L. The aircraft was unable to continue its schedule and was still on the ground in Little Rock about fourteen hours after landing. A replacement Jungle Jet (N12160) performed the next morning's return flight UA4357.

22mar21 5286/00307 F-5E **VG1013** w/o

22mar21 5287/00308 F-5E **VG1014** w/o

Two F-5E Tiger IIs from the Republic of China Air Force collided in mid-air and crashed in the sea off the coast of Pingtung County, 37.5 miles southeast of Taitung/Jhihhang Airport, where the 7th Flight Training Wing is based. They were part of a four-ship that took off from at 14:30 hours



22 March 2021 was a sad day for the Republic of China Air Force, as it lost two F-5II Tigers, after they collided with each other and crashed in the sea off the coast of Pingtung County, 37.5 miles southeast of Taitung/Jhihhang Airport, where the 7th Flight Training Wing is based. Sadly one pilot did not survive, while the other was found and unconscious. Erik Sleutelberg saw Tiger 5287/00308 at Taitung on 25 November 2009.



Trigana Air Service Boeing 737 PK-YSF suffered a runway excursion at Jakarta-Halim Perdana Kusuma Airport's runway 24. It turned out that a gear problem was the reason the crew decided to return to Halim, having taken off from there not long before. The landing itself was carried out nicely, but eventually the Boeing skidded to a stop on the left main gear and right hand engine pod. Damage was substantial, and the aircraft has already been scrapped.

local time, and around 15:06 the Tigers disappeared from the radar screen. It is reported that both pilots managed to eject. A RoCAF Black Hawk and Coast Guard and other rescue ships were scrambled to search the area for the missing pilots. One of the pilots (5287) was found and unconscious, the other (5286) sadly did not survive the accident. This is the second crash within five months involving an F-5E Tiger II. On 29 October 2020, the same unit also lost an F-5E Tiger II during a training mission in which the pilot was killed. The 7th FTW comprises of the 44th Tactical Fighter Squadron, 45th TFS and 46th TFS, all operating Tigers.

23mar21 JA6050 AS350B **2425** dam
A private Aérospatiale Ecureuil crashed on a paddy field under unknown circumstances, at Okami, Aoki village, Nagano prefecture, Japan. The door(s), rotor blade(s) and under side of the fuselage were damaged. All six occupants received injuries of whom four of them seriously.

23mar21 N628HC G1159 **134** dam
Various airplanes were covered with ashes at La Aurora International Airport, Guatemala, after an eruption of Pacaya volcano. Among them were: HP-1855CMP (B737-8V3 Copa Airlines), N304RB (B737-8 American Airlines), N504VL (A319-132 Volaris), N521TA (A319-132 Avianca), N76528 (B737-824 United Airlines), N77518 (B737-824 United Airlines), N929NN (B737-823 American Airlines, N723BG (Ce525C), N896CG (Ce550B), N203RD (Beech E90), N857MP (Beech 200GT), TG-CBI (Beech 350), TG-CCA (Beech C90GTx), TG-MAM (Beech 300) and this Gulfstream II. Ash dust from volcano eruptions can be very tricky to clean and can leave scratches on the various surfaces/windows of aircraft, potentially damaging them.

23mar21 Tu-22M3 **nil**
A tragic and bizarre accident happened at Shaikovka when the ejection system of a Russian Federation - Aerospace Forces Tu-22M3 malfunctioned while the aircraft was being prepared for take-off. When the pilot put the cockpit under power the other three crew members were shot out inadvertently. As the KT-1M ejection seat of the Tu-22M3 does not have zero-zero capabilities (zero speed, zero altitude), the parachutes did not manage to open and all three were killed. Among them was the regiment's commander, Colonel Vadim Byeloslyudtsev, who was also a gifted aviation photographer, who had published many exciting air-to-air shots on www.russianplanes.net. The cause of the malfunction was probably a short circuit or a creeping current, the humidity of the air was high at the time of the accident. The pilot definitely did not touch the handle, which needs to be actuated in order to eject the rest of the crew. He himself was not shot out (he would have to do this manually), but was injured by the hot exhausts of the other ejection seats.

24mar21 9M-LEO H125 **8568** w/o
A private Airbus H125 crashed at Sultan Abdul Aziz Shah Airport, Subang, Malaysia, under unknown circumstances. All five occupants survived the crash, two occupants were injured.

24mar21 FAB-663 K-8VB **L8W3200286** w/o
A Fuerza Aérea Boliviana K-8VB crashed into a house in Sacaba, Cochabamba and was destroyed by fire. There is said to be one fatality on the ground. Both pilots are said to have ejected safely.

24mar21 167100/B-222 T-45C **215/C132** w/o
The United States Navy's Training Air Wing 2 (TAW-2, based at NAS Kingsville (TX)) lost a Goshawk after it crashed during a training flight, three miles northeast of Naval Auxiliary Landing Field Orange Grove (TX), on County Road 308 off Highway 359. Both pilots ejected safely. Most likely they were practising touch-and-go manoeuvres when it came down under unknown circumstances. The Goshawk in question had special colours, as part of the US Navy Centennial celebrations.

25mar21 030 Bell 212 **31157** w/o
A Fuerza Aérea Uruguaya Bell 212 crash-landed in the eastern state of Rocha in the early hours. The helicopter, operated by EA5H (Escuadrón Aéreo N°5 Helicópteros), was carrying boxes of Pfizer vaccines. According to a statement from the Ministry of Defence, the accident occurred due to a mechanical failure. The pilot had to make an emergency landing and the helicopter was destroyed by fire. Fortunately, the crew escaped without serious injuries, but as a precaution were treated in hospital.

25mar21 XX189/CR Hawk T1A **312036/036** w/o
Around 09:34 hours local time, a Royal Navy Hawk T1A crashed during a training exercise near St. Martin, five miles south south-east of Helston, near the Lizard Peninsula, roughly ten miles from RNAS Culdrose. Shortly before the accident, the pilot transmitted a 7700 squawk, as they suspected engine power loss. Both crew managed to eject to safety and were picked up with only minor injuries. It was operated by 736 Naval Air Squadron (NAS736), which is based at Culdrose, which has eleven Hawk T1s in the maritime support role. As a consequence of this mishap, the RAF decided to temporarily pause Hawk T1 operations, as a precautionary measure, while investigations are ongoing. They will continue to review the situation as further information becomes available. This also applies to the Royal Navy and the Red Arrows and the flight test and evaluation unit at MoD Boscombe Down.

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

Military News & Updates



On its way from Savannah (GA) to Nevatim (Israel) this Gulfstream 550 Nachshon Eitam with registration N552GD made a stop at Shannon (Ireland) on 15 March 2021, where Paul Nelhams caught it on camera.

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

Europe

Austria

Österreichische Luftstreitkräfte (AF)

On 15 March 2021, the Österreichische Luftstreitkräfte welcomed their first upgraded Sikorsky S-70A Black Hawk helicopter. The ÖeLSK has nine Black Hawks in its inventory, with each airframe being eighteen years old already. The mittlere Transporthubschrauberstaffel (mTHSSt), based at Tulln-Langenlebarn Brumowski air base, saw the arrival and official hand-over of S-70A-42 Black Hawk 6M-BC. This Black Hawk is the first example of nine Black Hawks to receive an extensive avionics upgrade in the United States.

Already in October 2019, 6M-BC was noted with its temporary American registration N60RN with Ace Aeronautics LLC at Guntersville (AL). A contract signed in June 2017 with Ace Aeronautics LLC and valued at over USD 40 million, involves integrating the supplier's Deck VL-60 system, with Garmin G5000H avionics, plus an Avalex Technologies cockpit management unit and digital moving map capability. Additional updates include helmet-mounted displays, a secure communications fit, and the ability to use GPS-based approach procedures. The Austrian Black Hawk fleet will be expanded with three former al-Quwwat al-Jawwiya al-Malakiya al-Urduniya (Royal Jordanian Air Force) UH-60L Black Hawks, which were purchased by the Austrian Ministry of Defence in 2020 for the sum of USD 72.8 million. An add-on contract with Ace Aeronautics LLC will also provide these Black Hawks with the same upgrade.

Czechia

Vzdušných Sil (AF)

LEZL = Seville (Spain)

C295MW

0481

o/o

LEZL as EC-297

172

In December 2019 the Czech Air Force signed a contract for two additional C295MW transport aircraft. The first C295MW made its first flight on 10 March 2021. Delivery of the aircraft is planned somewhere in the coming months. Next to the order for the new aircraft, the Czech government also signed a contract for upgrading its current fleet of C295Ms, but it is not known yet when this is planned.

Denmark

Flyvevåbnet (AF)

EKYT = Aalborg

F-16AM

E-196 Martin Baker ex std EKYT **6F-23** mar21

F-16B

ET-626 Martin Baker ex std EKYT **M16-1/62-68** mar21

The cockpit sections of the two F-16s were sold to Martin Baker and were transported to Chalgrove (UK) on 10 March 2021. The remaining airframes will be scrapped.

F-35A

L-002 L-M f/f 18mar21 **AP-02** mar21

Finland

Ilmavoimat (AF)

EFRO = Rovaniemi

F/A-18C

HN-437 HävLLv 31 ex HävLLv 11 **1447/FNC037** mar21

L-70 Vinka

VN-3 i/a EFRO ex HävLLv 41 **3** feb21

The L-70 Vinka is a new instructional airframe with the Lapland Vocational School at Rovaniemi airport.

France

Armée de l'Air et de l'Espace (AF)

The air force will sell both of its Falcon 2000LX (231/F-RAFC and 237/F-RAFD) and replace them by two second hand Falcon 900s in an effort save cost by using only one type instead of two.

LFBO = Toulouse-Blagnac

LFDN = Rochefort-Saint Agnant

LFMI = Istres-Le Tubé

LFOC = Châteaudun

A340-211

075/F-RAJA to F-HFDD ex std LFMI **075**
081/F-RAJB to F-HLMG ex std LFMI **081**

Both A340s have been sold and were ferried from Istres to Chateauroux-Déols in early March.

Alpha Jet E

E5 pres LFBO ex std LFOC mar21
E33/8-FJ EE03.008 ex 705-FJ mar21
E88/8-LL EE03.008 ex std LFOC mar21

Mirage 2000-5F

44/2-EQ GC01.002 ex 188-EQ **208** mar21
58/2-EL GC01.002 ex 188-EL **260** mar21
74/188-MK EC03.011 ex 2-MK **313** 21

Rafale B

310/4-HC EC02.004 ex ETR02.092 feb21
334/4-II EC02.004 ex ETR03.004 feb21
345/4-FL EC02.004 ex EC01.004 feb21
346/4-FM ETR03.004 ex ETR02.092 feb21
350/4-FQ ETR03.004 ex ETR02.092 feb21

Rafale B 305 will be the first second hand Rafale for Greece. It is currently at Istres receiving attention at the local Dassault facility. It will be delivered in the second half of 2021 together with one more dual and four single seaters. The first half of 2022 will see six new builds being delivered to Greece (four singles and two duals), followed by six second hand single seaters.

Armée de Terre (AR)

SA342M

3852/GNE inst LFDN ex 1RHC **1852** feb21

Hungary

Magyar Légierő (AF)

Late 2016, the Hungarian Minister of Defence, István Simicskó, announced the kick-off of a large modernisation programme under the name *Zrinyi 2026*. Since that moment, a number of changes have been implemented and plans were and are still being made. On the air transport side, two Airbus A319-112 and two Falcon 7X executive jets were delivered in the period 2018 to 2019. In November 2020, a contract for two multi-mission KC-390s with air-to-air refuelling (AAR) capability was signed.

In terms of helicopters, twenty Airbus H145M twin-engine light utility helicopters have been ordered. Sixteen have been delivered in the period 2019 to 2020. Eight Mil Mi-24P

and Mi-24V attack helicopters have been overhauled in Russia and were re-delivered in 2018 and 2019. In December 2018, Scramble reported on the contract for sixteen Airbus H225M long range tactical transport and utility helicopters which are supposed to be delivered in 2023.

With regards to training aircraft, the air force took delivery of six Zlin 242 and two Zlin 143s. The Zlin trainers were delivered in two batches; four were delivered in the period 2017 and 2018 and another four followed in December 2020.

For advanced training, local news reports mention that the air force has now showed interest in the Embraer EMB314 Super Tucano. No numbers were mentioned, but they must have received a proposal from Embraer. Hungary's interest in an advanced training aircraft also resulted in the visit of the Czech company Aero Vodochody with their L-39NG at Kecskemét in November 2020. The advanced jet training has been outsourced since 2009, when the air force stopped operating the L-39ZO.

In 2017, the Commander of MH 86. Szolnok Helicopter Base, General József Koller, confirmed that the air force planned to restore military pilot training at Szolnok for future pilots of fixed and rotary wing aircraft.

Italy

Aeronautica Militare (AF)
LIPS = Istrana (TV)

AMX ACOL

MM7151/51-51 i/a Udine (UD) ex wfu LIPS **IX063** mar21

F-2000A

MM7309/37-03 18° Gruppo ex 4-22/904° GEA **IS041** feb21

Tornado ECR MLU RET8

CSX7079/RS-01 311° Gruppo ex -/Leonardo **597** feb21

Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

The air force of Montenegro received its second Bell 505 Jet Ranger 'NXi'. 65318, still marked as C-GUPU, arrived at Golubovci air base near Podgorica on 12 February 2021. The first Bell 505 arrived in Montenegro on 15 September 2020 and both are part of a contract worth 3.3 million euros. Both helicopters will be used for pilot training and light transport.

The contract also contained an option for two more Bell 505s



The Belgian Air Force celebrates 50 years of Hercules operations C-130H CH01 in these special markings, before it will be taken out of service later this year. (Melsbroek, 15 March 2021, Laurent Heyligen)



The first one of two C295MWs from a follow-up order for the Czech Air Force is seen here during a test flight from Seville (Spain) on 10 March 2021, adorned with test registration EC-297, seen through the lens of José Rodriguez.

enabling Montenegro to retire the aging Gazelle helicopters. It is now extremely doubtful that the option will be converted to a fixed order after the change of government at the end of 2020 and the current financial state of Montenegro.

Norway

Norske Luftforsvaret (AF)
ENRY = Rygge

AW101 Mk612

0278	330 skv	ex OT&E	50278/NOR10	mar21
0280	OT&E	d/d 04mar21	50280/NOR12	mar21

F-16AM

673	331 skv	ex FLO, f/n with unit	6K-45	mar21
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F-35A

5290	62nd FS	ex 332 skv	AM-19	mar21
5291	62nd FS	ex 332 skv	AM-20	mar21
5292	62nd FS	ex 332 skv	AM-21	mar21

In March 2021, three F-35A Lightning IIs from 332 skv were flown to Luke AFB (AZ), where they will join the 62nd FS to increase the training capacity of Norwegian fighter pilots until the autumn of 2023.

Sea King Mk43B

329	std ENRY	ex 330 skv	WA1011	feb21
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Portugal

Força Aérea Portuguesa (AF)
LPBJ = BA11 Beja

Alpha Jet A

15237	pres Lisbon	ex std LPBJ	0108	feb21
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Another Portuguese Alpha Jet found a new home. This one moved from storage at Beja Airbase to Luz, a neighbourhood of Lisbon, where it will be displayed at the barracks of the Colegio Militar.

Romania

Fortele Aeriene Romane (AF)

On 4 March 2021, the Romanian Unitatea Speciala de Aviatie/SMURD received the first three H135P3Hs. SMURD is an emergency rescue service, the name is Romanian acronym for *Serviciul Mobil de Urgent ă, Reanimare si Descarcerare*, which means Mobile Emergency Service for Resuscitation and Extrication.

The contract for the H135s was signed in July 2019 and total deliveries could go up to ten helicopters as well as support services associated with air medical operations and search and rescue missions (SAR) in the country. The contract for the SMURD helicopters is part of Project Vision 2020, related to infrastructure adaptation to climate change, prevention and risk management. The specific objective is the increase of the level of preparedness for a rapid and efficient disaster response of intervention crews.

The General Aviation Inspectorate of the Ministry of Interior allocated a budget of 213 Million euros of which 85% from European non-reimbursable funds and 15% from the state budget. The objectives of this project are represented by the acquisition of the six H135s and six medium / heavy naval helicopters. The next three H135s for SMURD are scheduled to be delivered mid-2021.

The serials of the first three H135s are 336 and 338 plus one carrying temporary registration YR-MVL. The known German test registrations are D-HECH, D-HECJ (c/n **2142**) and D-HECN (c/n **2143**). However, a tie up would be highly appreciated, so please let us know if you have any information. You can send your updates to social@scramble.nl

EDPR= Donauwörth (Germany)

H135P3H

D-HECO	o/o SMURD	EDPR	2145
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Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

G-4M

23646	pres. Banjica-2 barracks	mar21
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Slovakia

Vzdušných Sily (AF)

On 26 February 2021 and 2 March 2021, Mi-17s were transported by truck from their homebase Presov to Letecké Opravovne Trenčín a.s. (LOTN) for major overhaul.

The helicopters must receive a complete overhaul after seven years of operation or 1,000 flying hours. During this overhaul all components are disassembled and either replaced or inspected and treated before further use. The old protec-

tive spray will be removed and replaced by a new one. It is unknown if the helicopters will get the same camouflage pattern as before.

The Mi-17s, operated by the Vrtulníkové krídlo (Helicopter Wing) at Presov, are mainly used for search and rescue, forest firefighting, flood assistance, transport flights or training members of the HaZZ (Hasičský a záchranný zbor, Fire and Rescue Corps), military police and special forces. The Mi-17s are very valuable for the Slovak Air Force due to their capabilities, performances and training possibilities, but especially their reliability.

The Mi-17LPZS was reported stored, without rotor blades, at Presov for the past few years.

LZTN= Trenčín

Mi-17LPZS				
0827	Overhaul	LZTN	108M27	

Mi-17M				
0846	Overhaul	LZTN	108M46	

Spain

Ejército del Aire (AF)

LEGY = Soria-Garray

A400M

TK.23-09/31-29	Ala 31	correction (not T.23-09)	108	feb21
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C-130H

T.10-08/31-05	std LEGY	ex Ala 31, arr 25mar	4835	mar21
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T.10-09/31-06	std LEGY	ex Ala 31, arr 26mar	4836	mar21
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C-130H-30

TL.10-01/31-01	ex Ala 31	to Soria-Garray Airfield	5003	mar21
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KC-130H

TK.10-07/31-52	ex Ala 31	to Soria-Garray Airfield	4652	mar21
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As reported before, the American company Blue Aerospace (FL) bought part of the recently retired fleet of Spanish Hercules transport aircraft. The above quartet was scheduled to be flown from their former home base Zaragoza to the small airfield of Soria-Garray, roughly halfway Zaragoza and Villanubla in northern Spain. Two aircraft arrived on 25 March and 26 March. According to the latest information, the aircraft are scheduled to be flown to Tamarac (FL).

The last of the remaining airworthy examples, T.10-10/31-07, is rumoured to remain at Zaragoza air base.

NH90-TTH

HD.29-18/803-18	Airbus Albacete #10237, for 803 Esc	1444	mar21
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This NH90 made the move from Airbus Marignane (F) to Airbus Albacete and will probably be delivered to 803 Esc (Cuatro Vientos Airbase) soon.

Armada (NY)

TAV-8B

VA.1B-33/01-922	wfu	ex Essla 009	212201
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VA.1B-40/01-999	Eslla 009	new, ex USMC	feb21
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Apparently, VA.1B-33 made its last flight in 2018 and has been withdrawn from use in the meantime. It has recently been replaced by VA.1B-40 which has a history with the USMC, judging from its colour scheme. First pictures emerged in February 2021. Its former USMC serial and its exact arrival date in Spain are not yet clear to us.

Sweden

Flygvapnet (AF)

JAS39C

39254/254	F17	ex F21	39-254	mar21
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United Kingdom

Royal Air Force (AF)

Early-2020, the UK Ministry of Defence (MoD) started to work on what was called an Integrated Review of Security, Defence, Development and Foreign Policy. This was described as the

largest review on this topic since the end of the Cold War. The review was planned to be completed by October 2020, but delays occurred. The target completion date of early-February 2021 was also not met. The paper, which is also named "Global Britain in a Competitive Age", was finally published on 16 March 2021. Subsequently, the Ministry of Defence published a more specific document on the impact on their organization under the name "Defence in a Competitive Age".

It is the intention to invest heavily in defence and security of the United Kingdom, with UK Prime Minister Boris Johnson stating that it is planned to increase defence spending with GBP 24.1 billion over the next four years. This would make the future look bright. But aviation enthusiasts will probably interpret the plans less positively. In order to free up funds to modernize the British defence force and to invest in areas like cyber and space security, several older aviation platforms are to be retired over the next years.

Previously reports appeared in the UK press that plans to establish a fleet of 138 F-35B Lightning aircraft were to be abandoned to forty-eight examples only. This would free-up funds which were to be invested in the Tempest proposed fighter concept under the Future Combat Air System (FCAS) programme. This is run by a consortium consisting of the UK Ministry of Defence (MoD), BAE Systems, Rolls-Royce, Leonardo S.p.A. and MBDA. The optionally manned or unmanned aircraft is slated to enter service with the British Royal Air Force (RAF) and Italian Aeronautica Militare Italiana (AMI) from 2035 onwards, replacing the EF-2000 Typhoons. Over the next four years, over GBP 2 billion will be invested into this programme by the United Kingdom, which also includes autonomous platforms like swarming drones. The reports in the press were not completely correct. In the MoD document it is indeed hinted that fewer than the planned 138 F-35Bs are to be purchased, but it is also clearly stated that the fleet should be expanded beyond the current forty-eight aircraft on order. A definitive decision on the number of F-35Bs to be ordered is however postponed until a later point in time. Funds will also be made available over the next years to integrate more British made weapons into the F-35B.

Another cost cutting measure, is the retirement of twenty-four tranche 1 Typhoon jets by 2025. The jets will be stripped for spares (Return To Produce = RTP), and the funds which become available by this will be invested in further upgrades on the remaining Typhoon fleet. These upgrades include integration of the SPEAR Cap.3 precision air-launched weapon and installation of a scanned array radar under the project name *Radar 2*. Despite a reduction in number of aircraft, the MoD did announce to maintain a strength of seven operational Typhoon squadrons. Based on the current order of battle these will be:

RAF Coningsby:	3(F)sq, XI(F)sq, 12(B)sq, 29sq, 41(TEs)sq
RAF Lossiemouth:	1(F)sq, II(AC)sq, 6sq, IX(B)sq

In addition, there is the operational conversion unit 29sq and operational test and evaluation unit 41(TEs)sq which can both be found at RAF Coningsby. To complete the Typhoon units, 1435Flt at RAF Mount Pleasant (Falklands) operates with four aircraft and is manned by air and groundcrew from the operational squadrons on a rotational basis.

The Typhoons which will retire are believed to be these examples:

ZJ914, ZJ915, ZJ916, ZJ917, ZJ919, ZJ920, ZJ921, ZJ923, ZJ924, ZJ926, ZJ928, ZJ929, ZJ931, ZJ933, ZJ935, ZJ937, ZJ939, ZJ941, ZJ942, ZJ946, ZJ947, ZJ949, ZJ950 and one of the three examples in use for trials at BAE Warton (most likely ZJ938).
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Another aircraft which is deemed obsolete in the digital and future operating environment is the Hawk T1. Excluding



The Estonian Air Force sent 44 black, a PZL M28-05, or C-145A if you wish, to Maastricht-Aachen on 2 March 2021, where Bjorn van der Velpen enjoyed glorious sunlight on this rare visitor.

the aircraft used by demonstration team The Red Arrows, the remaining aircraft will be retired by 2025. Recently it was already announced that 736NAS would cease to exist end-2021, which leaves 100sq as the sole user of this type. It is unclear what the future of this squadron will be after 2025. The 100sq Hawks are used for air defence training in the so-called aggressor role. Since 2020, also the Typhoons of IX(B)sq are used in this role. With the planned reduction of the Typhoon fleet and retirement of the Hawk T1 it is also unclear how this role will be fulfilled in the future.

The four BAE146 aircraft (ZE700, ZE701, ZE707 and ZE708) in use with 32(TR)sq will be retired by 2022. They will be replaced by leased aircraft. Titan Airways has been contracted to deliver two Airbus 321neoLRs to the RAF on lease basis. The first aircraft (G-XATW) was painted in VIP colours at Norwich airport. It rolled out of the paintshop there on 15 March 2021, and was subsequently flown to London-Stansted for final pre-delivery preparations. The VIP livery is very much similar as applied on Voyager KC2 Z3336. The second Airbus 321 will be registered as G-GBNI (Great Britain Northern Ireland), and it is currently being prepared for delivery by Airbus at their Hamburg (Germany) facility.

The thirteen remaining Hercules C4 and single Hercules C5 aircraft will be retired by 2023. Their role will be absorbed by the Airbus 400M Atlas C1 fleet which is to increase its capacity and capability. It is not expected that this will be done by ordering additional A400Ms, but achieved by modifications to the existing aircraft and delivery of the last two aircraft of the current order.

The Hercules C4 aircraft involved are: ZH865, ZH866, ZH867, ZH868, ZH869, ZH870, ZH871, ZH872, ZH874, ZH875, ZH877, ZH878, ZH879 and the single Hercules C5 is ZH889.

The Defence in a Competitive Age document also finally provides clarity on the number of E-7A Wedgetail aircraft planned to be purchased. Initially, it was planned to order five of these aircraft but this number has been reduced to three aircraft only. The first aircraft is planned to be delivered in 2023. As a cost cutting measure, the E-3D Sentry AEW1 fleet will be retired still this year, thus creating a capability gap until the E-7A become operational. Currently three Sentry aircraft are still in operational service (ZH101, ZH103 and ZH106).

Hidden under the details for the British Army, it was also mentioned that the oldest Chinooks will be retired. No exact

numbers were mentioned, but it was stated that investments would be made in new variants of this helicopter. The Puma HC2 fleet will be replaced by a new medium lift platform during the mid-2020s. No further details were mentioned like preferred helicopter types or number of helicopters planned to be purchased. Previously, British press announced a reduction of forty-five transport helicopters. If that number is correct, it could include the twenty-two Puma helicopters currently in service and twenty-three Chinook helicopters.

EGDM = Boscombe Down EGQS = Lossiemouth
EGDY = Yeovilton EGXC = Coningsby
EGNR = Hawarden EGXW = Waddington

Boeing	Boeing Helicopters at Mesa (AZ)
CGS/644VGS	Central Gliding School and 644VGS pool at RAF Syerston
CMF	Chinook Maintenance Facility at RAF Odiham
EGUB Pool	28sq, 33sq and 230sq pool at RAF Benson
GMS	Glider Maintenance School at RAF Syerston
Leonardo	Leonardo Helicopters at Yeovil
P2MF	Puma HC2 Maintenance Flight at RAF Benson
StandardAero	StandardAero at Fleetlands
TMU	Typhoon Maintenance Unit at RAF Coningsby
WST	Wildcat Storage at RNAS Yeovilton
WZM	Wildcat Zonal Maintenance at RNAS Yeovilton

Airbus 321neoLR

G-GBNI	for 32(TR)sq, operated by Titan Aw	10238
G-XATW	for 32(TR)sq, operated by Titan Aw	10150 mar21

Airbus G-GBNI is still with Airbus at their Hamburg (Germany) facility. The aircraft was planned to be registered as G-OATW, but this will be changed into G-GBNI.

Chinook HC6A

ZA680	EGDM	ex 27sq	M7024	feb21
ZA711	StandardAero	ex 28sq	M7026	feb21
ZD984	27sq	ex EGDM	M7015	feb21
ZH896	CMF	ex 7sq	M4459	feb21

Hawk T1A

XX189/CR	736NAS	w/o 25mar21	312036/036
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Puma HC2

XW204/B	EGUB Pool	ex P2MF	1074	feb21
XW213	P2MF	ex EGUB Pool/E	1116	feb21
XW217	P2MF	ex EGUB Pool/H	1134	jan21

Sentinel R1

ZJ693	std EGXW	ex std EGNR	9132	feb21
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On 23 May 2017, ZJ693 flew from RAF Waddington to Hawarden where it was placed in flyable storage with Raytheon. The aircraft performed its final flight on 25 February 2021, when it returned again to RAF Waddington, only to be

stored until stripped for spares and scrapped.

Typhoon T3

ZK379/379 41(TES)sq ex TMU **BT024** jan21

Typhoon FGR4

ZJ919/WS-L	XI(F)sq	ex IX(B)sq/WS-L	BS010	feb21
ZJ935/WS-G	XI(F)sqw	ex IX(B)sq/WS-G	BS026	feb21
ZJ937/937	29sq	ex IX(B)sq/937	BS028	jan21
ZK301/301	1(F)sq	ex XI(F)sq/301	BS053	feb21
ZK306/306	1(F)sq	see note	BS057	feb21
ZK316/316	EGXC	ex 1(F)sq/316	BS075	feb21
ZK319/319	II(AC)sq	ex TMU	BS080	feb21
ZK323/323	1(F)sq	ex 6sq/323	BS084	jan21
ZK323/323	IX(B)sq	ex 1(F)sq/323	BS084	feb21
ZK324/324	TMU	ex II(AC)sq/324	BS085	feb21
ZK327/327	IX(B)sq	ex II(AC)sq/327	BS088	jan21
ZK333/333	6sq	ex 1(F)sq/333	BS094	feb21
ZK337/337	TMU	ex 6sq/337	BS098	feb21
ZK341/341	XI(F)sq	ex TMU	BS102	feb21
ZK343/343	IX(B)sq	ex II(AC)sq/343	BS104	feb21
ZK345/345	1(F)sq	ex II(AC)sq/345	BS106	jan21
ZK345/345	6sq	ex 1(F)sq/345	BS106	feb21
ZK358/358	TMU	ex 12(B)sq/358	BS119	jan21
ZK368/368	II(AC)sq	ex 1(F)sq/368	BS129	feb21
ZK425	TMU	ex EGQS	BS141	feb21

On 27 August 2020, ZK306/306 arrived at RAF Coningsby for attention with the Typhoon Maintenance Unit (TMU), it was delivered to IX(B)sq on 28 January 2021, but passed on to 1(F)sq the next month. On 25 February 2021, ZK316/316 arrived at RAF Coningsby following its deployment to RAF Akrotiri (Cyprus) under Operation Shader. Its current allocation was not yet known when this edition went to press. Typhoon ZK425 was temporarily stored at RAF Lossiemouth since December 2020, it was awaiting its slot with TMU at RAF Coningsby.

Viking TX1

ZE528/VQ CGS/644VGS ex GMS **33897** jan21
 ZE682/YS CGS/644VGS ex GMS **34029** feb21

Army Air Corps (AR)

Apache AH2

ZM707 EGUW ex Boeing **UD008** mar21
 ZM709 EGUW ex Boeing **UD010** mar21

Again two Apache AH2 aircraft have been delivered to Wattisham. Both arrived at RAF Brize Norton on 11 March 2021, and were delivered by road to Wattisham on 15 March 2021.

Gazelle AH1

XX405 665sq ex StandardAero **1343** feb21

Wildcat AH1

ZZ382 WST ex 652sq **501** jan21

ZZ393	1Regt	ex WST	491	jan21
ZZ394	Leonardo	ex WST	492	jan21
ZZ398	WST	ex WZM	471	jan21
ZZ527	1Regt	ex WZM	534	jan21

Fleet Air Arm (NY)

Merlin HC4

ZJ118/C 845NAS ex 846NAS/C **50049** jan21

Merlin HC4A

ZJ995 Leonardo ex std EGDY **50123** jan21

Wildcat HMA2

ZZ376	825NAS	ex WZM	495	jan21
ZZ377	815NAS	ex WZM	496	jan21
ZZ379	WZM	ex 815NAS	498	jan21
ZZ380	815NAS	ex WZM	499	jan21
ZZ396	Leonardo	ex 825NAS	481	jan21
ZZ515	815NAS	ex Leonardo	520	jan21
ZZ518	815NAS	ex Leonardo	523	jan21
ZZ519	815NAS	ex Leonardo	525	jan21

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

DAAY = Mécheria

Mi-28NE

SC-56 14 RHC f/n DAAY, photo **9136** mar21
 The full construction number will most likely be 012299136.

MiG-21MF

FD-49 pres. DAAY f/n database, photo mar21
 This is one of the two MiG-21s preserved just inside the main gate of Mécheria air base. It can be found at 33°31'57.57"N, 00°15'44.06"W.

MiG-21UM

FE-09 wfu f/n database, photo

MiG-23BN

FM-57 pres. DAAY ex dump **039320896/5747** mar21
 This MiG-23 is also preserved inside the gate of Mécheria air base. It can be found at 33°31'58.82"N, 00°15'42.69"W. In the past this MiG-23 was noted on the dump of Mécheria.

MiG-23MF

FP-85 pres. DAAY **0390220107/13005** mar21
 This MiG-23 is further on the base and can be found at 33°31'52.48"N, 00°15'36.01"W. On the other side another unknown MiG-21 is visible.

MiG-29 (9.13)

FC-64 3 EDA c/n update **2960714614** mar21



Paco Rivas saw the fifth French Air Force A330MRTT, registered EC-332 and aptly coded F5, leaving Getafe (Spain) for Chateauroux (France) on 22 March 2021, for a paint job.



The H145M has become a familiar sight with the Bunderwehr and will remain so for many years. Manching is the place where test and training flights take place, and it was there that Josef Gietl caught 77-08 on 25 February 2021.

Cameroon

Armée de l'Air du Cameroun (AF)

AW109E

TJ-XDS ex CSX81935 tie-up confirmation **11842** mar21
This AW109 should still be at Vergiate, Italy, at the moment.

Central African Republic

Escadrille Centrafricaine (AF)

SA341G

'TL-WJU' 'ex' RA-05710 poss. not military **055** feb21
On YouTube this SOKO built Gazelle, which is painted in an overall light blue colour scheme, was visible with its serial, TL-WJU, on a white sticker on the tailboom. Its true identity was also revealed in the same YouTube movie, when the camera filmed the instrument panel. On the console, serial RA-05710 and construction number 055 were clearly readable. Despite the roundels we suspect the helicopter is not really from the Central African Republic (CAR) Air Force, but most likely, it is also part of a fleet of helicopters operated by Private Military Companies (PMC) that operate throughout the African continent. It is known that on 27 February another SA341G was en-route to pick up some Russian mercenaries of the Wagner Group after they had suffered injuries. This Gazelle, which is reported as RA-05702 (c/n **058**), crashed on the way towards the pick-up point. Also the serial TL-WJU suggests that the helicopter doesn't belong to the Armed Forces of the CAR, normally military aircraft and helicopters are serialised as TL-Kxx. And finally the registration RA-05710 is still in the Russian register, so it cannot legally be on the CAR register at the same time, so that is why TL-WJU is placed between quotation marks.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

The Egyptian Air Force is looking for a new training aircraft as a lead-in trainer to their combat planes. It is reported that Germany's Grob Aircraft is negotiating with the Egyptian government concerning the Grob G120TP turboprops. This is a logical step for the Egyptian Air Force, as they are familiar with the manufacturer and the predecessor of the G120TP, the G115EG. The Egyptians have been using the G115 since the early 2000s, when they got the first deliveries of the eighty in total of these basic trainers.

Besides Grob, the US firm Sierra Nevada Corporation (SNC)

is pitching their A-29 Super Tucano and they market the aircraft as a trainer as well as a light attack aircraft to replace the some fifty EMB312 Tucanos that were acquired by Egypt in the 1980s. SNC says that the Super Tucano is able to replace the EMB312 as basic trainer as well as the slowly ageing, over one hundred K-8Es in the inventory of the EAF as an advanced trainer. To replace the K-8E, Italy is pitching the Leonardo M346 Master. Italy signed already a USD 10 billion arms deal in 2020 with Egypt (among other equipment, two frigates will be delivered) and is now hoping the M346 could become an extension of that contract. Leonardo also sees options with the little Master, the M345. This new jet could replace the Tucano as well.

Another manufacturer that is eyeing for the replacement of the EAF K-8E fleet is Aero Vodochody, the Czech manufacturer offers the brand-new L-39NG. Aero Vodochody delivered a dozen L-39 Albatros to the EAF in the early nineties and is hoping to get an advantage with this. As all L-39s of the EAF have been withdrawn from use for many years, the chance in using the Albatros as a selling point is decreasing for Czechia. The L-39NG is new and still has to prove itself on the international market. Only Vietnam, Senegal (contract not signed yet) and a civil party in Portugal have ordered the L-39NG, while the M346 Master can already be considered a great export success.

MiG-29M

8732 104 TFW f/n database, photo feb21

Equatorial Guinea

Equatorial Guinea National Guard (AF)

L-410

3C-TM09 Presidential Fl. f/n, video

Libya

Libyan National Army Air Force (AF)

Mi-8T

H2 ex EGY f/n database, photo jul19
H3/1447 ex EGY 1447 f/n database, photo nov20

The Mi-8 with serial H2 confused us, because in the past the LNA had a Mi-8 with serial H-2. Serial H-2 was painted by hand below the sliding window of the cockpit, H2 on the other hand looks more stencilled. H-2 was the former 1447, see below in the part about H3. So we have no clue about the former identity of H2.

As written above, H3/1447 is a bit of a problem too. We know 1447 is a former Egyptian Mi-8T delivered to Libya around August 2015 and until at least April 2016 it was noted several times with serial 1447 on the tailboom and below the cockpit window. Later photos were found on Facebook of a Mi-8T with serial H-2 painted by hand below the cockpit window. These photos were posted at the end of April 2016. On all the photos 1447 is clearly readable, but hand written with a black marker all over the fuselage. However, this H-2 does not have the serial 1447 painted on the tail boom as per the previous sightings of 1447. And now we found several photos of a Mi-8 marked as H3 (also hand painted but more with a template and without hyphen) with 1447 stencilled on the tailboom.

It seems tempting to conclude that the former H-2 became H3 and truly is 1447, and that H2 is a different machine. But we would like confirmation of all that!

MiG-29 (9.13)

...	ex 05bl/RF-92132	may20
...	ex 06bl/RF-92136	may20
...	ex 07bl/RF-92135	may20
...	ex 08bl/RF-92141	may20

Thanks to some excellent detective work of our Russia editor, at least four of the six MiG-29s' former identities are now known.

Mozambique

Força Aérea Moçambique (AF)

Several images can be found on internet of the two newly delivered, former Army Air Corps (AAC), SA341 Gazelles, see below for the serials. On one of the images, made at Nacala airbase, also a freshly painted Mi-24V is visible. According to a comment posted on Facebook, the Mi-24 is also a new delivery to Mozambique and it was delivered by the South African Paramount Group. Africa Intelligence reported in December 2020 that an agreement with Paramount covers at least twelve Marauder armoured vehicles and four Gazelle helicopters, with the Gazelles to be delivered by February 2021.

It is understood that additional Gazelles are being prepared for export from the UK. According to Aviafora, four former AAC Gazelle AH1s from Stapleford Tawney, United Kingdom, are being readied for shipment to South Africa. Photos from late February revealed the aircraft being partially disassembled ahead of delivery. It is unknown if some of these four are going to Mozambique too or that the other ones for Mozambique are already in South Africa and ready for delivery soon.

Meanwhile fifteen Mozambican pilots were being trained at the Paramount Technical Training Academy based at Polokwane International Airport.

FQNC = Nacala

SA341B

FA-083	ex ZB673	f/n FQNC	1966	feb21
FA-085	ex XX445	f/n FQNC	1435	feb21

Nigeria

Nigerian Air Force [AF]

In the first week of March 2021, a Nigerian Air Force A-29B Super Tucano was presented in a new camouflage scheme at Moody AFB (GA). The first six aircraft, 19-2033 to 19-2038, were all wearing a two-tone light sand camouflage scheme (similar to the colour scheme of the AW109s, EC135s and newly delivered Mi-17s and Mi-35Ms), while this one, from which the identity is unknown, has a drab green and dark sand brown colour scheme. Embraer named the colour scheme *Jungle*. We think the second batch of A-29s will all receive this colour scheme.

Leonardo will supply 24 Leonardo M346 Master jet training aircraft to the Nigerian Air Force. The first six aircraft are already expected to be delivered this year. According to the information, the new aircraft are reported to replace the Alpha Jets, of which at least thirteen are still active. The exact version of the M346 Master has not been revealed, but it might be possible that Nigeria ordered the dual role M346FA Fighter Attack version. The M346s will also be used as a lead-in trainer for the new Chengdu PAC JF-17 fighter aircraft that were ordered with the Pakistan Aeronautical Complex (PAC). Leonardo, in partnership with the Italian Air Force, will take care of the training of the Nigerian Air Force pilots at the International Flight Training School of Galatina (Lecce) and Decimomannu air base (Sardinia).

AW189

...	o/o, as I-RAIW Leonardo	49068	mar21
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This AW189 came as a surprise and was noted during a test flight. The helicopter is painted in the colours of the Presidential Air Fleet.

Ce525B (CJ3)

...	NIMASA	o/o, as 4X-CMJ	525B-0349
...	NIMASA	o/o, as 4X-CML	525B-0203

NIMASA is the Nigerian Maritime Administration and Safety Agency, so not really air force but for the moment we put



Do we see increased investment in medevac capabilities globally? At least this AW109S Trekker 22701 (I-RAIX) is on its way to the Elefsis for service in this role with the Greek Air Force. It stopped on Cephalonia (or Kefalonia in Greek) on 3 March 2021, where Philipp Vallianos was happy to see it.

it in this section. The Israeli company Bird Aerosystems is close to delivering the Cessna Citation CJ3 aircraft, which it has converted into Airborne Surveillance, Information, and Observation (ASIO) platforms.

L-39ZA

NAF350	o'haul Aero	sep20
NAF358	o'haul Aero	sep20
NAF366	o'haul Aero	f/n database, photo sep20

Prague-based Aero Vodochody received at least three L-39ZAs for overhaul and upgrade. The aircraft were picked up by an An-124 at Kano airbase where the 403rd Flying Training School is based. The work is expected to last about a year.

Senegal

Armée de l'Air Sénégalaise (AF)

CN235-220MPA, construction number **N069**, started on 19 March 2021 on its long delivery flight from the manufacturer PT Dirgantara Indonesia at Bandung, Indonesia, to its new home base, Base Aérienne 160 Dakar-Yoff. When leaving it was still using serial AX-2348 as registration. Other airfields en-route to Dakar used for the delivery flight are: Medan (Indonesia), Chennai-Madras (India), Mumbai-Chhatrapati Shivaji, Doha-Hamad (Qatar), Khartoum (Sudan), N'Djamena/Hassan Djamous (Chad) and Niamey-Diori Hamani (Niger). If correct the CN235 should receive serial 6W-TTD, we hope to confirm this next month.

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

Seeker 400 (UAV)

404	10sq	w/o 10mar21
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The Seeker was a first note for the Scramble database. So far no images of the Seeker 400s were found and how many UAVs have been delivered is also unknown.

Zambia

Zambia Air Force (AF)

FLLC	= Lusaka City Airport
FLLS	= Lusaka air base

Chipmunk T10

AF504	pres FLLS	ex FLLC	C1/0631	jun20
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This Chipmunk was preserved in front of the Air Force HQ at Lusaka City Airport for many years, but it has now been replaced by a K-8 (see below). The Chipmunk moved to Lusaka airbase around the end of May 2020 and is now preserved at 15°20'09.03"S, 28°26'02.68"E.

F-6

...	pres FLLS	ex FLLC	jul20
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This F-6 (MiG-19) was in the past first preserved at the Gate of Lusaka City airport but was replaced by a MiG-21 around May 2020. After it was removed from its pole outside the gate it was preserved inside the gate for approximately a month at 15°24'53.42"S, 28°19'17.71"E. Around July 2020 it was moved to Lusaka Air Base, where it is now preserved at 15°20'10.33"S, 28°26'03.48"E.

K-8

AF831	pres FLLC	ex 43sq	feb21
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This K-8 is now in the place where in the past the Chipmunk AF504 was preserved. It is visible on Google Earth, see 15°24'51.52"S, 28°19'22.39"E, since at least August 2020.

MiG-21bis

...	pres FLLC	may20
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This MiG-21bis replaced the unknown F-6, see above, at the gate of Lusaka City airport. We do not have any confirmation yet but we think this MiG-21 is AF929, which was stored at this airport since June 2013 and was last noted at the air show at Lusaka City airport in October 2017.

Asia

Afghanistan

Afghan Air Force (AF)

On 11 March 2021, two Afghan Air Force (AAF) A-29B Super Tucanos were noted test flying at Rota (Spain). In total, six A-29Bs have arrived at Rota by vessel. Some previous Super Tucano deliveries have also followed the same route via Rota. On 18 March 2021, the six aircraft departed Rota on delivery to Afghanistan, where they will join the Kabul Air Wing. First stop was at Palma de Mallorca (Spain).

A-29B

13-2001	ex 81st FS, to become YA1401	31400201	mar21
13-2002	ex 81st FS, to become YA1402	31400202	mar21
17-2029	ex 81st FS, to become YA1942	31400242	mar21
17-2030	ex 81st FS, to become YA1943	31400243	mar21
17-2031	ex 81st FS, to become YA1944	31400244	mar21
17-2032	ex 81st FS, to become YA1945	31400245	mar21

Bangladesh

Bangladesh Biman Bahini (AF)

EGSC = Cambridge/Teversham

VGEG = Chittagong/M.A. Hannan Intl - Zahurul Haque AB

C-130J

(99-5481)	std EGSC	ex GBR ZH883	5481	mar21
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This stored Hercules is intended for Bangladesh. Like 5485, it has not been delivered yet.

CL-13B Mk5

1606	to India	ex std VGEG	feb21
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This Sabre was preserved at the airbase until it was noted stored near the base technical school in February 2018. After lingering outside for two years it vanished. It probably received some attention before being transferred to the Indian Air Force Museum in Delhi, qv.

F-6

1913	scrapped	ex pres Patuakhali	mar21
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It was knocked down from its pedestal and scrapped because of road works.

China

People's Liberation Air Force (AF)

H-6K

10294	8th Div/22nd Regiment	mar21
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JL-8

2638	Shijiazhuang FA/3rd Brigade	mar21
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Z-9WZ

55310	CTC/Transport & SAR Brigade	Z9-0307	mar21
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With this construction number it seems logical that the CTC now flies with at least four Z-9WZs with serials 55310, 55311, 55312 and 55313. Until 2017 these were flying around with serial 6116-6119, although they were delivered with serial 60126 up to 60129 that were applied until 2012.

People's Liberation Army (AR)

HC-120

LH907393/93	LH Academy/3rd Brigade	feb21
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Z-8G

LH921818	85th LH Brigade	mar21
LH921861	85th LH Brigade	mar21
LH921862	85th LH Brigade	mar21

Z-10

LH921163	85th LH Brigade	mar21
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Z-11

LH908306/06	LH Academy/4th Brigade	feb21
LH908319/19	LH Academy/4th Brigade	feb21
LH908363/63	LH Academy/4th Brigade	feb21

Z-9WZ

LH961927	78th Brigade	photo
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People's Liberation Army Navy (NY)

CJ-6A

81105/15	Naval Av. Univ./1st Regiment	photo
81307/37	Naval Av. Univ./1st Regiment	photo
81500/50	Naval Av. Univ./1st Regiment	photo
81600/60	Naval Av. Univ./1st Regiment	photo
81602/62	Naval Av. Univ./1st Regiment	photo
81800/80	Naval Av. Univ./1st Regiment	photo

J-11BSH

81894/84	9th Division/25th Regiment	photo
81993/93	9th Division/25th Regiment	photo

KJ-500H

11	1st Division/3rd Regiment	mar21
12	1st Division/3rd Regiment	mar21

The pictures were taken at Shanghai/Dachang, where the 1st Division is based that used to have serials in the 8161x range ,

Y-7

85003/03	Naval Av. Univ./5th Regiment	feb21
85004/04	Naval Av. Univ./5th Regiment	feb21

Z-9C

.../26	Naval Av. Univ./4th Regiment	photo
.../29	Naval Av. Univ./4th Regiment	photo

Z-9D

9457	9th Division/26th Regiment	photo
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Z-18J

302	Carrier Air Wing	photo
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China Coast Guard (CG)

Z-9A

15901		mar21
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Police (PO)

A109SQ GrandNew

... Vergiate as CSX82016 **22428** feb21
 The helicopter was noted during a pre-delivery test flight from Vergiate, Italy on 8 February 2021, with the serial taped over.

Marine Corps

Z-8C

01	Aviation Brigade	mar21
03	Aviation Brigade	mar21

Z-9DF

60	Aviation Brigade	Z9-0797 mar21
97	Aviation Brigade	photo

The Z-9DF is a further development of the naval Z-9D that can be used in the ASW-role for which it can be equipped with two Yu-11K torpedoes and a dipping sonar.

Manufacturers

J-16

--	SAC	mar21
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A grey-coloured J-16 with a big badge in the tail has begun flight testing. The tail-art has Chinese characters that can be translated into Artificial Victory indicating that the aircraft is a testbed for an Artificial Intelligence project.

India

Bharatiya Vayu Sena (AF)

Hawk Mk132

A3689	52sq	f/n	mar21
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Mirage 2000I

KF104	7sq	upgraded to Mirage 2000I	34 feb21
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Mi-17-1V

ZM2982	unit nn	ex Z2982	2018
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Mi-17V-5

ZP5137	unit nn	f/n, photo	mar17
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Rafale DH

RB002	Dassault Aviation, NOT d/d in nov20	mar21
RB003	17sq d/d 04nov20, to be confirmed	nov20

Rafale EH

BS009	Dassault Aviation, f/n	mar21
BS010	Dassault Aviation, f/n	mar21
BS014	Dassault Aviation, f/n	mar21
BS018	Dassault Aviation, f/n	mar21
BS019	Dassault Aviation, f/f 19mar21	mar21

Tejas LCA Mk1

LA5024	HAL	f/f 19mar21	SP-24 mar21
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Bharatiya Nau Sena (NY)

Indian Navy staff will depart to the US in the coming period to be trained on the new Sikorsky MH-60R Seahawk. The Indian Navy will receive 24 Seahawks, of which three are diverted from the US Navy production line. These first three will be



Covid-19 negatively impacts the number of visits of EF2000s to San Javier, so we have learned from our local correspondent José Damián González Martínez, who sent us this picture of CE.16-09/11-09 taken on 17 March 2021.



Not many Pilatus products leave for their new owners from Buochs without being caught on camera by Stephan Widmer. To proof this, PC-21 E.27-02/HB-HWB was photographed on 4 March 2021, way before its delivery to Spain.

handed over to the Indian Embassy in the US between June and September 2021.

Training of the Indian Navy staff in the US might be done at Mayport (FL), where Maritime Strike Squadron (HSM) 40 has facilitated training for foreign aircrew and maintainers before. But we have not seen confirmation of this yet.

The Seahawks would replenish India's ageing fleet of British-made Sea King helicopters that have been operational since the 1980s. The Sea King Mk42Bs are flying with INAS 330 Harpoons at Mumbai (INS Shikra) and INAS 336 Flaming Arrows at Cochin (INS Garuda). Next to that, the Indian Navy is also using the Sea King Mk42C in the assault role with the Marine Commando Flight at INS Shikra and in the utility role at Vishakhapatnam (UH-3H).

Dhruv Mk.III				
IN710	INAS322	ex HAL		feb21
Do228-201				
IN238	INAS310	ex INAS311/VVZ	4077	mar21
IN242/DAB	INAS310	ex INAS311	4081	mar21
Do228-202K				
IN257/DAB	INAS310	ex INAS313		mar21
Bharatiya Thatrakshak (CG)				
Dhruv Mk.III				
CG857	CGEU	d/d 18mar21		mar21
CG858	CGEU	d/d 18mar21, ex RWR&DC		mar21
Do228-101				
CG763	CGAS700	ex CGAS744	4044	feb21

Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)

F-16BM				
TS-1602	SKU3	f/n, ex block 15-OCU	1B-2	dec20
Tentara Nasional Indonesia - Angkatan Darat (AR)				
On 2 March 2021 an eighth Bell 412EPI, construction number 37040, was cancelled from the Canadian civil aircraft register as having been exported to Indonesia. Although it is early days, this may account for one that is part of the nine-strong order currently being delivered to the Indonesian army by PT Dirgantara.				
Polisi Udara (PO)				

AW169				
(P-3306)	Leonardo	o/o, fcs, CSX82008	69126	jan21

(P-3307)	Leonardo	o/o, fcs, CSX82015	69127	jan21
(P-3308)	Leonardo	o/o, primer, CSX82020	69128	feb21

Number six to eight, out of nine on order, were spotted.

Japan

Nihon Koku-Jieitai (AF)

The end of an era, the JASDF retired its last five F-4EJ Phantoms with the final three performing their last mission on 17 March 2021. These last three taxied to their final stop underneath Gifu fire brigade's water salute ending fifty years of Japanese Phantom operations. The first JASDF F-4EJ 17-8301 made its first flight at the McDonnell-Douglas facility at St. Louis, MO on 14 January 1971. It was delivered to Komaki in July 1971 and served all three consecutive JASDF test units ever since, Jikken Kokutai, Koku Jikkendan and Hiko Kaihatsu Jikkendan. A total of 140 F-4EJ Phantoms served with the JASDF, together with 14 RF-4Es. Some 114 Phantoms received the Kai upgrade, first one was 07-8431 around 1992. It also operated from Gifu ever since the modification and it also was one of the last three operational ones. For the moment twelve Phantoms are or will be displayed, scattered around the country, primarily focussed on former Phantom bases. Hopefully more will follow.

On the same day the roar of the Phantoms sounded for the last time, also the whine of the Rolls-Royce Dart turbo-props stopped at Iruma. The last YS-11FC flight checker made its final flight on 17 March and was also met by the local fire brigade for the water salute. The Hiko Tenkentai once operated three YS-11FCs, but all are now withdrawn and have been replaced by the Cessna U-680A. It is not the end for turbo-prop noise at Iruma as at least five YS-11EA and EBs are still operational, albeit they have been modified in the past and now have GE T64 engines.

Monday 8 March 2021 was the start of the major reshuffle in the main display hall content of the Airpark JASDF Hamamatsu Air Base Museum. Part of the aircraft and helicopters on display were moved outside awaiting their future place in the museum. On 9 March, two new display aircraft were towed to the museum to take their place in the main exhibition-hall, F-4EJ Kai Phantom 17-8440 with a 301 Hikotai badge and T-4 66-5745/3 in Blue Impulse colours.

The T-4 will be part of a special Blue Impulse theme area together with F-86F 02-7960 and T-2 59-5111. On this day DH.115 Vampire 63-5571 and S-62J 53-4774 were towed in the

opposite direction for storage.

Wednesday 10 March saw the other five aircraft and one helicopter being towed away for storage: Beech 65 03-3094, T-1A 15-5825, T-6F 52-0010, T-28 63-0581, T-33A 71-5239 and H-19C 91-4709. There was some concern that the eight aircraft and helicopters leaving the display hall would be stored outside in the open. According to the museum all will be kept inside an on-base hangar until they will be displayed again. Last reports still noted four aircraft outside on a ramp.

RJNA = Nagoya-Komaki RJNG = Gifu
 RJNH = Hamamatsu RJTJ = Iruma
 RJTU = Utsunomiya
 ADTW = Hiko Kaihatsu Jikkend. ARW = Koku Kyunandan
 FCG = Hiko Tenkentai FTS = Kyoiku Hikotai
 FTW = Hiko Kyoikudan HAS = Herikoputa Kuyutai
 N-ADF = Hokubu Shien Hikohan TS = Jyutsuka Gakko

Beech 65
 03-3094 Hamamatsu ex ABMuseum, std **LC-334** mar21

KC-130H
 85-1080 401 Hikotai nb, ex IRAN **5138** mar21
 Second Hercules in the C-2 type grey camo pattern.

DH.115
 63-5571 Hamamatsu ex ABMuseum, stored **15758** mar21

E-2C
 54-3456 RJNG std, covered, no radome mar21?
 44-3463 RJNG modified, eight bladed props mar21
 E-2C 456 was noted outside, all covered up and without its radome, on the southwestern part of Gifu. It could be identified by its FMS serial 161787. Next to it was another E-2C, also covered up but with radome. This one was not identified. Second E-2C modified with eight-bladed props is 463, it was seen making test flights from Gifu.

F-2A
 03-8503 o/h RJNA nb, ex 8 Hikotai **1003** mar21
 13-8560 o/h RJNA nb, ex 3 Hikotai **1060** mar21

F-2B
 33-8117 21 Hikotai ex IRAN **3017** mar21

F-4EJ
 17-8301 ex ADTW retired 17 March **4038/001** mar21
 47-8336 ex ADTW retired 17 March **M036** mar21
 77-8393 ex ADTW retired 12 March **M093** mar21
 07-8429 Tsuiki for preserv, ex ADTW **M129** mar21

F-4EJ 429 was ferried to Tsuiki for future preservation on 15 March, its last flight. Tsuiki was the home of 304 Hikotai when it operated the Phantom.

F-4EJ Kai
 37-8315 Hyakuri std, serial painted out **M015** mar21
 57-8355 Hyakuri std, 301 Hik mks **M055** mar21
 57-8356 Hyakuri std **M056** mar21
 77-8395 Hyakuri std, 301 Hik mks **M095** mar21
 97-8426 Hyakuri std, serial painted out **M126** mar21
 07-8431 ex ADTW retired 17 March **M131** mar21
 17-8440 Hamamatsu in Air Base Museum **M140** mar21

For most of the above the future looks rather bleak, even for 315 in the yellow final year colours. A photograph made a few days later than above sightings, probably of 426, showed it being scrapped, cockpit section already cut off from the rest of the frame.

F-15DJ
 32-8057 23 Hikotai ex nb/IRAN **8117/007** mar21

F-15J
 22-8814 o/h RJNA nb, ex 203 Hikotai **014** feb21
 32-8826 23 Hikotai ex nb/IRAN **026** mar21
 32-8827 203 Hikotai ex IRAN(jul20) **027** mar21
 42-8950 o/h RJNA nb, ex 204 Hikotai **150** mar21
 52-8848 o/h RJNA nb, ex 203 Hikotai **048** mar21
 72-8880 203 Hikotai ex nb/IRAN **080** mar21
 72-8885 o/h RJNA nb, ex 23 Hikotai **085** mar21
 72-8888 203 Hikotai nb, ex IRAN **088** mar21

72-8894 203 Hikotai ex IRAN **094** mar21
 92-8908 204 Hikotai ex IRAN **108** mar21
 02-8915 201 Hikotai ex IRAN **115** mar21
 12-8928 ADTW ex nb/IRAN **128** mar21
 62-8959 304 Hikotai ex nb/IRAN **159** mar21
 72-8960 o/h RJNA nb, ex 201 Hikotai **160** mar21

H-19C
 91-4709 Hamamatsu ex ABMuseum, std **M55006** mar21

CH-47J
 27-4487 ARW/RJTJ ex Misawa HAS **5064** mar21
 97-4498 ARW/RJTJ nb after o/h **5084** mar21

CH-47J 487 was one of the last Chinooks with a unit-name sticker applied. It operated from Iruma for some months with the 'Misawa' name-sticker still below the ARW badge. However this was removed by 22 March.

S-62J
 53-4774 Hamamatsu ex ABMuseum, std **M62011** mar21

T-1A
 15-5825 Hamamatsu ex ABMuseum, stored **JT-25** mar21

T-4
 66-5604 ADTW active after grounding **1004** mar21
 96-5616 13 FTW nb, ex IRAN **1016** mar21
 96-5617 13 FTW ex IRAN **1017** mar21
 96-5620 32 FTS? nb, ex 3 Hikotai **1020** mar21
 06-5635 o/h RJNG nb, ex 201 Hikotai **1035** mar21
 06-5650 o/h RJNG nb, ex N-ADF **1050** mar21
 26-5681 13 FTW active after grounding **1081** mar21
 26-5684 32 FTS active after grounding **1084** mar21
 46-5722 o/h RJNG nb, ex 301 Hikotai **1122** mar21
 66-5745 Hamamatsu in Air Base Museum **1145** mar21
 76-5754 13 FTW nb, ex IRAN, ex 6 Hik. **1154** mar21
 16-5797 13 FTW ex IRAN **1197** mar21

The ferry pilot for T-4 620 was flown to Hyakuri in a 32 FTS T-4 and both T-4s departed to Hamamatsu.

T-6F
 52-0010 Hamamatsu ex Museum, std **121-42395?** mar21

T-6G
 52-0076 Obihiro? ex Bihoro AvtnPark **182-641?** dec16
 52-0078 ex preserved ex Higasi-Chitose **182-784?** may12
 52-0084 Minokamo-shi YamazakiMuseum **168-459?** dec19

Texan 076 was removed from the Bihoro Aviation Park and transported to Obihiro on 13 December 2016. Its condition was not great so it was probably returned to the Self-Defense Force for disposal.

The Yamazaki Mazak Machine Tool Museum holds parts of another Texan, besides 52-0100 (see Scramble 502 – page 64). This underground museum also displays the skinless cockpit section and separate engine of 084. It used to be preserved on the roof of a kindergarten in Yaotsu-cho but was removed in July 2010.

T-7
 36-5904 1 TS temp. i/a, ex 11 FTW **4** mar21
 56-5930 o/h RJTU nb, ex 12 FTW **30** mar21

Another temporary instructional T-7 was noted at Hamamatsu where it was seen doing compass-swing tests, perhaps also in preparation for a flight to Utsunomiya for overhaul.

T-28
 52-0010 Hamamatsu ex ABMuseum, std **NA218-1** mar21

T-33A
 61-5207 scrapped, ex store RJNH **1007/580-9573** nov11
 71-5239 Hamamatsu ex ABMuseum, stored **1039** mar21
 71-5254 Hamamatsu ex preserved?, std **1054** oct19

We had T-33A 207 as still in existence because of a sighting in October 2016. However Japanese sources claim 207 was scrapped in November 2011. It turns out the 2016 sighting was a presumed serial, the actual serial was not read off and probably was 254. This T-33A was stored/preserved for some years between buildings near the southern perimeter but was also moved to the platform west of the E-767 ramp where



Spring is knocking on our door and special tail colours of this Aviocar T.12B-13/72-13 come out fine with the blue skies over Cuatro Vientos. The colours celebrate the milestone of no less than 1.5 million parachute jumps facilitated by Escuadrón 721 (10 March 2021, Paco Rivas).

some Air Base Museum aircraft are awaiting possible hangar space.

U-4
75-3251 402 Hikotai? no badge/emblem **1270** mar21

YS-11FC
52-1151 FCG retired 17 March **2008** mar21
Rikujo Jieitai (AR)
KAMA = Amarillo, TX
RJTK = Kisarazu

AH-1S
73446 at RJTK code nn, no code? **46** mar21
73480 IVATH ex IRAN **80** feb21

CH-47JA
52964 HGPIV ex HGPVI **5066** mar21
52967 105 Hikotai? code nn RJTK **5071** feb21
52968 HGPVI ex no code **5072** feb21
52975 T IX ex WH(dec19) **5089?** mar21

Chinook JG-2975 is the first one with a confirmed tie-up between T IX code and the unit badge.

UH-60JA
43118 WH/1 Hikotai ex SK **4018** mar21
43138 XIIIH/1 Hikotai ex IRAN **4038** mar21

LR-2
N1189K for JGSDF f/n at Sendai **FL-1189** nov20
Will become 23059 once delivered and will operate from Kisarazu with LR code.

V-22B
91702 at Iwakuni test-flight mar21
917xx Bell-Boeing f/n KAMA as 169432 jul20
917xx Bell-Boeing f/n KAMA as 169434 nov20
917xx Bell-Boeing f/n KAMA as 169656 jan21
917xx Bell-Boeing f/n KAMA as 169657 feb21
917xx Bell-Boeing f/n KAMA as 169658 mar21

All 17 V-22Bs for the JGSDF have been built and were seen flying. Seven have been delivered to Japan, but two were officially handed over.

Kaijo Jieitai (NY)
RJNA = Nagoya-Komaki RJNG = Gifu
RJTA = Atsugi RJTL = Shimofusa
ATS = Kyoiku Kokutai

SH-60K

8434 o/h RJNA ex 22 Kokutai **5034** mar21
8438 o/h RJNA ex 23 Kokutai **5038** mar21
8445 21 Kokutai? ex IRAN **5045** mar21
8469 23 Kokutai ex MHI **5069** jan21

P-1

5507 3 Kokutai? no unit no, ex IRAN **7** mar21
5531 Kawasaki HI f/n, test Gifu **31** mar21

P-3C

5033 ex i/a RJTL scrapped **9030** feb21
5036 5 Kokutai? no unit no. RJTA **9033** mar21
5066 2 Kokutai unit confirmed **9063** mar21
5075 203 ATS ex 1 Kokutai **9072** mar21
5083 for 2 Kokutai no unit no./ex IRAN **9080** mar21
5094 2 Kokutai? no unit no. **9091** mar21

EP-3

9173 o/h RJTA no unit no, for 81 Kok. **1003** mar21

UP-3C

9151 o/h RJTA no unit no, for 51 Kok. **2001** feb21

U-36A

9201 81 Kokutai ex IRAN **36A-054** feb21

Kaijō Ho'an-chō (CG)

AS332L1

JA6805/MH805 10th Region on ship PLH-31 **2448** dec20
JA6806/MH806 10th Region on ship PLH-31 **2451** dec20

Both were renamed Umitaka (ex Wakawashi) when their ship PLH-31 Shikishima was transferred from 3rd Region to 10th Region in 2018.

Beech 350C

JA871B/MA871 2nd Region Sendai AirStation **FM-83** mar21
Sendai Air Station already operates two Beech 350s named Hakutaka. JA871B was delivered as N83FM in November 2020 and was modified as a survey platform at Kounan. It was commissioned on 22 February 2021 and named Aobazuku, evidence it has a different task than the other two.

EC225LP

JA693A/MH693 10th Region on ship PLH-42 **3006** jan21
JA694A/MH694 10th Region on ship PLH-42 **3011** mar21
JA695A/MH695 10th Region on ship PLH-33 **3009** jan21

With five ships capable of carrying on-board helicopters,

10th Region is one of the more important JCG regions. The helicopters aboard PLH-42 Shunko are named Nabedzuru, the one aboard PLH-33 Reimei Hayataka.

S-76D
JA921B/MH921 ? Region f/n at Sendai **761079** mar21

Malaysia

Tentera Udara Diraja Malaysia (AF)

The Royal Malaysian Air Force (TUDM) is in the market for a new Fighter Lead-In Trainer/Light Combat Aircraft (FLIT/LCA) within the next three years, according to official sources. The acquisition program would be for a total of 36 aircraft.

The TUDM currently operates the BAE Hawk as well as the Aermacchi MB339 for the role. Following an RFI, a total of eight proposals were received: KAI FA-50, HAL Tejas, Chengdu JF-17, Yakolev YAK-130, Leonardo M-346, Hongdu L-15B, Aero L-39NG and the Boeing T-7 Red Hawk.

The Indonesian Aerospace NAS 332C1 Super Puma helicopter is under consideration to replace the Sikorsky S-61A-4 Nuri helicopters which were retired more than a year ago. The new C1+ variant is equipped with a glass cockpit compatible to Night Vision Goggles (NVG). It also has Flight Management System (FMS) as well as Attitude Heading and Reference System (AHRS) and weather radar.

Tentera Laut Diraja Malaysia (NY)

The Malaysian Royal Navy (TLDM) is expected to receive two more Coastal Mission Ships (LMS) in August and November this year. In addition, TLDM will also receive three Maritime Operations Helicopters (HOM), starting next year.

Pakistan

Pakistan Fiza'ya (AF)

F-16A MLU
84718 29sq f/n, ex block 15-CF **5G-18** feb21

JF-17B
19-608 18(OCU)sq del, ex PAC Kamra feb21
19-610 18(OCU)sq f/n feb21
20-613 nm del, ex PAC Kamra **BC0014** mar21

The last one is also a construction number update.

Saab 2000AEW
19-061 3(AEW)sq f/n, ex SE-061 **2000-061** mar21

This was delivered in June 2019 and has since been outfitted with an Erieye radar. The serial is painted as 19061.

Pakistan Fauj (AR)

Bell 412EP
477 brown c/s f/n, ex N3189B **36477** mar20

SA330L
1624 camo c/s f/n, ex TUR EM-1624 **1624** mar21

Schweizer 300C
786100 AAS f/n **aug20**

South Korea

Dae Han Min Guk Gong Gun (AF)

The RoKAF has decided to continue with Korean Air as its source for providing the Code One VIP aircraft. As with the current Boeing 747-4B5 serial 10001 (ex Korean Air HL7465) also the future Air Force Code One will come from Korean Air stock. On 1 March 2021 the Boeing 747-8I HL7643 was ferried to Hamburg Airport in Germany where it will be converted into a VIP transport. Planned service entry for the new aircraft will be November 2021, the beginning of a five year lease contract, signed in May 2020. It will join RoKAF's dedicated VIP unit 257 Special Flight Squadron at Seongnam-Seoul Air Base.

A photograph of KF-5E 81-622, freshly painted after overhaul, brings up some questions. Since the year 2000 the RoKAF has been giving its new aircraft serials with a reference to the year of delivery, starting the new type sequence with 001. This means sometimes the serials are duplicated. F-35A 18-001 was delivered in March 2018 and KC-330 18-001 in November 2018.

Older types usually were given serials using part of its FMS/MAP/MDAP serial, mostly in a USAF presentation, omitting the first digit of the fiscal year. KF-5E 81-622 was assigned FMS serial 81-0622 and first had RoKAF serial 10-622.

Is this the first of a serial shake-up within the RoKAF or merely a paint-job mistake?

B747-8I
HL7643 for 257 SFS at Hamburg **60410/1538** feb21

MC-130K
95-180 255 SOS new overall grey c/s **5180** feb21

KF-5E
10-573 10 FW/101 FS ex nb **KE1016** feb21
10-587 10 FW/101 FS ex 207 FS **KE1030** feb21
10-622 re-registered as 81-622 **KE1045** dec19
81-622 10 FW? no badge after o/h **KE1045** feb21



F-16D "Humpback", 96-5035 comes in to land. It has the United States and Singapore Flags, and also markings for 425 FS and "The best of both worlds" marked strikingly on the tail. (Luke AFB, 17 March 2021, Nate Leong)



The Guyana Defence Force - Air Corps will receive four new Bell helicopters over the next months. The first one, a Bell 412EPi still with its US civil registration N840MT, is seen here at the official hand-over ceremony at Base Camp Ayanganna, Georgetown on 13 March 2021. (Guyana Defence Force)

F-35A
19-013 17 FW f/n in Rep. of Korea **AW-13** jan21

T-41B
15054/T-054 Seoul WMM War Mem.Mus. **R172E-0055** mar21

Thailand

Royal Thai Army (AR)

Mi-17V-5
6408 41th AvBat mar21
6409 41th AvBat mar21
6410 41th AvBat mar21

All three helicopters were delivered from Kazan by An-124 RA-82035 to U-Tapao. The serials are to be confirmed.

Vietnam

Không quân Nhân dân Việt Nam (AF)

AD-5N
132596 pres Vi Thanh ex for sale 1993 **8991** sep18

A-37B
67-14806 pres Vi Thanh f/n database **43031** sep18

C-123K
54-640 pres Phuoc Long f/n database **20089** mar21
The only C-123 Provider in Vietnam is preserved at the Museum Campaign Road 14 at Phuoc Long, a remembrance for the battle of Phuoc Long in 1974. The fuselage minus the outer wings and the landing gear stands on a concrete block. Already in 2014 it was preserved as a wreck, and probably long before, but now it is looking remarkably well.

CH-47A
'135-03' pres Vi Thanh ex std Tan Son Nhut? sep18
The War museum at Vi Thanh in the province Hau Giang has an unknown CH-47A marked as 'U.S. Army 135-03' at its disposal. Rumours suggest this particular Chinook is the unknown example stored for many years at former Tan Son Nhut Air Base. In 1996, Boeing experts paid a visit to evaluate this airframe, for possible inclusion into a rebuild program. Unfortunately, the aircraft was a total loss. Instead of a camouflaged livery, it had fading red and white stripes with a big code 'A-41' on its tail.

UH-1H
... pres Ho Chi Minh City jul19
69-15209/209 pres Binh Phuoc ex wreck **11497** feb21
69-15452 pres Vi Thanh f/n database **11740** sep18
The internet revealed a new entry in our database with an

unknown UH-1H, preserved on the premises of the Lan Anh Tennis Club in Ho Chi Mihn City. As with almost all wrecks and relics in Vietnam, its origin is unknown. It seems to be only marked as 'U.S. Air Force'.

Already in 2017, an unknown wreck with a fading US Army roundel of a UH-1H was noted at the Binh Phuoc museum. According to a Vietnamese news site, it should be former United States Army 69-15209, unknown if this specific UH-1H went to the (South) Republic of Vietnam Army or was left behind by American troops. In February 2021 it was noted in a brand-new state in a very dark green livery with a VPAF roundel. The former United States Army serial 69-15209 was presented on its tail with '209' prominent on the nose.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

TC-12B
TC-110 o/o ex USA 161196 **BJ-12**
TC-111 o/o ex USA 161314 **BJ-31**
TC-112 o/o ex USA 161316 **BJ-33**
TC-113 o/o ex USA 161323 **BJ-40**
TC-114 o/o ex USA 161324 **BJ-41**
TC-115 o/o ex USA 161507 **BJ-55**
TC-116 o/o ex USA 161508 **BJ-56**
TC-117 o/o ex N47511 **BJ-59**
TC-118 o/o ex USA 161514 **BJ-62**
TC-119 o/o ex USA 161518 **BJ-66**

These are selected aircraft and allocated serials.

Belize

Belize Defence Force (DF)

Slingsby T67M-260
BDF-04 to V3-GBY ex Air Wing **2235**

Bolivia

Fuerza Aérea Boliviana

K-8VB
FAB-663 GAC34 w/o 24mar21 **L8W3200286**

Brazil

Aviação do Exército (AR)

HM-4 (EC725BR)
EB-5014 nm c/n update **2976** jan21

Colombia

Fuerza Aérea Colombiana (AF)
SKPQ = Palanquero-German Olano

Beech C90GTx

FAC5767 f/n, ex N939SC **LJ-2119** oct20

Ce172S

FAC247_ o/o f/n, N510PH **172S12610** mar21
FAC2471 o/o f/n, N513VH **172S12613** mar21
FAC247_ o/o f/n, N515BH **172S12615** mar21
FAC2473 o/o f/n, N520TH **172S12620** mar21

Both FAC2471 and FAC2473 tie-ups are photoproof. As the FAC does assign serial batches from tens and up, with FAC2470 likely the first aircraft, we present them as above. Four have been confirmed on order so far, to start replacing the T-41Ds.

T-37B

FAC2117 pres SKPQ with ESCOM116 **41015** mar21
Refer Scramble 492, we found proof of FAC2117 preserved on a pole with ESCOM 116.

Armada de la República de Colombia (NY)
SKCL = Calí-Alfonso Bonilla Aragón

PA-34

ARC512 pres SKCL f/n, ex active may20
Lost for long, this Seneca is now with the Museo Aéreo Fénix. Ejército de Colombia (AR)

Beech 350

EJC1101 ex N575FA c/n update **FL-861** jul20

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

Again, our men in Havana are credited with many updates. Mostly concerning retired aircraft, but with reference to our DAAFAR article in Scramble 493, only one MiG-21bis is currently in flying condition. With only four Tumansky jet engines left and a lack of western currency, the end of DAAFAR fighter operations seems near.

MULB = Ciudad Libertad

MUSA = San Antonio de los Baños

Mi-4

33 pres Arroyo Arenas, f/n gone < 2001 photo
35 f/n photo
41 f/n photo

An undated picture shows Mi-4 33 at a military school in Arroyo Arenas, Havana, at 23.04490 N 82.47504 W. The school was founded in 1978, the Mi-4 was gone in 2001 (refer Google Earth), but may be surviving somewhere else.

Mi-8T

77 f/n photo

Mi-8Tv

89 f/n photo

Mi-35

25 f/n database photo

MiG-15bis

106 pres Arroyo Arenas, f/n database gone < 2001 photo
As with Mi-4 33 above, the MiG was gone in 2001 (refer Google Earth), but may be surviving somewhere else.

MiG-21bis

601 std MUSA f/n database, photo mar21
632 act UM 5301 ex overhaul UTE mar21
At 22.85967 N 82.51227 W, MiG-21bis 601 can be found in a derelict state. An unknown derelict MiG-23ML sits behind it.

MiG-21PFM

"663" pres Bayamo f/n, photo jul11
A MiG-21PFM with a fake serial is at a military school in Bayamo at 20.37032 N 76.62820 W since July 2011 at least.

MiG-21UM

"525" pres Contramaestre, f/n, photo, really 501? feb13
See our D&B section for more details about the crash of 504. An early model MiG-21UM sits at a military school in Contramaestre, at 20.34581 N 76.23964 W since at least February 2013. The real 525 is at Bayamo as "1117" and the real 1117 was seized in Panama on its way to North Korea.

MiG-23BN

722 dumped Jibacoa, f/n, location update mar13
On its way from Santa Clara to Trinidad to be preserved as a monument, this BN had fallen off a truck near Jibacoa, when pictures first emerged in March 2013. We received the exact location of the fuselage and wings, albeit overgrown by weeds, south of Jibacoa, just off road 152, at 22.01330 N 79.987199 W. Major Orestes Lorenzo flew this jet to Key West (FL) on 20 March 1991, and it was returned to Cuba soon after.

MiG-23ML

231 pres Holguín f/n database photo
Looking for more info on this MiG-23 since February 2005, we finally received the exact location and a picture showing subtype and serial: the non-public Museo del Ejército Oriental (at the Eastern Army HQ) in Holguín, at 20.88457 N 76.22527 W. Parked under dense tropical foliage, it escaped prying satellites.

MiG-23UB

706 std MUSA for preservation **A1038407** jan21
707 UM 3840 w/o 17mar94



Mere twenty years after the type's retirement, the Honduran Air Force has finally released a CASA 101 Aviojet to the Museo del Aire in Toncontín, after refreshing its colours to the original paint scheme. (236, C101BB, 5 March 2021)

The former Museo del Aire UB 706 is currently stored at UM 4306, the base maintenance centre, and will go to the base museum.

MIG-29UB

900 std MUSA ex std MULB **N50903014703** mar21
We received proof of the exact location of double Ce337 killer 900, at 22.85868 N 82.51251 W. It is in awfully bad shape. Note that 902 in the local base museum is painted as "900".

Ecuador

Fuerza Aérea Ecuatoriana (AF)

H-145M

FAE-1253 Airbus tie up conf, D-HADN **20355** mar21

El Salvador

Fuerza Aérea Salvadoreña (AF)

According to Infodefensa, the US has offered four MD530 helicopters for operations in Mali from 2022. The FAS sent its MD500 helicopters for participation in UN-operation MINUSMA to Mali since 2015 and is known to have been looking for the MD530 version since at least 2018. We will await official confirmation from El Salvador before we raise the flag.

Guatemala

Fuerza Aérea Guatemalteca (AF)

PA-23-250

"TG-KM694" pres Cobán ex HK-4229G **27-4705**

The FAG donated an Aztec with an FAG-roundel to this town on 13 September 2020. Serial 694 is not in the database and may be a paper allocation only. Cobán is neither at Km 694 on the Panamerican highway, nor was it founded 694 years ago, your editor has learned. HK-4229G with matching cheatlines was impounded on 11 August 2009 (l/n La Aurora dec16). It is pole mounted at 15.47156 N 90.40444 W.

Guyana

Guyana Defence Force (DF)

Bell 412EPI

8R-... d/d 13mar21 ex N840MT **37031**

This is the first of two Bell 412s and two Bell 429s ordered for the GDF Air Wing.

Honduras

Fuerza Aérea Hondureña (AF)

MHCG = Comayagua-Palmerola (Soto Cano AB)

MHTG = Tegucigalpa-Toncontín

C101BB

236 pres MHTG ex std MHCG **BB03-002-103** mar21

Many years after the type's retirement, an Aviojet has finally been added to the Museo del Aire collection.

Mexico

Fuerza Aérea Mexicana (AF)

MMCL = Culiacán (SIN)

AS332L-1

TPH-05 XC-UHP sold at auction **2084** mar21

TPH-03 XC-UHO sold at auction **2195** mar21

(TPH-03) XC-UHV sold at auction **2363** mar21

TPH-06 XC-UHU sold at auction **2346** mar21

All four former presidential Super Pumas were sold at an auction mid-March. They were already for sale since April 2019.

B737-322

TP-03 XC-LJG sold at auction **24361/1694** mar21

Out of 19 aircraft and helicopters, this B737 and the four Super Pumas listed above were the only ones sold.

F260EU

6125 pres La Paz (BCS), photo **6922/2050/EM025** feb21

Refer Scramble 502, this F260EU was donated to the new Eco-parque de la Juventud in La Paz in January 2021. The parc is at 24.11380 N 110.34427 W. The white Cessna 206 sitting next to it does not wear a serial, it was donated by the FAM though.

IAI102

3016 pres MMCL f/n, ex active **0055** apr16

Thanks to MAR, the serial of this Arava is now known.

Armada de México – Fuerza Aeronaval (NY)

MMLP = La Paz (BCS)

CeR182

"AM-40" dumped MMLP ex i/a MMLP **R182-00677** nov20

A former instructional airframe and travelling exhibit was found dumped.

RC695A

AMP-132 dumped MMLP ex active **96040** nov20

Guardia Nacional - Policía Federal (PO)

Mi-17-1V

GN-201 f/n, photo **312M82** mar21

PF-201 reregistered as GN-201 **312M82**

Peru

Fuerza Aérea del Perú (AF)

Not much on offer this month. However, we do have some old written off dates that we put in our database, notably some T-33s and Hunters. Thanks to ongoing research by Jorge Merino. Just the MB339 is included here as that is within the realm that some of us could have seen in active service.

MB339

482 Grupo 51 w/o 02dec85**6656/059/AC010**

Uruguay

Fuerza Aérea Uruguaya

B-212 (Bell 212)

030 EA5(Helic.) w/o 25mar21 **31157**

Venezuela

Aviación Militar Nacional Bolivariana (AF)

AS532AC

59180/AJ Grupo 4 w/o 04may19 c/n update**2480**

Thanks to the Airbus list we mentioned last month, this is the airframe lost on said date. This makes it the one that formerly had serial number 2491.

North America

Canada

Royal Canadian Air Force (AF)

CF-188 (F/A-18A)

(188015) ex AUS A21-15 **361/AF15** feb21

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

(188102) ex AUS A21-102 **214/ATF102** feb21

(188105) ex AUS A21-105 **217/ATF105** feb21

On 1 February 2021, it was reported this threesome would be moving to Canada soon. Delivery has not been confirmed, although two An-124 flights from RAAF Base Williamtown to Montréal-Mirabel have been noted since. At Mirabel, the aircraft are modified to Canadian standard.

CC-295 (C295W-SAR)

295507 o/o Airbus f/f 05feb21 **198**

299508 o/o Airbus f/f 25mar21 **200**

Kingfisher #7 and #8 made their first flights. Meanwhile, 295502 was sent to Tampere (Finland) for cold weather tests, whilst 295501 went from Comox (BC) to Yellowknife (NWT) for the same reason around the same time mid-March.

United States

United States Air Force [AF]

In 2018, in a surprise move driven by opportunity, senior offi-

cialists within the Pentagon, USAF and Boeing discussed developing a new F-15, based on the F-15QA purchased by Qatar. In the Fiscal Year 2020 budget, the US Department of Defense requested a USD 1,1 billion support to procure eight F-15EXs of a total planned procurement of up to 144 F-15EXs. Initially, the F-15EX will succeed a part of the older F-15C/D models in the Air National Guard's inventory.

On 11 March 2021, the F-15EX with serial 20-0001, touched down at Eglin AFB. This F-15EX will be the first Air Force aircraft to be tested and fielded from beginning to end, through combined developmental and operational tests. Although most of the testing and evaluations will be carried out at Eglin AFB (FL), it is expected that some will also occur at Edwards AFB (CA) and/or Nellis AFB (NV). F-15EX 001 is marked with the ET (stands for Eglin Test) code from the 96th Test Wing's, 40th Flight Test Squadron. The 20-0002, which is expected to arrive at Eglin in April, will display the OT (stands for Operational Test(ing)) tail code to represent the 53rd Wing's 85th Test and Evaluation Squadron.

The Staff General wants the US industry to develop an affordable, lightweight fighter (LWF) to replace the USAF's some 1,000 strong F-16 fleet. The new clean-sheet fighter design would be a high-low mix of expensive 5th generation Boeing F-22s and Lockheed Martin F-35s technology, build-in an inexpensive so-called 5th gen-minus jet.

It is interesting to learn that a kind-off Lightweight Fighter (LWF) programme, that once led to the introduction of the F-16 in the USAF (likewise the Joint Strike Fighter programme led to the introduction of the F-35), is launched again. Years ago, the USAF already requested for the development of an affordable, lightweight fighter to replace the F-16, but through the years, with lots of research and development, that lightweight replacement fighter got heavier and more expensive as the USAF and lead contractor Lockheed Martin packed it with more and more new technology. The suggested clean-sheet design must have more internal space for the latest technology and internal weapons, must be more-or-less stealthy and cheap to build and maintain.

On 16 February 2021, the USAF reported on the RAF Lakenheath (UK) website that the new nickname for the first USAF overseas-based F-35A Lightning II squadron, 495th Fighter Squadron, has been chosen and will be named "Valkyries". According to the Liberty Wing, Valkyries are female figures in the Norse mythology who choose those that will live, or

die, in battle. RAF Lakenheath is in the East of England, an area with extensive Viking and Norse history. Additionally, the 495th Fighter Squadron motto: "Mala Ipsa Nova" in Latin, means "Bad News Itself". Both factors emphasize "Valkyries" as an extremely suitable nickname for the UK based unit.

Although the oldest based US Air Forces in Europe (USAFE) F-16s are near and over thirty years of age, SABCA (Belgium) wins a new order to service them. The Gosselies site of Société Anonyme Belge de Constructions Aéronautiques (SABCA), co-located at Brussels South-Charleroi Airport (Belgium), has been awarded by the USAF with a new five-years indefinite delivery contract (with an option of renewable five years) for depot-level maintenance support to the USAFE F-16 fleet.

The first of seventeen B-1B Lancers, to be retired in fiscal year 2021 under a Congressionally-approved divestiture plan, flew to the 309th Aerospace Maintenance and Regeneration Group (AMARG), or "the Boneyard", at Davis-Monthan AFB (AZ) on 17 February 2021. The retirement of the seventeen aircraft will not affect the USAF's lethality or any associated maintenance manpower as Air Force Global Strike Command (AFGSC) said in a press release. It will allow a focus of maintenance and "depot-level manpower on the remaining aircraft, increasing readiness and paving the way for the bomber fleet modernization. Not all seventeen Lancers will go to the 309th AMARG once they retire. One will go to Edwards AFB (CA) for testing (86-0099). It is not revealed if this Lancer will be added to the 6512th Test Wing for air or static ground tests. Another will go to the Oklahoma City Air Logistics Complex at Tinker AFB (OK) and a third one will find its way to Wichita State University (KS) for research. A fourth B-1B will become a gate guard at an unrevealed location.

Of the thirteen 309th AMARG aircraft, four will be kept in "Type 2000 recallable storage" which means the aircraft will get a so-called Spraylat treatment to keep out moisture and animals, and the engines will be cocooned to preserve the "functional and material integrity" of the airplanes. These four could be resurrected in the future. AFGSC could not say how long this quartet is kept in this status. The remaining B-1s going to the Boneyard will be sadly eligible for parts cannibalization. The retirement of the above seventeen aircraft should be completed by 30 September 2021.

Of note, the 309th already has seventeen B-1Bs in storage, so later this year 31 Lancers can be found at the Boneyard. The following seventeen were confirmed in January 2021 as



Apart from Marseille, Kefalonia is the place to be to see Kuwaiti H225Ms. Illustrated is 612, together with 611 this was delivery number six and seven through the Greek island Kos. Others were 602/603 on 13 December and 608/609/610 on 27 January. After this scheduled night stop, the next port of call is usually Paphos and then on to Egypt and Kuwait. (12 March 2021, Philipp Vallianos)



During corona nearby trips are still feasible and Wittmund provides ample variation. The camouflaged former German Alpha Jets, like this ex 40+40 operated by Top Aces, are a pleasant sight. (C-GITA/040, 24 February 2021, Per Theeuwes)

stored with the 309th AMARG. In order of serial, code, arrival date and former unit with nickname.

84-0050/DY	01Nov02 ex 28th BS 'Dawg B.one'
84-0053/DY	06Jan03 ex 13th BS 'Lucky 13'
84-0054/DY	18Sep02 ex 28th BS 'Rage'
84-0055/DY	03sep02 ex 28th BS 'Lethal Weapon'
84-0056/DY	20Aug02 ex 28th BS 'Sweet Sixteen'
84-0058/DY	26Aug02 ex 9th BS 'Eternal Guardian'
85-0062/DY	21Aug02 ex 9th BS '9 BS' markings
85-0065/DY	26Sep12 ex 28th BS '28th BS' markings
85-0067/DY	25Mar03 ex 28th BS '28 BS' mks 'On Defense'
85-0070/EL	26Aug02 ex 77th BS
85-0071/GA	23Aug02 ex 128th BS GA ANG 'Mr. Bones'
85-0086/EL	11Sep02 ex 37th BS 'Intimidator'
86-0096/EL	17Sep02 ex 37th BS '37 BS' markings
86-0100/DY	26Sep12 ex 28th BS
86-0128/EL	31Mar03 ex 37th BS
86-0130/EL	26Sep12 ex 37th BS
86-0131/EL	09Jun02 ex 77th BS 'Ultimate Warrior'

Late February 2021, four B-1Bs, from the Dyess based 9th Expeditionary Bomb Squadron, deployed to Ørland Main Air Station to train their objectives above the European Continent. Scramble Magazine has learned that the exercises, with Norwegian, Swedish, Italian and German forces have been given different names. The first week, after arrival, was labelled as exercise "Arctic Bone", while from the beginning of March the exercise was labelled as "Bone Saw".

The deployment of four 7th Bomb Wing 'DY' coded B-1Bs (which is a mix of 9th Bomb Squadron and 28th Bomb Squadron aircraft), at Ørland consisted of the following aircraft:

85-0073/DY (as 70G/CC flagship), 86-0105, 86-0117 (as 7BW flagship) and 86-0132

On 19 March 2021, the US Department of Defense (US DoD) officially reported that the Bell-Boeing Joint Project Office in Amarillo (TX) has been awarded a USD 182 million modification on a previous awarded contract for the production and delivery of two Fiscal Year 2021 CV-22B Ospreys for the USAF.

The USAF operates the CV-22B since March 2006, when the first Ospreys were delivered to the 58th Special Operations Wing (58th SOW) at Kirtland Air Force Base (NM). This unit

is dedicated in training personnel for special operations duties. On 16 November 2006, the USAF officially accepted the Osprey in a ceremony at Hurlburt Field (FL).

The current units with the Air Force Special Operations Command (AFSOC) and the Air Education & Training Command (AETC) operating the CV-22B Osprey are:

AFSOC

7th SOS *Aircommandos* (352nd SOW) at RAF Mildenhall (UK)

8th SOS *Black Birds* (1st SOW) at Hurlburt Field (FL)

20th SOS *Green Hornets* (27th SOW) at Cannon AFB (NM)

21st SOS (353rd SOG) at Yokota (Japan)

AETC

71st SOS *Strike Swiftly* (58th SOW) at Albuquerque/Intl-Kirtland AFB (NM)

This past decade there have been a lot of discussions about one of the main tasks of the USAF; Close Air Support (CAS). Over the years, besides CAS, new affiliated attack aircraft buzzwords were introduced like OA-X, Counterinsurgency, Light Attack, Armed Reconnaissance and Armed Overwatch. As all of those became in place, the USAF was looking for hundreds of new weapon platforms to succeed in particular the A-10C Thunderbolt II. Eventually, besides small numbers of Textron AT-6 Wolverines and Embraer/Sierra Nevada A-29 Super Tucano, which are now in the final stages of being delivered, this never materialised.

In February 2021, the first, in USAF colours painted, AT-6 Wolverines (20-101/N630LA and one unknown) and A-29 Super Tucanos (serials 20-2101 and 20-2102) were presented and sighted. For both the AT-6 and A-29 no exact designations have been given.

With recently the new Biden Administration installed, more stakeholders with various statements have come up. Lt. Gen. James Slife, commander Air Force Special Operations Command (AFSOC), spoke recently as the Biden administration reviewed the US military's global footprint and prepared to advise Congress on reorienting American forces for future conflicts. He stated that new aircraft that can fly reconnaissance missions and bomb enemy forces would be key for the

US Special Forces' future in, for instance, the African continent. General Slife stated results of those trials will determine the path ahead, but that he hopes to "be in a procurement" of a commercial aircraft that doesn't require a lengthy development in Fiscal Year 2022.

The Fairchild Republic A-10 Thunderbolt II will celebrate its 50th birthday in 2022. Its maiden flight was on 10 May 1972. Many thought that after the end of the Gulf War in 1991 this would also mean the end of the A-10. This has turned out differently. The A-10 was specially designed for CAS, which is defined as air action such as air strikes by fixed or rotary-winged aircraft against hostile targets that are in proximity to friendly forces and which requires detailed integration. Compared to today's A-10C, the A-10 from the seventies seems primitive. The engines are almost the same and the basic airframe has not changed much. Although, internally it has been completely upgraded. The technological advances the A-10 has seen over more than four decades are nothing short of impressive and its value to combatant commanders in the field is unparalleled.

By examining our Scramble database, it reveals that roughly 280 A-10Cs are still operational in the USAF's inventory. Although a portion of USAF's A-10C inventory had completed its re-winging during July 2019, there are still plans to re-wing 112 A-10Cs. Also planned and foreseen with the new upgrade are a Synthetic Aperture Radar (SAR) pod, Night Vision improvements, Cockpit modernisation, new countermeasures and the option to integrate GBU-39/B and/ or GBU-53/B Stormbreaker Small Diameter Bombs (SDBs). It is expected that the A-10, with new capability upgrades, maybe in reduced numbers, will be kept at the forefront of USAF Agile Combat Employment (ACE) CAS missions for at least another two decades.

Current overview of the A-10C Thunderbolt II units:

US Air Force units

25th FS ('OS') *Assam Dragons* at Osan (South Korea)

40th FLTS ('ET') at Eglin AFB (FL)

66th WPS ('WA') at Nellis AFB (NV)

74th FS ('FT') *Flying Tigers* at Moody AFB (GA)

75th FS ('FT') *Tiger Sharks* at Moody AFB (GA)

354th FS ('DM') *Bulldogs* at Davis Monthan AFB (AZ)

357th FS ('DM') *Dragons* at Davis Monthan AFB (AZ)

422nd TES ('OT') *Green Bats* at Nellis AFB (NV)

Air National Guard units

ID ANG/190th FS ('ID') at Boise Air Terminal/Gowen Field (ID)

IN ANG/163rd FS ('IN') *Blacksnakes* at Fort Wayne/Intl-Baer Field (IN)

MD ANG/104th FS ('MD') at Baltimore/Martin State (MD)

MI ANG/107th FS ('MI') *Red Devils* at Selfridge ANGB (MI)

Air Force Reserve Command units

47th FS ('DP') *Dogpatchers* at Davis Monthan AFB (AZ)

76th FS ('FT') *Vanguards* at Moody AFB (GA)

303rd FS ('KC') at Whiteman AFB (MO)

358th FS ('KC') at Whiteman AFB (MO)

706th FS ('OT/WA') at Nellis AFB (NV)

A-10C
78-0616/FT 75th FS ex 74th FS **A10-0236** mar21

A-29B
20-2102 nmks f/n **314....** feb21

C-17A
07-7178 437th AW ex 6th AS **50196/F195/P178** mar21
92-3293 156th AS ex 437th AW **50017/F016/P13** mar21

KC-46A
17-46025 22nd ARW ex 56th ARS **41863/1131** mar21
19-46058 Boeing f/n **41884/1213** mar21

C-21A
84-0139 458th AS ex N587LJ **35A-587** mar21

C-130H
86-0418 164th AS ex 154th TRS **382-5110** mar21
87-9281 164th AS ex 328th AS **382-5122** mar21

C-130J
94-8151 62nd AS ex 815th AS **382-5413** mar20

C-130J-30
18-5908 143rd AS del **382-5908** mar21
18-5911 Lockheed f/n **382-5911** dec20

AC-130J
18-5913 Lockheed f/n **382-5913** feb21

HC-130J
18-5910 Lockheed f/n **382-5910** dec20

B-1B
85-0081/EL 309th AMARG ex 34th BS **41** mar21
86-0099/EL i/a Edwards ex 37th BS **59** feb21

F-15E-47-MC
89-0483/SJ 336th FS ex 333rd FS **1130/E105** feb21

F-15E-48-MC
89-0489/SJ 336th FS ex 334th FS **1136/E111** feb21

F-15EX
20-0001/ET 40th FTS '40th FTS', del **EX-1** mar21

F-16C-30-CF
87-0252/AC 119th FS ex WI 176th FS, NJ ANG **5C-513** feb21

F-16CM-40-CF
88-0467/AZ 175th FS ex AK22/18th AGRS **1C-69** mar21
89-2065 388th FW ex 175th FS **1C-218** mar21

F-16DM-52-CF
91-0473 157th FS ex WA/16th WPS **CD-28** feb21

F-22A-30-LM
07-4134/AK 525th FS ex 90th FS **645-4134** feb21

F-35A-3I
14-5101/HL 421st FS ex 34th FS **AF-102** mar21

F-35A-4
15-5178/HL 34th FS **AF-153** mar21
15-5197/HL 34th FS ex 4th FS **AF-172** feb21
17-5248/HL 4th FS ex 421st FS **AF-190** mar21
18-5379/AK 356th FS del 03mar21 **AF-270** mar21
18-5380/AK 356th FS del 03mar21 **AF-271** mar21
18-5381/AK 356th FS del 03mar21 **AF-272** mar21
18-5446/HL 4th FS del **AF-274** mar21
18-5447/WA 6th WPS f/f 24feb21 **AF-275** feb21
18-5448 nmks f/f 15mar21 **AF-276** mar21

HH-60G
87-26013/FT 309th AMARG ex 66th RQS **701217** feb21
88-26106 66th RQS ex 129th RQS **701302** mar21
89-26204 309th AMARG ex 66th RQS **701433** feb21
91-26352 66th RQS ex 34th WPS **701653** mar21

HH-60W
17-14486 41st RQS del **70...** feb21
17-14487 41st RQS del **70...** nov19

T-1A
92-0361/AP 451st FTS ex XL/86th FTS **TT-75** mar21

United States Navy (NY)
The Naval Air Warfare Center Aircraft Division (NAWC-AD) recently started using a Basler BT-67 turboprop transport as its range support aircraft for the Atlantic Test Ranges (ATR) at NAS Patuxent River (MD). The aircraft concerned is registered as N161PR (construction number **32843**), a 77-year old Douglas C-47 Skytrain that has been rebuilt as a



Dino frames this as the visitor of the year in The Netherlands and we think he may well be right! US Air Force special operations CN235 96-6043 operated by 427th SOS chose Volkel for a pit stop. (24 March 2021, Dino van Doorn)

BT-67. To support its range instrumentation work, a Raven Advanced Phased-Array Telemetry Resource (RAPTR) was installed on the nose and a separate flat-panel array antenna was mounted in the belly radome. To make space for RAPTR, the nose mounted weather radar was moved to the chin housing. With two antennas, the aircraft is capable of tracking three targets.

Gary Parsons provided us, not yet confirmed, information of the US Navy on the Avionics Reconfiguration and Tactical Enhancement/Modernization for Inventory Standardization (ARTEMIS) programme, the transition of former Swiss Air Force F-5E and F-5F Tiger IIs into the US Navy. ARTEMIS has been issued by the US Naval Air Systems Command (NAVAIR) and includes modifications to the airframes and the J85-21 engines. The US Navy intends to award a five year exclusive contract to Tactical Air Support, Inc. (Tactical Air) as from 15 June 2021. The first delivery of an ARTEMIS upgraded Tiger II is expected in Q4 of 2022. After upgrade, the Tigers will be designated as F-5N+ and F-5F+.

Although not yet 100% confirmed, the details of the 22 former Swiss Air Force Tiger IIs involved, eighteen F-5E and four F-5F, should be:

F-5E: J-3005, J-3014, J-3015, J-3030, J-3036, J-3038, J-3041, J-3052, J-3057, J-3062, J-3065, J-3067, J-3068, J-3069, J-3074, J-3076, J-3079 and J-3092. **F-5F:** J-3205, J-3206, J-3208 and J-3209

We learned from a Swiss friend that the following F-5s are currently stored at RUAG, and these are earmarked for the US Navy J-3015, 3036, 3041, 3052, 3056, 3062, 3063, 3067, 3069, 3072, 3076, J-3204, 3205, 3206, 3207, 3208, 3209. He reported that J-3014 is already in the USA as N65FK while another F-5E (J-3057) is at the Swiss Air Force Museum at Payerne but this one will be replaced by another still active aircraft. He reported that potential candidates, besides the RUAG stored aircraft, for transfer to the USA are J-3005, J-3030, **J-3033**, **J-3044**, J-3065, J-3068, **J-3070**, **J-3073**, J-3074, **J-3077**, J-3079, J-3092, **J-3093**, **J-3094**, **J-3095** and **J-3097**. In **bold** the differences with Gary's list. Well. Let us wait and see what will happen with the Swiss Tigers.

The Fleet Logistics Multi-Mission Squadron (VRM) 30 *Titans* and crew of Carrier Air Wing (CVW) 2 ('NE-xxx') successfully delivered an F-35C engine aboard USS *Carl Vinson* (CVN-70)

in the US Navy's first, at-sea replenishment for this component. The at-sea power module replenishment evolution consisted of loading, transporting and unloading the F135 power module from a shore-based location to the carrier by way of a CMV-22B. This first operational at-sea replenishment follows a November 2020 milestone, during which VRM-30, CVW-2 and *Vinson* conducted the US Navy's first landings, take-offs, and refueling of a CMV-22B from an aircraft carrier.

Our friend Ian Carroll gave us the following information about new Ospreys for the US Navy. Currently, eight CMV-22Bs are delivered to the US Navy:

169435 (HX-21), 169436 (HX-21), 169437 (VRM-30), 169438/31 (VRM-30/-50), 169439/32 (VRM-30/-50), 169440/33 (VRM-30/-50), 169441/34 (VRM-30/-50), 169442

The June 2018 CMV-22B contract calls for another 39 aircraft to make a total of 47. However, there is a clause called 'variation in quantity' that may see a 48th being ordered. The US Navy Programme of Record (POR) is for 48 tiltrotors in total, so there is still one Variation in Quantities to go. Up to February 2020, 31 CMV-22Bs were ordered (ten prior FY 2019, ten FY 2019 and eleven in FY 2020. The FY 2021 (1 October 2020 - 30 September 2021) budget request for procurement of six CMV-22Bs and associated support, worth USD 628,7 million. FY 2021 represents the fourth year of the V-22 Multiyear Procurement III contract (FY 2018-FY 2022). Those six should have been ordered in December 2020.

The US Department of Defence issued a Future Vertical Lift (Maritime Strike) - FVL(MS) - Analysis of Alternatives (AoA) Request for Information (RFI) in which industry is invited to identify the replacement of the US Navy's MH-60S/R Seahawk helicopters and MQ-8B/C Fire Scout Unmanned Aerial Systems (UAS). The Naval Air Systems Command (NAVAIR) issued the RFI on 28 January 2021 in which the capabilities to potentially satisfy the needs are identified.

The start of the replacement of the MH-60S/R and MQ-8B/C is slated for the 2030s, when the duo will reach the end of their service life. The FVL (MS) must reach an Initial Operational Capability (IOC) in the mid-2030 timeframe. Likely contenders for FVL (MS) are the Sikorsky-Boeing's SB>1 Defiant and the Bell V-280 Valor tiltrotor. But a complete new design (optionally manned) is not excluded. Most probably, a Euro-

pean contender will participate in the FVL (MS) too. Both aforementioned US contenders are currently competing for the US Army's Future Long Range Assault Aircraft (FLRAA, as part for their Future Vertical Lift programme) to replace the UH-60 Blackhawk.

United States Navy unit news

Commander, Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

Carrier Air Wing 3, USS Dwight D. Eisenhower (CVN-69), AC
The Dwight D. Eisenhower Carrier Strike Group (IKE CSG) deployed on 19 February 2021 for the second time in a year. USS Dwight D. Eisenhower (CVN-69) wrapped up her final training and certification exercises and is deploying again after setting out for an earlier deployment in January 2020. The last deployment of the IKE CSG was surrounded by the start of the COVID-19 pandemic. It did not reach the ship and its sailor but it shaped IKE's 2020 deployment: chiefly, port calls were cancelled. Sailors on Eisenhower were at sea for 206 consecutive days until they came home and were finally allowed off the ship.

The new deployment is surrounded by the new US Navy standard operating guidance. This means that carrier embarks for press and other visitors are nearly impossible and rotations of person-nel are drastically brought back, this all to prevent a covid-19 outbreak on board.

The exact plans for the CVN-69 cruise are (of course) not revealed but the US Navy reported that the strike group plans time working with European allies. Scramble assesses that most probably, the IKE will continue its route through the Mediterranean Sea, Suez Channel, Red Sea and Gulf of Oman towards the North Arabian sea and Persian Gulf as there are currently no US aircraft carriers in the Middle East area of operations since the departure of USS *Nimitz* (CVN-68) in the January 2021. Since May 2019, the US Navy has tried to keep a carrier presence in 5th Fleet to deter Iran from acting aggressively towards its neighbours or threatening merchant shipping in nearby waters. CVN-69 has Carrier Air Wing (CVW) 3 embarked that includes

VFA-32	<i>Fighting Swordsmen</i>	F/A-18F	AC-1xx
VFA-83	<i>Rampagers</i>	F/A-18E	AC-2xx
VFA-131	<i>Wildcats</i>	F/A-18E	AC-3xx
VFA-105	<i>Gunslingers</i>	F/A-18E	AC-4xx
VAQ-130	<i>Zappers</i>	EA-18G	AC-5xx
VAW-123	<i>Screwtops</i>	E-2C-2000	AC-6xx
HSC-7	<i>Dusty Dogs</i>	MH-60S	AC-61x

HSM-74	<i>Swamp Foxes</i>	MH-60R	AC-7xx
VRC-40/Det.	<i>Rawhides</i>	C-2A xx	

Commander, Naval Air Force U.S. Pacific Fleet (ComNavAirPac)

Following Strike Fighter Squadron (VFA) 147 Argonauts ('NE-4xx'), VFA-97 Warhawks will become the second squadron within the US Navy that transitions to F-35C Lightning II. The Warhawks flew their Super Hornets for the last time from NAS Lemoore (CA) on 26 February 2021. For more than a year, the squadron flew the F/A-18Es in an adversary role after they said goodbye to the active fleet in 2019. The squadron was already assigned for the transition to F-35C in March 2020, but the swap was delayed due to delays in the F-35C production, and they had to wait until VFA-147 was fully transitioned.

VFA-97 will start F-35 conversion/transition at Lemoore with VFA-125 *Rough Raiders* ('NJ-xxx'), the Fleet Replacement Squadron (FRS) for the F-35C. The squadron is planned to become operational with the F-35Cs before year's end and then is slated to move to MCAS Iwakuni (Japan) by FY2024 to join Carrier Air Wing (CVW) 5/NF. Possibly, the squadron will make a deployment in FY23 with another Carrier Air Wing before moving to Japan.

Unconfirmed reports say that VFA-115 *Eagles* is next in line for transition to F-35C, followed by VFA-151 *Vigilantes*.

Chief of Naval Air Training Command (CNATRA)

The US Navy and Leonardo Helicopters, Philadelphia reported that the manufacturer is on track to deliver the first of 130 ordered TH-73As to Training Air Wing (TAW) FIVE ("E-xxx") at NAS Whiting Field (FL) late April 2021. Through 2021, 32 TH-73As, the military variant of the Leonardo AW119Kx Koala, are expected to be delivered. From that moment, the Advanced Helicopter Training System programme can start.

So far, 68 TH-73As of the contract of 130 are actually purchased (January 2020, 32 helicopters in the initial contract (USD 176,5 million) and 12 November 2020 36 helicopters, USD 171 million). The TH-73A will rapidly replace the ageing TH-57B/C Sea Rangers of the training wing in a USD 648,1 million contract. Within four years, all Sea Rangers are expected to be replaced. The US Navy plans to sundown the TH-57B/C fleet in Fiscal Years 2022 through 2024 (so by September 2024 latest). The TH-73As are expected to operate within TAW-5 for some thirty years. The first instructor pilot training began in June 2020, Initial Operating Capability (IOC), when



Assigned to the 204th MI Bn at Fort Bliss, Texas, US Army Beechcraft RC-12X 88-00325 Guardrail is seen on March 15, 2021 undergoing maintenance at McClellan Field in Sacramento, California. McClellan is the location of the former Northrop Grumman facility that conducted modification work on Guardrails until the completion of the final aircraft in November 2019. (Jim Dunn)



The Fleet Logistics Support Wing of the US Marines operates this C-20G from a detachment at Kanehoe Bay, Hawaii. (165152, Paya Lebar, 7 March 2021, Hans Jacobs)

they start training students, will start in 2021. The TH-73A will be the basic training system for student aviators who will go on to fly the US Navy and Marine Corps helicopters as well as those of the US Coast Guard and allied nations.

United States Marine Corps (NY)

The US Marine Corps is conducting operational fleet flight tests with the brand-new CH-53K King Stallion ahead of its Initial Operational Test and Evaluation (IOT&E) this summer as the US Navy revealed. USNI reports that the heavy lift helicopter programme manager at Naval Air Systems Command (NASC), USMC Colonel Jack Perrin, said that Marines from Marine Operational Test and Evaluation Squadron (VMX) 1 at MCAS New River (NC) began flying the CH-53K in January 2021.

Until that time, only pilots in the test team – professional test pilots hired by the USMC and contractor Sikorsky, as well as those in Air Test and Evaluation Squadron (HX) 21 – had flown the King Stallion. By mid-2021, VMX-1 will have trained enough pilots and maintainers to take a four-helicopter detachment out for the IOT&E. The evaluation will lead to Initial Operation Capability (IOC) of the type and subsequently to the first deployment of the modern fly-by-wire helicopter in 2023 or 2024.

In spring 2020, the King Stallion was tested in day and night aerial refueling tests (including refueling with external loads), that period was followed in June 2020 by a seven-days shipboard compatibility test. During that week, 350 starts and landings were executed on every available spot of a ship. The deck handling of the massive helicopter was also tested (taxying, towing, elevators, hangar deck, foot print, maintenance, validation of the blade fold system at sea and so on). In July, the test team moved to MCAS Yuma (AZ) for degraded visibility testing. During those tests, the USMC created brown-out and other conditions with certain types of dirt that would create the toughest flying and hovering conditions for the pilots. USNI reports that the USMC now owns four CH-53Ks for flight tests, which are slowly rolling out to VMX-1. The service has 24 Ks on contract and is planning an order for another eighteen in production line Lots 5 and 6. The full-rate production is expected from late 2021 and eventually, the King must reach full operational capability and full fielding by 2030.

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

BT-67A	N161PR	NAWDC	f/n	16095/32843	mar21
KC-130T	165315/NY-315	VR-53	ex VMGR-452	5385	mar21
E-2C-2000	165816/AC-603	VAW-123	ex NE-602/VAW-113	A187	mar21
F/A-18A	162472/AF-01	VFC-12	ex 43/NSAWC	330/A274	feb21
F/A-18C	163708/4	pres North Island	ex Blue Angels	770/C069	mar21
F/A-18D	163464/7	309th AMARG	ex Blue Angels	685/D010	mar21
F/A-18E	166657/AG-100	VFA-143	ex AC-407/VFA-105	E120	mar21
	166828/NG-400	VFA-151	ex NG-412, CAG c/s	E147	mar21
	168905/NE-310	VFA-192	ex NG-202/VFA-14	E264	mar21
	169743/AB-311	VFA-34	ex AJ-411	E319	mar21
F/A-18F	165917	nmks	ex NA-/VFA-94	F063	jan21
	166672/AJ-203	VFA-213	ex AD-213/VFA-106	F150	mar21
	168486/AC-100	VFA-32	ex AG-203/VFA-103	F260	mar12
	169651/NH-1..	VFA-154	f/n	F281	mar21
EA-18G	166896/NL-544	VAQ-132	ex AF-501/VAQ-209	G8	feb21
	168251/NL-540	VAQ-132	ex 570/VAQ-133	G33	mar21
	168273/NE-503	Whidbey Island	for repairs	G55	feb21
	168372/NJ-513	VAQ-129	ex AG-502/VAQ-140	G58	feb21
	168776/AF-503	VAQ-209	ex NL-542/VAQ-132	G90	mar21
OH-58C	69-16121/56	USNTPS	f/n	40342	mar21
MH-60R	166535/HG-722	HSM-79	ex TS-466/HSM-41	7030..	mar21
	168117/AJ-703	HSM-70	f/n	70445.	mar21
MH-60S	167832/NF-610	HSC-12	w/o 25jan20	7031..	
	167901/AC-620	HSC-7	ex AJ-610/HSC-9	703786	mar21
P-8A	169561/YD-561	VP-4	del	66094/8026	mar21
	169566/566	Boeing	f/f 10mar21	66099	mar21
T-45C	163644/F-601	VT-86	ex F-612, CAG c/s	A046	mar21

United States Marine Corps unit news

On 5 February 2021, Sikorsky Aircraft Corp., a subsidiary of giant Lockheed Martin Co., Stratford (CT) was awarded a USD 478,6 million modification contract for five VH-92A. The contract, as part of the in the US Presidential Helicopters Replacement Programme, also includes support and parts. The five VH-92As are part of the Fiscal Year 2021 aircraft procurement (Navy) funds and they will be built at Stratford. Work must be completed by December 2023.

As reported earlier by Scramble, the VH-92A is heading for an Initial Operational Capability (IOC) in July 2021. So far seventeen VH-92As are ordered (six in 2019, six in February 2020 and now these five). Two of the test VH-92As were operating at the Naval Observatory in Washington DC, doing some test runs. Marine Helicopter Squadron (HMX) 1, that will operate the VH-92As as a replacement for the VH-3D Sea King and VH-60N Black Hawk, will get 23 VH-92As, 21 are for the operational fleet and two will be used as test aircraft. The squadron is based at MCAS Quantico (VA) with a detachment at Joint Base Anacostia-Bolling in Washington DC (MD).

Marine Force Atlantic (MARFORLANT)

Marine Force Pacific (MARFORPAC)

The US Marine Corps has started the process of deactivating all its conventional helicopter squadrons in Hawaii, MV-22B and RQ-21 operations will continue. The USMC said that ending helicopter operations in Hawaii will help make the Corps more flexible in the Pacific. The process is a part of a broader, radical force structure redesign, known as Force Design 2030, the USMC unveiled in 2020. That Force Design will help free up approximately USD 12 billion that will be reinvested in various critical new capabilities for the USMC (including additional Unmanned Aerial Systems). The first helicopters are already on the move to other squadrons, while the last helicopters are slated to depart their home base MCAF Kaneohe Bay/ MCB Hawaii before late Fiscal Year 2022 (1 October 2021 - 30 September 2022).

USAF C-17A Globemaster IIIs transported CH-53Es to Okinawa (Japan), while UH-1Ys were moved to MCAS Camp Pendleton (CA). Strikingly, although relatively new, two AH-1Zs were sent to be decommissioned. It is unknown if this is the first step in more decommissioned AH-1Zs or if these helicopters were just not the best ones in the inventory. Unconfirmed reports mention that more AH-1Zs (some 10% of its Viper inventory) will be decommissioned as a cost reducing plan

within Force Design.

Marine Light Attack Helicopter Squadron (HMLA) 367 *Scarface*, equipped with some twelve 'VT-xx' coded UH-1Y Venoms and some fifteen 'VT-xx' coded AH-1Z Vipers, as well as Marine Heavy Helicopter Squadron 463 (HMH-463) *Pegasus*, equipped with some ten 'YH-xx' coded CH-53E Sea Stallions, will both be deactivated. The two squadrons are commanded by the Marine Aircraft Group 24 (MAG-24), part of the 1st Marine Aircraft Wing. The loss of the HMLA, leaves the wing in Hawaii with no organic platforms focused primarily on close air support and similar missions in support of forces on the ground. In return, the MAG-24 will gain a KC-130J squadron in FY22 or soon after. Fifteen KC-130Js tanker-transporters will be stationed at Kaneohe Bay. These Juliets will be used to support the two MV-22B Osprey squadrons of the wing, Marine Medium Tiltrotor Squadron (VMM) 268 *Red Dragons* ('YQ-xx') and VMM-363 *Lucky Red Lions* ('YZ-xx'), that both will continue operations from Kaneohe Bay.

Possibly, the USMC will further invest in the Harvest Hawk. This a modular system that enables the KC-130J and MV-22B to fire AGM-114 Hellfire and Griffin missiles. This may augment the close air support capabilities of the remaining HMLA squadrons. The reason the USMC decommissioned its helicopter units in Hawaii is that with the MV-22Bs speed and range, together with aerial refueling support from KC-130Js, make the tilt-rotors better suited to operations across the broad expanse of the Pacific. The sole Unmanned Aerial System squadron at Hawaii, Marine Unmanned Aerial Vehicle Squadron (VMU) 3 *Phantoms* ('FZ-xx') operating the RQ-21 Blackjack, will not be inactivated and will continue its operations.

Marine Corps F/A-18 Hornets have flown off the flight deck of a US Navy aircraft carrier for the last time. Last week, after a ten-month deployment, the USS *Nimitz* (CVN-68) arrived in NB San Diego (CA). The event was historical, as the return marked the final F/A-18C Hornet carrier deployment for the US Marine Corps. The Marine Fighter Attack Squadron (VMFA) 323 *Death Rattlers* ('NA-4xx') returned to their home base, MCAS Miramar (CA) on 25 February 2021, the day before *Nimitz* arrived at San Diego to offload CVW-17 personnel before heading to is homeport of Bremerton (WA). VMFA-323 was assigned to Carrier Air Wing 17 and during the deployment they flew the oldest jets from the super carrier. The wing, including -323 supported missions in Iraq, Syria,



The VQ-1 bat badge is in evidence on the tail of this P-3C BMUP+ 161414. It is seen here landing at Everett-Paine Field using call sign DEEPC54. Fleet Air Reconnaissance Squadron 1 is usually involved in aerial reconnaissance signals intelligence. (12 March 2021, Matt Cawby)

Afghanistan and East Africa during the cruise.

The *Death Rattlers* are now planned for transition from the F/A-18C legacy Hornet to the F-35B Lightning II. The unit flew the Hornet since the early eighties and were first deployed with a carrier in 1985 aboard the aircraft carrier Coral Sea. The presence of Hornet squadrons within Carrier Air Wings was part of the TACAIR Integration Plan. That plan showed one USMC VMFA-squadron for each of ten CVWs, but that was never realised. TACAIR in its best years fielded four VMFAs in the CVWs. In the near future, all but one VMFA-squadrons operating the F-35B/C will not deploy with a CVW, that one is... VMFA-323! The programme is alive, however, with VMFA-314 — the Corps' first F-35C squadron — preparing to deploy with a carrier air wing in 2022.

The Corps is procuring 67 F-35Cs, a number that will allow it eventually to field four VMFAs equipped with the type in carrier air wings. VMFA-323 will continue to operate the F/A-18C. The unit will form a fleet replacement detachment to assume the role of training pilots and maintainers for Marine Corps F/A-18C/D squadrons after the fleet replacement squadron, VMFAT-101, is deactivated during fiscal 2023. This is possible because of the Hornet training load decreases as the type will be retired in 2030. According to the Marine Corps' latest training plan, promulgated in 2019, VMFA-323 will be the Corp's last active-duty Hornet squadron and will upgrade to the F-35B.

The *Death Rattlers* were activated in 1943 and flew the F4U Corsair. With that mighty aircraft they saw combat in the second World War, the Korean War. After the F4U, they flew the F9F Panther and Cougar, the F4J Fury, the last-gunfighter in the shape of the F-8 Crusader and later on with the F-4 Phantom II. The squadron flew missions over Vietnam, Operation Desert Storm, Operation Enduring Freedom, Operation Iraqi Freedom and most recent Operation Inherent Resolve. Together with VMFA-314, 323 was the very first USMC Hornet squadron to deploy with CVWs. The *Death Rattlers* immediately saw combat with the Hornet when operating from the USS Coral Sea (CV-43) in 1986, when they participated in Operations Prairie Fire and El Dorado Canyon against Libya. With the return of VMFA-323, the baby Hornet will never see seaborne operations again as the US Navy already stopped operating the aircraft in April 2018 (Strike Fighter Squadron (VFA) 34 took that honour for the Sundown cruise).

On 29 January 2021, during a ceremony of the 3rd Marine Aircraft Wing (3d MAW) at MCAS Yuma (AZ), Marine All-Weather Fighter Attack Squadron (VMFA(AW) 225 *Vikings* ('CE-xx') was re-designated to Marine Fighter Attack Squadron (VMFA) 225 whilst still in the process of learning to operate and maintain the F-35B Lightning II. The squadron already stopped operating the F/A-18D Hornet on 23 January 2020. They expect to reach Full Operational Capability (FOC) with the F-35B by February 2023. VMFA-225, becoming the Corps' fifth operational F-35B squadron, moved from MCAS Miramar (CA) to Yuma last year and joined there VMFA-211 *Wake Island Avengers* ('CF-xx') and VMFA-122 *The Flying Leathernecks* ('DC-xx').

The other F-35B squadrons are VMFA-121 *Green Knights* ('VK-xx') and -242 *Bats* ('DT-xx'), both are based at MCAS Iwakuni (Japan). The USMCs sixth Lightning II squadron is VMFA-314 *Black Knights* ('VW-3xx'). This squadron is flying the F-35C, and it is planned for a deployment on the USS *Abraham Lincoln* (CVN-72) in early fiscal 2022 (1 October 2021 - 30 September 2022).

Back to -225, between 1943 and the present day, the squadron operated quite some different aircraft. They started with the Vought F4U-1, -4 and AU-1 Corsair, the Grumman F6F-5P Hellcat, the Douglas AD-5 and AD-4B Skyraider. The unit

accepted the nickname Fighting Eagles during its transition to the Douglas A4D-2/A-4B Skyhawk and became VMA-225 on 15 June 1952. It then flew A-4C Skyhawks, Grumman A-6A and A-6E Intruders and was renamed to Vagabonds at the start of the Vietnam War. With the latter type, the unit was redesignated VMA(AW)-225 on 5 April 1966. At that time they adopted the Vikings mascot.

The *Vikings* were deactivated on 15 June 1972 and reactivated as VMFA(AW)-225 on 1 July 1991. From that moment they started to fly the McDonnell-Douglas F/A-18C/D Hornets and they added the F in the squadron designation, VMFA(AW)-225. The squadron first saw combat operations when they embarked aboard the USS *Nassau* (CVE-16) and relocated to Ewa (HI), flying missions in defence of the island. In March 1944, the *Vikings* departed Pearl Harbor (HI) aboard the USS Long Island (CVE-1) for Espiritu Santo for air defence missions over the New Hebrides (an island group in the South Pacific Ocean, nowadays known as Vanuatu). They also participated in the Cuban Missile crisis. The squadron deployed to Da Nang Air Base (Vietnam) where it provided close and deep air support for allied ground forces in South Vietnam and also participated in the fight over the Ho Chi Minh Trail in South-west Asia. After the Vietnam tour, VMA(AW)-225 was based at MCAS El Toro (CA) and the squadron was de-activated. After their re-activation, the *Vikings* were deployed many times, from 1993 onwards to MCAS Iwakuni (Japan) in support of the USMC Unit Deployment Program (UDP). In March 1995, the squadron moved to a new home at Miramar. They were deployed to Al Jaber (Kuwait) for combat operations during Operation Southern Watch (OSW) in early 2001, and again to Al Jaber in support of Operation Iraqi Freedom (OIF) in early 2003. They re-entered Operation Inherent Resolve (OIR) in 2007, but then from Al Asad air base (Iraq).

The USS *Makin Island* (LHD-8) Amphibious Ready Group with the 15th Marine Expeditionary Unit (MEU) and an Aviation Combat Element embarked, transited from the the Somalia basin to the North Arabian Sea via the Strait of Hormuz. On 8 February, it entered the Persian Gulf its current area of operation. *Makin Island* is operating with an Air Combat Element (ACE) that is formed around Marine Medium Tiltrotor Squadron 164 (Reinforced). The MV-22B squadron, nicknamed *Knightriders* ('YT-xx') is reinforced with detachments of Marine Heavy Helicopter Squadron (HMH) 466 *Wolfpack* ('YT-2xx' for its CH-53E), Marine Light Attack Helicopter Squadron (HMLA) 469 *Vengeance* ('YT-3x' for the UH-1Y and 'YT-4x' for the AH-1Z) and Marine Fighter Attack Squadron (VMFA) 122 *Flying Leathernecks* ('DC-xx' for its F-35B). The *Makin* itself has two MH-60S for Search and Rescue and Anti-Surface/Submarine Warfare missions assigned, originating from Helicopter Sea Combat Squadron (HSC) 23/Det.2 *Wildcards* ('WC-xx').

Makin was involved in Operation Octave Quartz, the repositioning of about 700 US troops from Somalia to other parts of Africa. The ACE, with mainly its F-35Bs, flew close air support missions in support of that operations near and over Somalia as USNI reports. *Makin Island* started its deployment on 5 October 2020 and is the first US capital ship to operate in the Persian Gulf since USS *Nimitz* (CVN-68). *Nimitz* and its escorts spent two months operating in the Gulf from September to November 2020, before departing for exercises with the Indian Navy and later to support Octave Quartz with the *Makin Island* Amphibious Ready Group (ARG). CVN-68 is currently on its way back to the USA and drilled with the *Theodore Roosevelt* Carrier Strike Group in the South China Sea. CVN-71 is most probably on its way to the Middle East area of operations.

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

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

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

UC-12M 163839	HQ CMEF	ex H&HS Norfolk	BV-4	feb21
KC-130J 165739/QB-739 166763/NY-763	VMGR-352 VMGR-452	ex QH-739/VMGR-234 ex QD-763/VMGR-152	5507 5563	mar21 mar21
F/A-18C 164266/PM-69 164277	FRCE nmks	ex WT-22/VMFA-232 ex 24/NAWDC	1029/C245 1040/C254	mar21 mar21
F/A-18D 164653/DT-653 165686/ED-686	VMFA(AW)-533 VMFA(AW)-533	ex DT-00/(AW)-242 ex ED-09	1080/D086 1494/D160	mar21 mar21
F-35B 168061/WF-50. 168717/69 169609/DC-51 169613/MV-54 169692/CF-10 169694/CF-12 169695/CF-13	FRCE VX-23 VMM-164 VMX-1 VMFA-211 VMFA-211 VMFA-211	ex WF-5../VMFAT-502 ex FRCE ex DC-00/VMFA-122 j f/n del del del	BF-10 BF-19 BF-73 BF-77 BF-107 BF-109 BF-110	mar21 mar21 mar21 feb21 feb21 feb21 mar21
F-35C 169789	LMTAS	f/f	CF-51	feb21
AH-1Z 169516/SN-54 169830/SE-47	HMLA-169 HMLA-469	ex YS-43/VMM-162 f/n		mar21 feb21
UH-1Y 168320/SE-03 168950/YW-33 168956/SE-12 169103/YT-35	HMLA-469 VMM-163 HMLA-469 VMM-164	ex QT-572/HMLA/T-303 ex SN-01/HMLA-169 ex UV-12/HMLA-267 ex UV-15/HMLA-267	55160 55202 55208 55215	feb21 feb21 feb21 mar21
CH-53E 161382/YW-21 162481 162491/22	HMH-USA FRCE HMH-USA	ex YF-382/HMH-462 ex EN-12/HMH-464 ex EP-22/VMM-265	65439 65493 65503	feb21 sep19 mar21
AV-8B 163879/KD-4 164121/KD-33	VMAT-203 VMAT-203	ex CG-24/VMA-231 ex YM-5./VMM-365	187 198	feb21 feb21
MV-22B 166719 168693/GX-21 168694	VMM-365 VMMT-204 Bell-Boeing	ex YM-10 del f/n	D0088	mar21 mar20 mar21
United States Coast Guard (CG)				
MH-60T 6050	f/n	ex US Navy		mar21
United States Customs and Border Protection (GV)				
Rarely information is given about the operations of the US				

Customs and Border Protection (CBP), Air and Marine Operations (AMO) National Air Security Operations Center (NASOC) P-3LRT and P-3AEW&C fleet. On 20 January 2021, a radome equipped P-3B worked with federal and international partners to disrupt a smuggling attempt in the Caribbean. Following that joint operation, the Dominican Republic (DOMREP) authorities successfully recovered more than a quarter ton of cocaine denying narcotics traffickers nearly USD 8,8 million USD in illicit proceeds.

This interdiction was conducted under Campaign Martillo, a counter-narcotics operation to disrupt transnational criminal organisations that threaten global security and prosperity. Campaign Martillo is supported by SOUTHCOM, and led by JIATF-S. AMO has two P-3 NASOCs, located in Jacksonville (FL) and Corpus Christi (TX). These P-3 aircraft operate throughout North, Central and South America in defense of the borders of the USA and to prevent attempts to smuggle persons or contraband. The Scramble database identifies the following Orions within the US Customs and Border Protection (CBP) Air and Marine Operations (AMO):

ex BuNo	Type	c/n	CPB registration
152722	P-3AEW&C	185-5162	N147CS
152729	P-3LRT	185-5169	N769SK
152741	P-3LRT	185-5181	N741SK
153423	P-3LRT	185-5220	N423SK
153431	P-3LRT	185-5228	N431SK
153446	P-3AEW&C	185-5242	N144CS
153447	P-3AEW&C	185-5243	N143CS
153452	P-3AEW&C	185-5248	N142CS
154575	P-3AEW&C	185-5256	N148CS
154580	P-3LRT	185-5261	N480SK
154581	P-3AEW&C	185-5262	N149CS
154603	P-3LRT	185-5284	N403SK
154605	P-3AEW&C	185-5286	N146CS
155299	P-3AEW&C	185-5409	N145CS

Scramble loves to learn and collect from you the status, recent sightings and photos of these rare Orions. AMO safeguards the USA by anticipating and confronting security threats through aviation and maritime law enforcement expertise. The AMO operates with some 240 (!) aircraft throughout the USA, Puerto Rico and US Virgin Islands.

Credits

Morné Booij-Liewes, Erik Bruijns, Ian Carroll, Daniele Mattiuzzo, Jorge Merino, Michel van Schaik, Jos Stevens, Peter Weinert



This Dash 7 is called EO-5C by the US Army. It is operated by Company D of the 204th Military Intelligence Battalion of the US Army Intelligence and Security Command. That is a lot of words for this special yet anonymous looking bird. (Stuttgart/Echterdingen, 27 February 2021, Marijn van der Burgt)

Showreports



The small Portes Ouvertes at Mecheria provided an opportunity to photograph some airplanes we do not see too often. MiG-29 FC-64 belongs to the 3ème Escadre de Défense Aérienne. (Mecheria, 5 March 2021, Fulcrum/Forcesdz)



The Mi-28 Night Hunter attack helicopter has been exported to only two countries. One is Iraq, the other is Algeria, as is illustrated by the photo above. Mi-28NE SC-56 belongs to the 14ème Régiment d'Hélicoptères de Combat. (Mecheria, 5 March 2021, Fulcrum/Forcesdz)

Mecheria (Algeria)		4-5 March 2021	1755	MiG-15UTI	preserved	outside gate
Portes Ouvertes			FB-40	MiG-15UTI	preserved	outside gate
			FD-49	MiG-21MF	preserved	inside gate
			FM-57	MiG-23BN	preserved	inside gate
			FP-85	MiG-23MF	preserved	near HQ
Static:						
AR-22	AW139	SAR	31512			
FC-64	MiG-29S	3 EDA	2960714614			
NL-59	L-39ZA	632 EIA	395324			
NY-15	Yak-130	620 EdEA	130.12-103/0103			
NY-44	Yak-130	620 EdEA	130.12-112/0112			
SC-56	Mi-28NE	14 RHC	012299136			
7T-WGE	C295	590 ETAT				
Elsewhere:						
1717	MiG-15UTI	preserved				outside gate

A MiG-21 preserved inside the gate, and another preserved near the MiG-23MF FP-85, were not read unfortunately. Also a MiG-15 or MiG-17 preserved just inside the gate and three MiG-21s on the dump were also not checked. Security during the airshow was very tight, large cameras and binoculars were not allowed and pointing your pocket camera or telephone in the wrong direction meant trouble.

Ukrainian MiG-29s



Erwin van Dijkman

Two MiG-29's assigned to 204 Brigade of Tactical Aviation taxi towards the runway at their former home base Belbek. (Paul Gross)

Ukraine became an independent nation on 24 August 1991 and by the end of 1992 it is estimated the Ukraine Air Force had over 220 MiG-29 aircraft at its disposal. The Ukrainian government received a substantial number of ex-Soviet Air Force MiG-29s as a debt payment from the Russian government on 27 March 1992. All the aircraft in the inventory are Izdeliye 9.12 (MiG-29 Fulcrum A), Izdeliye 9.13 (MiG-29 Fulcrum C) and Izdeliye 9.51 (MiG-29UB Fulcrum B) aircraft. References to Ukrainian MiG-29S are wrong.

Unit genealogy

Most of the aircraft received from the former Soviet Air Force were already based in Ukraine. Some were just being pulled back from former Eastern Bloc countries. The bulk of this relative new air defence fighter was delivered to the Soviet Regiments between 1988 and 1990. The unit genealogy of the Ukrainian units operating the MiG-29 over the years is as follows:

8 VAP **Vasyl'kiv** **see 40 BrTA**

9 BrTA **Ozerne** **to Su-27 2008**

Ozerne was predominantly a Long-Range aviation base in the Soviet era. In 1992 it held a legacy Tu-22 regiment (341 TBAP) and an air defence regiment equipped with MiG-23MLDs (894 IAP). In the Ukrainian Air Force the fighter regiment at Ozerne kept operating the MiG-23 as 894 VAP until 2001 when a transition to the MiG-29 was planned and pilots even received theoretical training. However, it was decided to convert to Su-27s that were inherited from Belbek's 62 VAP. After a spell on this type, the unit did get the MiG-29 in 2004. Mostly, these came from 161 VAP (9-13s) at Limans'ke. At that time the nomenclature called for this unit to become the 9 Tactical Aviation Brigade (9 BrTA), a number plate taken from the 9 VABr at Belbek that became 204 VABr (and 204 BrTA shortly after) then. This lasted until 2008 when the Ninth received the Su-27 again and was reflagged 39 BrTA, upon which their MiG-29s were transferred out of Ozerne to other units.

40 BrTA **Vasyl'kiv** **active**

South of L'viv is the town of Mukachevo that had a small air base with a looped taxiway with dispersals alongside. This was the home base to the 92nd Fighter Aviation Red Banner Regiment (92-й Истребительный Авиационный Краснознаменный Полк - 92 IAP). On 1 January 1992 it was turned over to Ukrainian control and was renamed 92 Fighter Regiment (92-й Винищувальний Авіаційний Полк - 92 VAP), some of their aircraft were marked with a cheetah badge on the port side of the nose. By 1 August 1993 it moved north to Vasyl'kiv where 146 IAP used to be based with the mighty MiG-25PDS. The 92nd only had about a dozen or so MiG-29 (9-12) with white bort numbers, when the Iron Curtain fell. So, it also received some former 145 IAP aircraft from Ivano-Frankivs'k.

Under Ukrainian charge, the unit was rebranded several times, on 1 December 1996 to 207th Air Base (207-му Авіаційну Базу), a year later this became the 8th Fighter Aviation Regiment (8-й Винищувальний Авіаційний Полк - 8 VAP), on 1 December 2000 it was renamed 40th Fighter Wing (40-те Винищувальне Авіаційне Крило - 40 VAKr) and got twelve L-39s to operate along the MiGs. It was appointed the title 'Order of the Red Banner' in 2002. On 25 June 2004 its name was changed again to 40th Fighter Aviation Brigade (40-а Винищувальна Авіаційна Бригада - 40 VABr); lastly, on 18 April 2007 it switched to its current name 40th Tactical Aviation Brigade (40-ва Бригада Тактичної Авіації - 40 BrTA).

62 VAP **Belbek** **see 204 BrTA**

85 VAP **Starokonstantyniv** **disbanded**

The roots of 85 VAP lay with the Soviet 85th Guards Fighter Aviation Sevastopol Red Banner Order of Bogdan Khmel'nitsky Regiment (85-й Гвардейский Истребительный Авиационный Полк - 85 GvIAP) that was based at Merseburg, East Germany until 21 July 1991 when it was withdrawn

to Starokonstantyniv. Upon arrival there, the 168 IAP already present at the base was absorbed into the 85 GvIAP. After transfer to the Ukrainian Air Force, it kept its number plate but received the Ukrainian translation of 85 Fighter Aviation Regiment (85-й Винищувальний Авіаційний Полк - 85 VAP). The unit was finally disbanded in October 2003. Many of its aircraft are still stored at Starokonstantyniv.

92 VAP Mukachevo **see 40 BrTA**

100 OKVAP Saky-Novofedorivka **disbanded**

Most people do not realise that Crimea had a predominantly Russian populace after the indigenous Crimean were ousted in the past. So the personnel of the 100th Independent Naval Fighter Regiment at Saki (100-й Отдельный Корабельный Истребительный Авиационный Полк - 100 OKIAP), operating a mix of MiG-21, MiG-29, Su-25, Su-27, and Yak-38s, did for a large part not swear their allegiance to the Ukraine after its independence. The unit remained at Saki with MiG-29s as a large portion of the Russian personnel was repatriated and was coined 100 OKVAP (100-й Окремий Корабельний Винищувальний Авіаційний Полк). This lasted until 1996 when the 62th Mixed Aircraft Regiment that flew with the Su-27 at Belbek took control over this unit and became 62 VAP in the process.

114 BrTA Ivano-Frankivs'k **active**

The Soviet 114th Fighter Aviation Tallinn Red Banner Regiment (114-й Истребительный Авиационный Таллиннский Краснознаменный Полк - 114 IAP) began transiting to the MiG-29 on 1 December 1989 at its home base Milovice/Božy Dar, Czechoslovakia. Just before the Soviet Union dissolved, it moved to Ivano-Frankivs'k in February 1991. At that time, the local Soviet unit at Ivano-Frankivs'k was the 145th Fighter Aviation Regiment (145-й Истребительный Авиационный Полк - 145 IAP) already flying the MiG-29, the second to do so in the USSR. It was merged with the 114th upon their arrival. The Ukraine Air Force named this MiG-29 unit the 114th Fighter Aviation Regiment (114-й Винищувальний Авіаційний Полк - 114 VAP.) On 2 December 2002 it was merged with its supporting units into the 114th Tactical Aviation Brigade (114-та Бригада Тактичної Авіації - 114 BrTA.)

161 VAP Limans'ke **disbanded**

West-northwest of Odessa the air base at Lymans'ke, or Limanskoye as the Russians called it, was home to 161 IAP that received their brown and green camouflaged MiG-29s in 1990. In April 1992 their aircraft were transferred to the Ukraine Air Force and became 161 VAP. The unit was sub-

sequently disbanded by Presidential decree on 9 April 2001, shedding their aircraft to Belbek-based 62 VAP that became 9 VABr then.

168 LVK Kirovs'ke **disbanded**

The 168th Flight Test Complex (168-й Лётный Випробувальний Комплекс - 168 LVK) was part of the State Aviation Research and Testing Centre founded by the Soviet Union. Based at Kirovskoye, as the Russians called it, they first tested many aircraft. For example the unit performed the first landings on the aircraft carrier Tblisi with the MiG-29K and Su-27K. After the transfer to the Ukrainian Air Force the parent unit became the State Aviation Research and Testing Center of the Armed Forces of Ukraine (SANVC) and the 168 LVK was equipped with the MiG-29 in 1995 and formed the aerial demonstration team Ukrainian Falcons (Українські Соколи, Ukrayins'ki Sokoly). Their aircraft were painted in an attractive blue/white/yellow colour scheme and performed at various European airshows over the next years until 2002 the team was dissolved and their aircraft stored. Although plans were hedged to re-instate the team; that never materialised. When Soviet forces seized the Crimea in Spring 2014 the test centre was relocated to Chernihiv. Over the past years, some of its remaining stored MiG-29s were pulled back to Mikolayiv-Kulbakino and a couple eventually found their way to other units.

204 BrTA Luts'k/Vyshkiv **active**

Surely one of the MiG-29 units that moved around the most is the former 62 VAP. At the rebirth of Ukraine this unit, formerly called the 62nd Mixed Aviation Regiment in the Soviet Air Force (62-й Смешанный Авиационный Полк - 62 SAP), was flying the Su-15 at Belbek and transferred to the Su-27 later. So, contrary to most other regiments, it only received its MiG-29s in 1996 from another Ukrainian unit, the 100th Independent Naval Fighter Regiment (100 OKVAP) at Saky. After two years a Saky, the MiG-29s moved to Belbek in 1998 and was reflagged 62 VAP. Also, more MiG-29s arrived from Lymans'ke's 161 VAP.

The unit was rebranded again on 30 October 2000 as 9th "Sevastopol" Fighter Aviation Brigade (9-ту Винищувальну Севастопольську Авіаційну Бригаду - 9 VABr). In 2006, this was aligned with other similar unit organisational layouts and became the 204th Tactical Aviation Brigade (204 BrTA), still at Belbek. After the Russian forces seized the Crimea in April 2014, the inventory was temporarily moved to Mikolayiv-Kulbakino. Its final move so far was decreed on 15 November

Unit genealogy table

The cell colours stand for camouflage worn (grey = various grey, grey/blue and blue/blue colour schemes, blue = Ukrainian Falcons special colours, and brown = brown/green camouflage. The unit designation colours represent the bort number colours.

Base:	Year:	Soviet unit (type)	Ukraine MiG-29 unit designations over the years						
			1992	1993	1996	1997	1998	2000	2001
Belbek		62 IAP (Su-15)	--					62 VAP	9 VABr
Ivano-Frankivs'k		145 IAP & 114 IAP (MiG-29)	114 VAP						
Kirovs'ke			--		168 LVK				
Limans'ke		161 IAP (MiG-29)	161 VAP						
Luts'k/Vyshkiv		--	--						
Mikolayiv-Kulbakino		--	--						
Mukachevo		92 IAP (MiG-29)	92 VAP	to Vasytkiv					
Ozerne		894 IAP (MiG-23)	--						
Saky-Novofedorivka		100 OKIAP (MiG-29)	100 OKVAP		62 VAP			to Belbek	
Starokonstantyniv		168 IAP & 85 GvIAP (MiG-29)	85 VAP						
Vasytkiv		146 IAP (MiG-25)	--	92 VAP	207 AB	8 VAP			40 VAKr
Voznesens'k		642 GvIAP (MiG-29)	642 VAP						

2017 when Lut'sk was selected as their new home. The first aircraft, one of the unit's L-39s, landed there on 31 July 2018.

207 AB **Vasyl'kiv** **see 40 BrTA**

642 VAP **Voznesens'k** **disbanded**

Guards unit 642 GvIAP was based at Martynovskoye air base Southwest of Voznesens'k and transited to the MiG-29 Izdeliye 9-13 in 1989. Like the aircraft from 161 IAP these were camouflaged in a two tone brown and green scheme. 642 VAP remained active until 2003 when most of its inventory were transferred to Odessa for storage at the State Enterprise Odessa Aircraft Repair Plant (DPOAZ), still in dark colours. Subsequently their aircraft were also distributed to other units.

Managing the fleet

It soon became apparent that the effort to maintain the huge fleet of aircraft was an intensive and costly endeavour, which soon became too ambitious. Airframes were put in short term storage with the intention to submit the remaining MiG-29 aircraft to refurbishment programs and modernisation programs. Operational hours were cut back due to lack of fuel and to preserve the condition of the active aircraft as much as possible. Since there are several aircraft repair facilities located in Ukraine the availability of spare parts did not prove to be an immediate problem, but the lack in funding to acquire the required spare parts became a problem during the course of the first decade of the new century.

The main MiG-29 rework facility is the L'viv State Aircraft Repair Plant (Львівський Державний Авіаційно-Ремонтний Завод - LDARZ) located at L'viv and this aircraft repair facility developed a MiG-29MU1 modernisation program and several MiG-29s were submitted to this program. It was intended to keep at least three Tactical Aviation Brigades equipped each with two full squadrons of refurbished and modernised MiG-29s. However with increasing lacking funds the number of MiG-29's transferred to the plant were limited and until today only a limited amount of aircraft have actually passed the program. Besides the lack of funding in the refurbishment program, also the operational fleet of remaining MiG-29s was affected and an increasing number of MiG-29s were withdrawn from use and put in storage. Some of the MiG-29s were directly transferred to LDARZ aircraft repair facility in L'viv and State Enterprise Odessa Aviation Plant (DPOAZ) facility in Odessa, but only a handful of aircraft were actually refurbished and modernised during the early zeros and was limited to the aircraft repair plant in L'viv. Since the DPOAZ aircraft repair facility in Odessa specializes in MiG-21, MiG-23 and L-39 refurbishment and modernisation, not a single MiG-29 was refurbished there yet.

In 2003 a first batch of MiG-29s were put up for sale. Although not all aircraft put up for sale were actually sold it resulted in deliveries of Ukrainian Air Force MiG-29s to the air forces of Algeria, Azerbaijan, Kazakhstan and Sudan. Recently also Chad purchased an unknown number of MiG-29 aircraft from Ukraine and the first aircraft was noted at LDARZ L'viv after completing the refurbishment and modernisation program.

The Crimea conflict

During the annexation of Crimea by Russia in February-April 2014, two freshly refurbished MiG-29s were lost due to hostile ground fire decreasing the number of active MiG-29 to an absolute minimum. During the Crimean peninsula conflict the 204 Brigade of Tactical Aviation was based at Belbek. At the time of the conflict Belbek had a large storage area in which a number of MiG-29s were stored but also had the disposal of a modest number of operational MiG-29s. The Russian Special Forces managed to disable most of the operational MiG-29s allegedly by throwing stones into the engines preventing the MiG-29s to operate during the conflict and resulted in all aircraft being seized.

With the Crimean peninsula now being controlled by the Russian forces the Ukrainian Naval and Air Forces based at Belbek and Saki-Novofedorivka were relocated at Mikolayiv-Kulbakino. Since 2016 some of the seized aircraft by the Russian Forces were returned to Ukraine and were transported by truck to Mikolayiv-Kulbakino. Upon arrival these aircraft were also put in storage awaiting a severe maintenance check and possibly refurbishment program.

Current situation

Most of the surviving Ukrainian Air Force MiG-29 aircraft that were submitted to the refurbishment and modernisation program were delivered in a three tone grey digital colour scheme. This program is ongoing and every year more upgraded MiG-29MU1 and MU2 are added to the fleet. The aircraft were either allocated a blue bort number and assigned to 204 BrTA based at Luts'k; a white bort number, outlined in blue, assigned to 40 BrTA based at Vasyl'kiv; and a white bort number, outlined in yellow, based at Ivano-Frankivs'k.

The aircraft listed in the survey below are all aircraft that have been noted from the early nineties until recently. Since in most cases only the bort numbers could be noted without a construction number tie-up, there are undoubtedly double entries in this list as well as time lines for a bort that actually will prove to be ow different machines after all!

Ukraine MiG-29 unit designations over the years									
2002	2003	2004	2006	2007	2008	may14	2018	Currently	Base, green = current
9 VABr			204 VABr	204 BrTA		to Mikolayiv-Kulbakino		--	Belbek
114 BrTA								114 BrTA	Ivano-Frankivs'k
operations suspended; aircraft stored						to Mikolayiv-Kulbakino		--	Kirovs'ke
161 VAP	disbanded (or in 2001?); aircraft to 9 BrTA								
						204 BrTA	204 BrTA	204 BrTA	Luts'k/Vysh'kiv
						204 BrTA	to Luts'k	--	Mikolayiv-Kulbakino
								--	Mukachevo
						9 BrTA	to 39 BrTA with Su-27	--	Ozerne
								--	Saky-Novofedorivka
85 VAP	disbanded; aircraft stored								
40 VAKr	40 VAKr	40 VABr	40 BrTA				40 BrTA		Vasyl'kiv
642 VAP	disbanded; aircraft stored and redistributed								
								--	Voznesens'k

The run-down starts with the single-seat aircraft (9.12 and 9.13 separate), followed by the duals. These are listed in construction number order. Of course we have a sizeable group of bort numbers without known construction number. These appear at the end in bort number and subtype order. We conclude with a bort number to construction number cross check table. Updates are welcome!

MiG-29 Izdeliye 9.12 with known construction numbers (in c/n order)



Bort number 06 white **2960505534**, started its career with 92 VAP being delivered from the L'viv aircraft repair plant (LDARZ) to that unit while it had already moved from Mukachevo to Vasyli'kiv. Therefore, it was probably at L'viv after the Soviet regiments pledged their allegiance to Ukraine in January 1992. Note the ventral fins on this early Izdeliye 9.12, rolled out on 25 August 1983. (Zhuliany, July 2016, Erwin van Dijkman)

Code:	Full type:	Construction nr.:	Unit:	Released:	Last noted:	Status:	First known assignment:
14 wh	MiG-29	0390502260	Vasyli'kiv	18aug83	may08	std	114 VAP Ivano-Frankivs'k Assigned to 114 VAP Ivano-Frankivs'k as bort number 14 white; no reports; to L'viv (LDARZ); to 92 VAP Vasyli'kiv; noted 1993; stored Vasyli'kiv 2003-may08; last noted stored in shelter.
70 wh	MiG-29	0390502556	Vasyli'kiv	18aug83	2010	std	145 VAP Ivano-Frankivs'k Assigned to 114 VAP Ivano-Frankivs'k as bort number 12 white; transferred to L'viv (LDARZ); to 92 VAP Vasyli'kiv as bort number 36 white 1993-may98; to 40 BrTA Vasyli'kiv as bort number 70 white; noted stored Vasyli'kiv dec98; noted stored at Vasyli'kiv inside a shelter 2003-2010.
63 wh/ol	MiG-29	0390504005	Ivano-Frankivs'k	18aug83	oct16	std	114 VAP Ivano-Frankivs'k Early variant; ventral fins; assigned to 114 VAP Ivano-Frankivs'k as bort number 63 white outlined; noted stored at Ivano-Frankivs'k sep13-oct16.
64 rd	MiG-29	0390504880	33 STsBP	18aug83	aug13	i/a	114 VAP Ivano-Frankivs'k Assigned to 114 VAP Ivano-Frankivs'k as bort number 64 white outlined; noted aug97 to bort number 64 red; noted 33 STsBP Mikolayiv city serving as a ground instructional airframe apr04-aug13.
29 wh	MiG-29	0390505042	Ivano-Frankivs'k	18aug83	oct16	std	114 BrTA Ivano-Frankivs'k Early variant; ventral fins; assigned to 114 BrTA Ivano-Frankivs'k; first noted operational as bort number 29 white at Ivano-Frankivs'k aug97-aug00; noted stored at Ivano-Frankivs'k 2004-oct16.
77 bl	MiG-29	2960502560	Defence Academy		oct19	pres	Kyiv Defence Academy Early variant; ventral fins; last flew operational in 1985 according to a photo caption; needs confirmation; assigned to Kyiv Defence Academy; noted preserved at Kyiv Defence Academy oct03; noted preserved at Kyiv Defence Academy aug08-oct19. Strictly speaking not a Ukrainian Air Force machine.
47 wh	MiG-29	2960505530	Ivano-Frankivs'k	18aug83	oct16	std	114 VAP Ivano-Frankivs'k Assigned to 114 VAP Ivano-Frankivs'k as bort number 47 white; noted aug97; noted stored Ivano-Frankivs'k jul13-oct16.
15 wh	MiG-29	2960505532	Vasyli'kiv	18aug83	may08	std	L'viv (LDARZ) / 92 VAP Vasyli'kiv At L'viv (LDARZ); assigned to 92 VAP Vasyli'kiv as bort number 15 white in 1993; noted may98 (number 49 on tail fin); stored Vasyli'kiv 2003-may08; in shelter.
06 wh	MiG-29	2960505534	Zhuliany Museum	25aug83	feb20	pres	L'viv (LDARZ) / 92 VAP Vasyli'kiv Early variant; ventral fins; line number: 0407; after overhaul at L'viv (LDARZ) assigned to 92 VAP Vasyli'kiv as bort number 06 white in 1993; cheetah badge on port side of the nose; last noted Vasyli'kiv oct93; preserved at Kyiv-Zhuliany Museum oct03-feb20.
32 wh	MiG-29	2960505544	Ivano-Frankivs'k	18aug83	oct16	std	114 VAP Ivano-Frankivs'k Early variant; ventral fins; assigned to 114 VAP Ivano-Frankivs'k as bort number 32 white; noted aug97; noted stored Ivano-Frankivs'k ju13-oct16.
47 wh/47 ye	MiG-29	2960507678	Lebedyn	18dec84	aug20	std	92 VAP Mukachevo Early variant; ventral fins; assigned to 92 VAP Mukachevo as bort number 47 white; to 92 VAP Vasyli'kiv; no reports; noted stored Bila Tserkva may04; noted stored at Bila Tserkva jan05-oct16; preserved at the former SHMAS school in Lebedyn by 17dec19 as 47 white; moved to a plinth in Lebedyn City at Sumska Street 17aug20; bort is now 47 yellow (fake); digital colour scheme.

70 bl	MiG-29	2960507687	Kharkiv KhU PS	2005	wfu		Kharkiv KhU PS
Assigned to Kharkiv KhU PS; decommissioned 2005.							
04 rd	MiG-29	2960507697	Luhansk museum	2020	pres		?
Ex bort number 04 rd; preserved Luhansk museum as "04 blue"; mar03-2020.							
35 bl	MiG-29	2960509175	Starokonstantyniv	may17	std		85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 35 blue; noted aug97; noted stored oct08-may17.							
01 wh o/l	MiG-29	2960510189	Ivano-Frankivs'k	24nov84	oct16	std	Ivano-Frankivs'k
Early variant; ventral fins; first noted as bort number 01 white outlined stored at Ivano-Frankivs'k jul11; noted as such from photo dated jul13 and sep13; last noted stored at Ivano-Frankivs'k oct15-oct16.							
...	MiG-29	2960510195	to Kazakhstan		mil		L'viv (LDARZ)
No reports; transferred to L'viv (LDARZ) oct12; aircraft delivered to Kazakhstan as bort number 21 red; no reports.							
...	MiG-29	2960512101	L'viv (LDARZ)	feb07	std		L'viv (LDARZ)
Transferred to L'viv (LDARZ); stored feb07. Possibly bort number 01 blue.							
...	MiG-29	2960512105	L'viv (LDARZ)		?		L'viv (LDARZ)
Transferred to L'viv (LDARZ) probably as ground instructional airframe; no reports.							
04 wh	MiG-29	2960512108	Vinnytsia	feb16	pres		?
Line number 1304; preserved Ukrainian Air Force Historical Museum, Vinnytsia mar03-feb16.							
26 wh	MiG-29	2960512111	L'viv (LDARZ)	oct17	std		92 VAP Mukachevo?
Ex bort number 45 white; assigned to 92 VAP Vasyl'kiv; first noted stored as bort number 26 white at Vasyl'kiv 05may08; noted operational at Vasyl'kiv aug08- dec13; stored L'viv (LDARZ) apr16-oct17; old bort number 45white visible under paint.							
09 wh o/l	MiG-29	2960512114	Vasyl'kiv	25jan85	dec13	std	92 VAP Mukachevo?
Assigned to 40 BrTA Vasyl'kiv as bort number 09 white outlined; noted stored Vasyl'kiv may08-dec13.							
...	MiG-29	2960512117			?		?
No reports.							
49 wh/ol	MiG-29	2960512118	Vasyl'kiv	09feb85	may08	std	92 VAP Mukachevo?
Assigned to 40 VAKr Vasyl'kiv as bort number 49 white outlined: stored Vasyl'kiv 2003-may08.							
62 wh/ol	MiG-29	2960512141	Ivano-Frankivs'k	22apr85	oct16	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 62 white outlined; noted Ivano-Frankivs'k jul11; noted stored Ivano-Frankivs'k sep13-oct16.							
49 bl	MiG-29	2960512144	Belbek	mar14	std		(9 VABR Belbek)
Ex bort number 0_ yellow; no reports; first noted as bort number 19 blue at Ivano-Frankivs'k aug97; to 9 VABR Belbek; noted 2000-2003; to 204 BrTA Belbek as bort number 49 blue; noted stored sep11-mar14.							
61 wh/ol	MiG-29	2960512146	Ivano-Frankivs'k	12apr85	oct16	std	114 VAP Ivano-Frankivs'k
Early variant; ventral fins; assigned to 114 BrTA Ivano-Frankivs'k as bort number 61 white outlined; noted stored Ivano-Frankivs'k jul13-oct16.							
22 wh	MiG-29	2960512147	Vasyl'kiv	12mar85	may08	std	114 VAP Ivano-Frankivs'k
First noted as bort number 22 white at Ivano-Frankivs'k aug97; assigned to 40 BrTA Vasyl'kiv First noted operational at Vasyl'kiv aug05; sharksmouth painted below cockpit area; stored at Vasyl'kiv may08.							
Possibly two different aircraft (22 white at 114 BrTA and 22 white at 40 BrTA).							
38 bl	MiG-29	2960515100	Belbek	04apr85	aug12	std	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP at Saky-Novofedorivka as bort number 01 yellow; noted aug97; to 9 VABr Belbek as bort number 01 blue; no reports; to 204 BrTA Belbek as bort number 38 blue; noted stored Belbek sep11; stored at maintenance facility aug12; marked 16mar00 on paper, probably the storage or unit allocation date?							
22 bl	MiG-29	2960515104	Kharkiv KhU PS	12apr85	aug20	i/a	85 VAP Starokonstantyniv
Manufactured 30nov84; assigned to 85 VAP Starokonstantyniv as bort number 04 white apr92-apr93; assigned to 100 OKVAP as bort number 04 yellow 1993; noted dec95-aug97; assigned to 62 VAP Belbek as bort number 04 blue; first noted as bort number 04 blue at Ivano-Frankivs'k aug97; noted at Kharkiv KhU PS aug06-nov08; to bort number 22 blue; assigned to 204 BrTA Belbek; noted as bort number 22 blue stored at Belbek maintenance facility sep11-26sep12; but again at Kharkiv KhU PS may13-aug20.							
11 wh	MiG-29	2960515107	Bila Tserkva	10mar85	oct19	std	
Assigned to 92 VAP Vasyl'kiv; no reports; transferred to Bila Tserkva storage noted may04; ex bort number 4_ white (visible in tail); noted as bort number 11 white stored at Bila Tserkva jan05-oct19; ex bort number 4_ white visible under paint.							
37 wh	MiG-29	2960515109	L'viv (LDARZ)	07mar85	oct17	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 37 white; noted may95; transferred to L'viv (LDARZ); stored may95-oct17.							
16 bl	MiG-29	2960515110	L'viv (LDARZ)		oct17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 16 blue; noted aug97; transferred to L'viv (LDARZ); noted stored feb07-oct17; bort number outlined in white; possibly an ex 145 VAP machine.							
23 wh	MiG-29	2960515111	Vasyl'kiv	25mar85	may13	std	92 VAP Vasyl'kiv
Assigned to 92 VAP Vasyl'kiv as bort number 23 white oct93; cheetah badge on port side of the nose; noted stored Vasyl'kiv may08-may13. Possibly ex bort number 40 white?							
48 wh	MiG-29	2960515112	L'viv (LDARZ)		oct17	std	92 VAP Mukachevo
Delivered to Soviet Air Force 145 IAP Ivano-Frankivs'k as bort number 48 white; transferred to Ukrainian Air Force; assigned to 92 VAP Mukachevo/Vasyl'kiv; noted aug93; transferred to L'viv (LDARZ); noted stored sep09-oct17; red stars still visible; number 16 on tail fin.							



Luhansk museum is now out of bounds due to the safety situation in East Ukraine. Pole-mounted MiG-29 Izdeliye 9.12 bort 71 blue, 2960507697, marked as 971, has an unknown service history. (Luhansk museum, 2 August 2012, Erwin van Dijkman)

71 bl	MiG-29	2960515117	Luhansk museum	2020	pres		KhU PS Kharkiv
Assigned to KhU PS Kharkiv as bort number 71 blue; serving as an instructional airframe at Kharkiv Air Force University; has 971 applied on port side of the nose; preserved Luhansk museum jul06-2020.							
48 bl	MiG-29	2960515118	Belbek		aug12	std	9 VABr Belbek?
Ex bort number 0_ yellow; no reports; noted as bort number 18 blue at Ivano-Frankivs'k aug97; assigned to 9 VABr Belbek 2003; no reports; to 204 BrTA Belbek as bort number 48 blue; noted stored aug12; date 03may03 on paper; possibly date of unit allocation?							
35 wh	MiG-29	2960515119	Ivano-Frankivs'k		oct16	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 35 white; noted stored aug00-oct16.							
23 wh	MiG-29	2960515120	Ivano-Frankivs'k		oct16	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 23 white; noted stored mar07-oct16.							
46 rd	MiG-29	2960515121	Vasyl'kiv VVATU	21apr85	oct19	i/a	92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 46 white; to Vasyl'kiv VVATU as a ground instructional air frame as bort number 46 red; noted VVATU Vasyl'kiv may98-oct19.							
11 wh	MiG-29	2960515122	Ivano-Frankivs'k	04apr85	oct16	std	?
Assigned to 114 BrTA Ivano-Frankivs'k; first noted as bort number 11 white at Ivano-Frankivs'k jul11; noted stored at Ivano-Frankivs'k 27aug11-oct16.							
42 wh	MiG-29	2960515124	Ivano-Frankivs'k	17apr85	oct16	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k; first noted as bort number 42 white stored at Ivano-Frankivs'k jul13; noted stored at Ivano-Frankivs'k sep13-oct16.							
23 bl	MiG-29	2960515145	Mikolayiv-Kulbakino	10apr87	may14	std	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 23 blue; no reports; to 204 BrTA Belbek; noted stored maintenance facility sep11-aug12; aircraft moved to Mikolayiv-Kulbakino may14?							
24 bl	MiG-29	2960515147	Mikolayiv-Kulbakino	15apr87	may14	std	62 VAP Belbek
Assigned to 642 VAP Voznesens'k; first noted operational as bort number 24 blue at Voznesens'k late 1992; grey colour scheme; assigned to 62 VAP Belbek; no reports; assigned to 204 BrTA Belbek; noted operational as bort number 24 blue at Belbek 2000-05sep07; noted stored at Belbek aug12; aircraft seized by invading Russian forces; last noted on transport to Kulbakino may14.							
...	MiG-29	2960516535				?	?
Delivered to Soviet Air Force; transferred to Ukrainian Air Force; no reports.							
17 wh	MiG-29	2960518066	Ivano-Frankivs'k	16nov85	oct16	std	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saki Novofyoorovka early 90s as bort number 09 yellow; no reports; transferred to L'viv (LDARZ) aug95; no reports; to 114 BrTA Ivano-Frankivs'k as bort number 17 white mar07-24aug09; noted stored at Ivano-Frankivs'k jul13-oct16. Reportedly ex bort number 91 blue (100 OKIAP, needs confirmation)							
10 ye	MiG-29	2960518067	L'viv (LDARZ)	16nov85	oct17	std	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka in the early 90s as bort number 10 yellow; transferred to L'viv (LDARZ); stored 1994-oct17. Ex bort number 92 blue. (100 OKIAP)							
93 bl	MiG-29	2960518068	100 OKIAP	16nov85	22sep88	w/o	ntu
Assigned to 100 OKIAP Saki-Novofedorovka (Russian name) as bort number 93 blue; written off in 1988; never in the Ukrainian AF.							

16 wh	MiG-29	2960518070	Ivano-Frankivs'k	oct16	std		?
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 16 white at Ivano-Frankivs'k mar07; noted operational at Lutsk sep07; stored at Ivano-Frankivs'k jul13-oct16.							
02 ye	MiG-29	2960518075	L'viv (LDARZ)	20dec85	oct17	std	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka; as bort number 02 yellow; transferred to L'viv (LDARZ) aircraft arrived in 1994; noted stored at L'viv (LDARZ) mar11-oct17. This construction is sometimes tied to 10 yellow, but that is 18067; also 2960718470 (tied to 06 blue) has been given erroneously.							
01 bl	MiG-29	2960518078	L'viv (LDARZ)	dec85	oct17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 01 blue; first noted aug97; transferred to L'viv (LDARZ); stored jul13-oct17 (two bort numbers 01 blue noted stored at L'viv (LDARZ); refer 2960721506).							
02 wh	MiG-29	2960518085	Ivano-Frankivs'k	25jan86	oct16	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 02 blue; to 114 BrTA Ivano-Frankivs'k as bort number 02 white; noted sep08; stored apr10-oct16.							
04 bl	MiG-29	2960518097	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 04 blue; noted aug97 (read as 10097); stored Starokonstantyniv oct08-may17.							
50 bl	MiG-29	2960518099	Belbek		may13	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv; to 100 OKVAP Saky-Novofedorivka as bort number 08 yellow 1993; 62 VAP Belbek as bort number 08 blue; to 9 VABR as bort number 20 blue; noted Ivano-Frankivs'k aug97; noted Belbek 2003; to 204 BrTA Belbek; to bort number 50 blue; noted stored at Belbek jun11-may13.							
	MiG-29	2960518455				?	
Delivered to Soviet Air Force; transferred to Ukrainian Air Force; known to have been inherited.							
06 bl	MiG-29	2960518470	Odessa (DPOAZ)		may13	std	100 OKVAP Saky-Novofedorivka
Line number 2402; assigned to 100 OKVAP Saky-Novofedorivka in the early 90s; assigned to 85 VAP Starokonstantyniv as bort number 06 blue; transferred to Odessa (DPOAZ); noted stored Odessa (DPOAZ) sep03-may13.							
15 wh	MiG-29	2960518474	Ivano-Frankivs'k		oct16	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 07 blue; no reports; assigned to 114 BrTA Ivano-Frankivs'k allocated bort number 15 white; first noted as bort number 15 white at Ivano-Frankivs'k mar07; first noted stored at Ivano-Frankivs'k jul13-oct16; number 07 on tail fin.							
08 wh	MiG-29	2960518478	Ivano-Frankivs'k		oct16	std	85 VAP Starokonstantyniv
Assigned 85 VAP Starokonstantyniv as bort number 08 blue; to L'viv (LDARZ); assigned to 114 BrTA Ivano-Frankivs'k as bort number 08 white; noted aug05; noted stored at Ivano-Frankivs'k jul11-oct16.							
14 bl	MiG-29	2960518480	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv; as bort number 14 blue noted stored 85 VAP Starokonstantyniv oct08-may17.							
33 bl	MiG-29	2960518754	Starokonstantyniv	02apr86	may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 33 blue; noted aug97; noted stored Starokonstantyniv oct08-may17.							
36 bl	MiG-29	2960518758	L'viv (LDARZ)		oct17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 36 blue; noted aug97; transferred to L'viv (LDARZ); noted stored feb07-oct17. Izdeliye 9.13 with construction number 2960723290 was mentioned as a candidate for 36 blue before.							
...	MiG-29	2960518760				?	?
Mentioned in investigation report on embezzlement.							
22 bl	MiG-29	2960518762	Starokonstantyniv	02apr86	may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 22 blue; noted stored Starokonstantyniv oct08-may17.							



Over the years the Ukrainian Falcons used several colour schemes. This faded Izdeliye 9.12, 15 blue **2960520160**, is actually painted in the latest version. Unfortunately it is an imposter as it never flew with the team! (Luhansk Museum, 2 August 2012, Wim Sonneveld)

24 wh	MiG-29	2960518763	Ivano-Frankivs'k	14feb86	oct16	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 34 blue; noted early 90s; to L'viv (LDARZ) for overhaul 1995; to 114 BrTA Ivano-Frankivs'k as bort number 24 white; noted aug07-sep07; stored at Ivano-Frankivs'k jul13-oct16.							
23 bl	MiG-29	2960518764	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 23 blue; no reports; noted stored at Starokonstantyniv oct08-may17.							
24 bl	MiG-29	2960518765	Starokonstantyniv	02apr86	may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv; no reports; noted stored at Starokonstantyniv oct08-may17.							
	MiG-29	2960519270				?	

No reports.

25 bl	MiG-29	2960520140	Starokonstantyniv	29feb86	may17	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 25 blue; noted aug97; noted stored Starokonstantyniv oct08-may17.							
26 bl	MiG-29	2960520142	Starokonstantyniv	29feb86	may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 26 blue; noted 1994; noted stored at Starokonstantyniv oct08-may17; aircraft has a cheetah batch painted at the port side of the nose.							
27 bl	MiG-29	2960520143	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 27 blue; noted stored Starokonstantyniv oct08-may17.							
29 bl	MiG-29	2960520146	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 29 blue; noted aug97; noted stored Starokonstantyniv oct08-may17.							
30 bl	MiG-29	2960520147	Starokonstantyniv		may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 30 blue; noted stored Starokonstantyniv oct08-may17; aircraft has cheetah badge painted on the port side of the nose.							
31 bl	MiG-29	2960520148	L'viv (LDARZ)		2008	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 31 blue; noted stored Starokonstantyniv; to L'viv (LDARZ) before 2008.							
28 bl	MiG-29	2960520160	Luhansk Museum	30apr86	2020	pres	(100 OKVAP Belbek)
Assigned to 100 OKVAP Belbek allocated bort number 08 yellow; to 62 VAP Belbek as bort number 28 blue; noted as bort number 28 blue at Ivano-Frankivs'k aug97; to 204 BrTA Belbek; no reports; noted at Chuguiv aug01; to Kharkiv KhU PS apr10; to Luhansk museum 25jan11; preserved jan11-2020; as bort number "15 blue".							

MiG-29 Izdeliye 9.13; with known construction numbers (in c/n order)



Bort number 18 blue is an Izdeliye 9.13 built with construction number **2960728133** was initially assigned to 40 BrTA Vasytkiv allocated bort number 37 white operational at Vasytkiv from 2000 until May 2007. The aircraft was assigned to 204 BrTA at Belbek where it received bort number 18 blue. The aircraft was first noted as such at Belbek in June 2011. (Paul Gross)

Code:	Full type:	Construction nr.:	Unit:	Released:	Last noted:	Status:	First known assignment:
39 bl	MiG-29	2960710839	L'viv (LDARZ)	20jan87	mar11	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv; transferred to L'viv (LDARZ) by sep06; noted stored L'viv (LDARZ) jan11-mar11; erroneously quoted with non-existing construction number 2960721574 in photo caption; noted as TT-OAP (should be TT-QAP) at L'viv L'viv (LDARZ) after refurbishment and modernisation during test flight spring 2014; transferred to Chad 29may14.							
37 bl	MiG-29	2960710840	L'viv (LDARZ)		feb20	dam	85 VAP Starokonstantyniv
Manufactured 20jan87; assigned to 85 VAP Starokonstantyniv as bort number 37 blue; transferred to L'viv (LDARZ) by feb07; noted stored at L'viv (LDARZ) mar11-oct17; grey colour scheme; aircraft scavenged by intruders to the storage as noted by a guard on 26feb20; same fate for bort number 41 blue that was reported before with a construction number ending in '...40' but 41 blue was reported as 2960707758 in the police investigation!							
34 wh	MiG-29	2960714628	Ivano-Frankivs'k	15apr87	oct16	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 34 white; noted stored jul13-oct16; number 63 on tail fin.							
...	MiG-29	2960714903		15apr87		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							

...	MiG-29	2960714904		15apr87		?		114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.								
...	MiG-29	2960714908		31mar87		?		114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.								
31 wh	MiG-29	2960714918	Zhuliany Museum	25apr87	feb20	pres		92 VAP Mukachevo
Line number 2725; assigned to 92 VAP Mukachevo as bort number 31 white; preserved at Zhuliany museum jun06-feb20.								
...	MiG-29	2960714919		15apr87		?		114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.								
33 wh	MiG-29	2960714927		15apr87				92 VAP Mukachevo?
Probably assigned to 92 VAP Mukachevo; to 92 VAP Vasy'l'kiv; no reports.								
24 wh	MiG-29	2960715137		30jun87				
Assigned to 92 VAP Vasy'l'kiv as bort number 24 white 1990s; cheetah badge on port side of the nose; to L'viv (LDARZ); no reports.								
22 ye	MiG-29	2960715138	Mikolayiv-Kulbakino		may14	std		100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 22 yellow; noted mar93; to 168 LVK Kirovs'ke; noted sep96; noted stored Kirovs'ke may08-may13; to Mikolayiv-Kulbakino may14; stored.								
25 bl	MiG-29	2960715149		15apr87	may08	?		62 VAP Belbek
Assigned to 62 VAP Belbek; assigned to 204 BrTA; first noted stored as bort number 25 blue at Belbek may08 stored in a compound with around ten other Fulcrums; noted sep11-aug12.								
29 wh	MiG-29	2960715170	Vasy'l'kiv	30jun87	apr12	std		92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 73 white; no reports; to 40 BrTA Vasy'l'kiv; noted stored as bort number 29 white Vasy'l'kiv apr12; red stars still visible.								
38 ye	MiG-29	2960715560	Mikolayiv-Kulbakino		2014	std		100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 38 yellow; to 168 LVK Kirovs'ke; noted aug97; noted stored Kirovs'ke may08-may13; grey colour scheme; transferred to Mikolayiv-Kulbakino in 2014; stored Mikolayiv-Kulbakino may14.								
25 wh	MiG-29	2960717494	Vasy'l'kiv	27dec87	apr12	std		92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 59 white; noted 1992; to 92 VAP Vasy'l'kiv around 1993; noted as bort number 25 white Vasy'l'kiv 1995; noted stored as bort number 25 white Vasy'l'kiv jun09-apr12; number 59 on tail fin.								
27 wh	MiG-29	2960717497	Vasy'l'kiv	31dec87	dec13	std		92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 60 white; first noted operational as bort number 27 white at Vasy'l'kiv 1993; noted stored at Vasy'l'kiv feb09-dec13; cheetah badge on port side of the nose; bort number 60 white visible under paint and on tail fin.								
28 wh	MiG-29	2960717500	Vasy'l'kiv	26dec87	may14	std		40 BrTA Vasy'l'kiv
Assigned to 40 BrTA Vasy'l'kiv; noted stored as bort number 28 white Vasy'l'kiv apr12-may14; red stars still visible.								
21 bl	MiG-29	2960717921	to Azerbaijan	30dec87	2006	mil		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 21 blue; noted late 1992; transferred to L'viv (LDARZ) for storage aug03; grey colour scheme; to Azerbaijan 21dec06 as 02 blue.								
22 bl	MiG-29	2960717924	Odessa (DPOAZ)	30dec87	aug19	std		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 22 blue; grey colour scheme; to Odessa (DPOAZ); noted stored sep03-aug19; number 22 on tail fin.								
23 bl	MiG-29	2960717925		31dec87		?		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 23 blue; noted late 1992; aircraft painted in a grey colour scheme.								
24 bl	MiG-29	2960617927	Kirovs'ke	31dec87	1996	scr		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 24 blue; to 168 LVK Kirovs'ke 1996; airframe used to refurbish bort number 01 white and subsequently scrapped.								
21 bl	MiG-29	2960717931		31dec87				642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort 27 blue; to 62 VAP Belbek as bort number 21 blue; to 204 BrTA; noted stored sep11-aug12.								
16 bl	MiG-29	2960717930	to Azerbaijan	31dec87	21dec06	mil		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k; aircraft allocated bort number 16 blue; no reports; transferred to L'viv (LDARZ) aug03; to Azerbaijan 21dec06 as 01 blue.								
19 bl	MiG-29	2960717935	40 BrTA	31dec87	2019	act		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 19 blue; grey colour scheme; noted late 1992; transferred to Odessa (DPOAZ); noted stored sep03-jul12; back to operational service; 40 BrTA Vasy'l'kiv 23jun16; number 29 on tail fin.								
34 bl	MiG-29	2960717939	Belbek	31dec87	may14	std		62 VAP Belbek?
Assigned to 642 VAP Voznesens'k as bort number 34 blue; to 9 VABr BrTA Belbek; noted 2000; noted stored aug12; transferred to Mikolayiv-Kulbakino apr14; noted stored may14.								
20 bl	MiG-29	2960718107	Odessa (DPOAZ)	31mar88	2019	std		642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 20 blue; no reports; transferred to Odessa (DPOAZ); noted stored jul17-2019; grey colour scheme; Guards badge.								
33 bl	MiG-29	2960718108	Belbek		aug12	std		9 VABr Belbek?
Assigned to 9 VABr Belbek as bort number 33 blue; noted 2000; number 06 on tail fin; noted stored Belbek aug09-sep11; stored east side of tower aug12.								
35 bl	MiG-29	2960718112	L'viv (LDARZ)		aug20	act		62 VAP Belbek?
Assigned to 204 BrTA Belbek as bort number 35 blue; noted stored jun11-aug12; removed from Belbek in 2014; transferred to L'viv (LDARZ) for refurbishment and overhaul 31jul20; digital colour scheme; noted L'viv (LDARZ) undergoing ground tests 10aug20.								

36 bl	MiG-29	2960718114	Belbek	aug12	std	62 VAP Belbek?
Assigned to 9 VABr Belbek as bort number 36 blue; noted 2000; number 12 on tail fin; aircraft repainted by sep01; stored at Belbek may08-aug12; transferred to Mikolayiv-Kulbakino; noted stored jul16.						
...	MiG-29	2960718126	to Algeria	30apr88	16dec00	mil 114 VAP Ivano-Frankivs'k
Assigned to Ivano-Frankivs'k; no reports; to Algeria 16dec00.						
.. bl	MiG-29	2960718700	to Azerbaijan	26jun07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k; aircraft allocated bort .. blue; no reports; transferred to L'viv (LDARZ) for storage aug03; to Azerbaijan 26jun07 as 07 blue.						
40 bl	MiG-29	2960718706	to Azerbaijan	29mar07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k; aircraft allocated bort 40 blue; no reports; transferred to L'viv (LDARZ) for storage aug03; to Azerbaijan 29mar07 as 06 blue.						
...	MiG-29	2960718719		30jun88	?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.						
42 wh	MiG-29	2960718720	Vasyl'kiv	29jun88	apr15	std 92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 47 white; no reports; assigned to 92 VAP Vasyl'kiv as bort number 02 white; noted 14oct07-12feb09; to bort number 42 white around 2012; stored Vasyl'kiv nov13-apr15; cheetah badge on port side of the nose; number 47 on tail fin.						
46 wh	MiG-29	2960721095	Ivano-Frankivs'k	29jun88	oct15	std 114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 46 white; noted mar06-sep07; noted stored oct09-oct15. Refer to bort number 46 white in the list of unknwn aircraft.						
94 wh	MiG-29	2960721096	40 BrTA	30jun88	apr16	act 95 VAP Vasyl'kiv
Assigned to 95 VAP Vasyl'kiv as bort number 04 white; to 40 BrTA Vasyl'kiv as bort number 94 white; noted Vasyl'kiv at maintenance facility apr16.						
44 ..	MiG-29	2960721097	to Algeria	30jun88	12dec00	mil 92 VAP Mukachevo
Assigned to 92 VAP Mukachevo; no reports; to 114 VAP Ivano-Frankivs'k as bort number 44 ..; no reports; to Algeria 15dec00.						
07 wh	MiG-29	2960721101	Vasyl'kiv	30jun88	apr12	std 92 VAP Vasyl'kiv
Assigned to 92 VAP Vasyl'kiv as bort number 07 white oct93; to 40 BrTA; noted 14oct07-feb09; noted stored Vasyl'kiv apr12.						
05 wh	MiG-29	2960721103		30jun88	?	92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 05 white; no reports; see 2960729045 bort number 52/05 white.						
08 wh	MiG-29	2960721104	Vasyl'kiv	30jun88	apr16	std 92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 53 white; no reports; assigned to 40 BrTA Vasyl'kiv allocated bort number 08 white; first noted as bort number 08 white at Vasyl'kiv apr12; noted stored at Vasylikiv may14-may16; red stars still visible.						
09 bl	MiG-29	2960721108	114 BrTA	30jun88	apr19	act 114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 09 white; noted nov04; aircraft repainted; named "im PA Pokrysheva" with 2 Hero of Soviet Union medals on the port side of the nose sep06-sep07; to bort 204 BrTA Belbek as bort number 09 blue oct07; to 114 BrTA in Ukrainian Falcons colour scheme aug09-may14; noted at Ivano-Frankivs'k oct15; tender for overhaul apr19.						
10 wh	MiG-29	2960721109	40 BrTA	30jun88	jul20	act 92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 55 white; to 40 BrTA Vasyl'kiv; to bort number 10 white Vasyl'kiv 17apr15-nov15; operational seen in video jul20; cheetah badge on port side of the nose.						



Bort number 27 blue, **2960729023**, is an Izdelye 9.13 model delivered to the Soviet Air Force on 24 April 1990. During its short operational life in the Soviet Air Force, it was assigned to 161 IAP based at Limanskoye. The aircraft was transferred to the Ukrainian Air Force where it was eventually assigned to 204 BrTA Belbek, noted in storage there during 2011. It went to L'viv (LDARZ) and emerged as bort number 75 white in a digital colour scheme and was assigned to 114 BrTA at Ivano-Frankivs'k. (Paul Gross)



Bort number 10 white rolled out the factory on 30 June 1988 as Izdeliye 9.13, construction number **2960721109**. There are still traces of its old bort number 55 white, still visible on the tail fin of the aircraft. Also note the leaping cheetah markings on the nose. Both showing its 92 VAP lineage. Currently this aircraft is assigned to 40 BrTA at Vasyl'kiv, it was last noted operational in a video July 2020. (Paul Gross)

45 wh	MiG-29	2960721111	Ivano-Frankivs'k	30jun88	nov14	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 56 white; noted aug97; aircraft for sale oct03; noted stored at Ivano-Frankivs'k mar07 as bort number 45 blue; noted stored jul13-nov14; number 56 on tail fin.							
...	MiG-29	2960721112	to ...	30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports; for sale oct03.							
30 wh	MiG-29	2960721114	Vasyl'kiv	30jun88	dec13	std	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 30 blue; noted jun06; blue/blue colour scheme; to 40 BrTA Vasyl'kiv; noted 11jul08; to bort number 30 white; noted Vasyl'kiv aug08; noted stored Vasyl'kiv sep11-nov13.							
...	MiG-29	2960721115	to Algeria	30jun88	15dec00	mil	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports; transferred to Algeria 15dec00.							
.. bl	MiG-29	2960721117	to Azerbaijan		26jun07	mil	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports; transferred to L'viv (LDARZ) aug03; to Azerbaijan 26jun07 as 08 blue.							
...	MiG-29	2960721119		30jul88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721120		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721123	to Algeria	30jun88	16dec00	mil	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports; to Algeria 16dec00.							
...	MiG-29	2960721124		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721126		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721128		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721129		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
...	MiG-29	2960721503		30jun88		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
01 bl	MiG-29	2960721506	L'viv (LDARZ)	30sep88	oct17	std	642 VAP Voznesens'k
Assigned to 642 VAP; no reports; stored at Odessa (DPOAZ) sep03; last noted stored at Odessa (DPOAZ) jun06; transferred to L'viv (LDARZ); noted stored feb07-oct17; brown/green colour scheme.							
53 bl	MiG-29	2960721508	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 02 blue; to Odessa (DPOAZ); noted stored sep03-oct17; brown/green colour scheme; to bort number 53 blue; stored oct20; number 02 on tail fin.							
46 bl	MiG-29	2960721509	204 BrTA	30sep88	feb20	act	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 03 blue; to 62 VAP Belbek; noted apr07-may13; refurbished; to 204 BrTA Luts'k as bort number 46 blue; digital colour scheme 26dec19; photo feb20.							

54 bl	MiG-29	2960721510	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 04 blue; no reports; to Odessa (DPOAZ); noted stored sep03-oct17; brown/green colour scheme; to bort number 54 blue; stored oct20; number 04 on tail fin.							
55 bl	MiG-29	2960721511	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 05 blue; to Odessa (DPOAZ); noted stored sep03-jul12; brown/green colour scheme; to bort number 55 blue; stored oct20; number 05 on tail fin.							
56 bl	MiG-29	2960721901	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 06 blue; to Odessa (DPOAZ); noted stored sep03-may13; brown/green colour scheme; to bort number 56 blue; stored oct20; number 06 on tail fin; refer to 2960721950 / 40 blue.							
57 bl	MiG-29	2960721902	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 07 blue; no reports; to Odessa (DPOAZ); noted stored sep03-oct17; brown/green colour scheme; to bort number 57 blue; stored oct20; number 07 on tail fin.							
58 bl	MiG-29	2960721908	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 11 blue; no reports; to Odessa (DPOAZ); noted stored sep03-may13; brown/green colour scheme; to bort number 58 blue; stored oct20; number 11 on tail fin; refer to 2960725851 / 42 blue.							
08 bl	MiG-29	2960721909	L'viv (LDARZ)	30sep88	feb20	dam	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 08 blue; noted jun92-may97; to L'viv (LDARZ); noted stored 2003-oct17; aircraft was scavenged by intruders to the storage area in feb20; brown/green colour scheme; number 08 on tail fin.							
09 bl	MiG-29	2960721910	to Azerbaijan	30sep88	26jun07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 09 blue; noted late 1992 still in Soviet markings; noted in Ukrainian markings Voznesens'k may97; brown/green colour scheme; to L'viv (LDARZ) aug03; noted stored may08; but: to Azerbaijan 26jun07 as 09 blue. Construction number also quoted as 18067.							
10 bl	MiG-29	2960721911	to Azerbaijan	30sep88	28sep07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 10 blue; no reports; to L'viv (LDARZ) aug03; to Azerbaijan 28sep07 as 10 blue.							
12 bl	MiG-29	2960721915	Odessa (DPOAZ)	30sep88	2019	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 12 blue; to Odessa (DPOAZ); noted stored sep03-2019; brown/green colour scheme; number 12 on tail fin.							
38 bl	MiG-29	2960721918	Odessa (DPOAZ)	30sep88	2019	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 14 blue; no reports; to Odessa (DPOAZ); noted stored as bort number 38 blue sep03-2019; brown/green colour scheme; number 14 on tail fin; erroneously reported as bort number 14 blue before.							
39 bl	MiG-29	2960721920	Odessa (DPOAZ)	30sep88	aug19	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 15 blue; no reports; to Odessa (DPOAZ); noted stored as bort number 39 may10-aug19; brown/green colour scheme; number 15 on tail fin.							
46 bl	MiG-29	2960721921	Odessa (DPOAZ)	30sep88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 16 blue; no reports; to Odessa (DPOAZ); noted stored as bort number 46 blue sep03-oct20; brown/green colour scheme; number 16 on tail fin.							
47 bl	MiG-29	2960721947	to Azerbaijan	31oct88	28sep07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 47 blue; to L'viv (LDARZ) aug03; to Azerbaijan 28sep07 as 12 blue.							
48 bl	MiG-29	2960721948	to Azerbaijan	31oct88	21dec06	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 48 blue; no reports; to L'viv (LDARZ) aug03; to Azerbaijan 21dec06 as 03 blue.							
60 bl	MiG-29	2960721950	Odessa (DPOAZ)	31nov88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 40 blue; to Odessa (DPOAZ); noted stored 02may06-oct17; to bort number 60 blue; stored oct20; brown/green colour scheme; number 40 on tail fin; guards badge (or OKB MiG?) on starboard side of nose.							
61 bl	MiG-29	2960725850	Odessa (DPOAZ)	30dec88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 41 blue; no reports; to Odessa (DPOAZ); noted stored sep03-sep10; brown/green colour scheme; to bort number 61 blue; stored oct20; number 41 on tail.							
62 bl	MiG-29	2960725851	Odessa (DPOAZ)	30nov88	oct20	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 42 blue; to Odessa (DPOAZ); noted stored may06-2019; brown/green colour scheme; to bort number 62 blue; noted oct20; number 42 on tail fin.							
06 bl	MiG-29	2960725852	Odessa (DPOAZ)	30dec88	2019	std	642 VAP Voznesens'k
Line number: 5329?; assigned to 642 VAP Voznesens'k as bort number 43 blue; noted Kirovs'ke aug97; to Odessa (DPOAZ); noted stored sep03-15apr11; brown/green colour scheme; freshly painted for 100th Anniversary of Ukrainian AF may11-2019 as bort number "06 blue" in gloss green/brown colour scheme; to bort number 63 blue and departed oct20; number 43 on tail fin.							
64 bl	MiG-29	2960725857	L'viv (LDARZ)	30dec88	mar21	o/h	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 44 blue; no reports; to Odessa (DPOAZ); noted stored sep10-2019; to bort number 64 blue; to L'viv (LDARZ), being refurbished mar21; brown/green colour scheme; number 44 on tail fin.							
45 bl	MiG-29	2960725858	to Azerbaijan	30dec88	29mar07	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 45 blue; noted sep93; brown/green colour scheme; to L'viv (LDARZ) aug03; to Azerbaijan 29mar07 as 04 blue.							
15 wh	MiG-29MU1	2960725860	L'viv (LDARZ)	30dec88	feb20	dam	(100 OKVAP Saky-Novofedorivka)
Assigned to 642 VAP Voznesens'k as bort number 46 blue; brown/green colour scheme; to 100 OKVAP Saky-Novofedorivka as bort number 26 yellow; bue cmaouflage schem; noted 1996 (still wore number 46 on tail fin); to 62 VAP Belbek; no reports; to 204 BrTA Belbek as bort number 26 blue; noted stored sep11-jan14; probably transferred to Mikolayiv-Kulbakino; to L'viv (LDARZ) 18feb20							

for upgrade to MiG-29MU1; aircraft scavenged by intruders into the storage area discovered 26feb20.

15 white or 17 white? This aircraft was vandalised in feb20 while seen operational as MU1 later in the same year!

15 wh MiG-29MU1 40 BrTA jul20 act 40 BrTA Vasyl'kiv

Upgraded to MiG-29MU1; handed over after upgrade 14nov19; first noted after upgrade mar20; 40 BrTA Vasyl'kiv; photo on airforce.ru; operational seen in video jul20. Same aircraft as above?

27 bl MiG-29 2960725861 62 VAP 30dec88 ? 62 VAP Belbek

Assigned to 62 VAP Belbek as bort number 27 blue; no reports; refer to 27 blue with unknown construction number, same aircraft?

16 wh MiG-29 2960725862 40 BrTA sep20 act 168 LVK Kirovs'ke

Assigned to 168 LVK Kirovs'ke as bort number 28 yellow; noted aug97; noted stored aug00; to 204 BrTA Belbek; noted sep08-sep12; transferred from Belbek to Mikolayiv-Kulbakino in 2014; stored Mikolayiv-Kulbakino may14; brown/green colour scheme; to L'viv (LDARZ); upgraded to MiG-29MU1; to 40 BrTA Vasyl'kiv as bort number 16 white; noted sep20-mar21; digital colour scheme.

17 wh MiG-29MU1 2960725863? 40 BrTA feb19 act 40 BrTA Vasyl'kiv

Upgraded to MiG-29MU1; digital colour scheme; 40 BrTA Vasyl'kiv operational seen in video jul20. Possibly 2960518066?

50 bl MiG-29 2960725866 Kharkiv KhU PS 30dec88 may19 i/a 642 VAP Voznesens'k

Assigned to 642 VAP Voznesens'k as bort number 50 blue; brown/green colour scheme; transferred to Odessa (DPOAZ); noted stored may10; to Kharkiv KhU PS; may11-aug18; digital colour scheme; noted may19.

59 bl MiG-29 2960725867 Odessa (DPOAZ) 30dec88 oct20 std 642 VAP Voznesens'k

Assigned to 642 VAP Voznesens'k as bort number 31 blue; no reports; to Odessa (DPOAZ); noted stored apr06-oct17; brown/green colour scheme; to bort number 59 blue; stored Odessa (DPOAZ) oct20; number 51 on tail fin.

31 wh MiG-29 2960725869 to Azerbaijan 30dec88 29mar07 mil 642 VAP Voznesens'k

Assigned to 642 VAP Voznesens'k as bort number 32 blue; no reports; to L'viv (LDARZ) aug03; to Azerbaijan 29mar07 as 05 blue.

77 bl MiG-29 2960725870 to Azerbaijan 30dec88 28sep07 mil 642 VAP Voznesens'k

Assigned to 642 VAP Voznesens'k as bort number 77 blue; brown/green colour scheme; no reports; to L'viv (LDARZ) aug03; to Azerbaijan 28sep07 as 14 blue.

40 wh MiG-29 2960728118 Vasyl'kiv 12oct89 dec13 std 40 BrTA Vasyl'kiv

Assigned to 40 BrTA Vasyl'kiv; noted as bort number 40 red (faded to white?) stored Vasyl'kiv feb09-dec13; number 01 on tail fin.

48 bl MiG-29 2960728120 204 BrTA 12oct89 nov18 act 92 VAP Mukachevo

Line number: 4717; assigned to 92 VAP Mukachevo as bort number 41 white; to 168 LVK Kirovs'ke; Ukraine Sokoli (Ukrainian Falcons) colour scheme as bort number 106 white; noted Fairford jul97; noted Kirovs'ke aug97-sep99; to bort number 106 blue; noted aug00; noted stored Kirovs'ke may08-may13; to Mikolayiv-Kulbakino may14; to 204 BrTA Mikolayiv-Kulbakino; noted stored jun15-jul16, to L'viv (LDARZ); to 204 BrTA Luts'k as bort number 48 blue nov18; digital colour scheme.

05 bl MiG-29 2960728125 114 BrTA aug15 act 9 BrTA Ozerne

Assigned to 9 BrTA Ozerne as bort number 20 blue; noted sep06-feb09; to 114 BrTA Ivano-Frankivs'k as bort number 05 blue; noted aug11-jul13; received maintenance nov14; painted in Ukrainian Falcons colour scheme; noted aug15.

22 bl MiG-29 2960728126 Belbek 12oct89 jun16 std 62 VAP Belbek?

Assigned to 92 VAP Vasyl'kiv as bort number 43 white; noted may98-may07; to L'viv (LDARZ) 2008; to 204 BrTA Belbek as bort number 22 blue; noted dec07-mar14; seized by Russian forces, last noted stored Belbek jun16. Construction number previously quoted as 14104.



Bort number 43 blue 2960725852 was delivered to the Soviet Air Force and assigned to 642 IAP based at Voznesens'k. These aircraft were one of the first aircraft to be put in long term storage as a result of the budget cut backs. It is currently still stored at Odessa (DPOAZ) seen here at the facility grounds at Odessa in April 2011. Later on it received a new paint job and fake code "06 blue". (Patrick Roegies)

18 bl	MiG-29	2960728133	Belbek	28oct89	may13	std	92 VAP Vasyll'kiv
Assigned to 92 VAP Vasyll'kiv as bort number 37 white; noted jun94-may07; to 204 BrTA Belbek as bort number 18 blue; noted jun11-may13; seized by Russian forces.							
42 wh	MiG-29	2960728134	168 LVK	12oct89	28oct96	w/o	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 38 white; noted 1993; experimental Ukraine markings; not accepted for use; to 92 VAP Vasyll'kiv as bort number 42 white; to 168 LVK Kirovs'ke; written off over the Sea of Azov 28 october 1996.							
39 wh	MiG-29	2960728135	Vasyll'kiv	28oct89	apr16	std	8 VAP Vasyll'kiv
Assigned to 8 VAP Vasyll'kiv as bort number 39 white; noted may98; noted stored apr16; number 07 on tail fin; ex bort number 07 red visible.							
20 bl	MiG-29	2960728165	Belbek	20jan90	26sep12	std	62 VAP Belbek?
Line number: 4823; noted as bort number 20 blue 40 BrTA Vasyll'kiv aug08-24aug09; to 204 BrTA Belbek may11-26sep12; aircraft seized by invading Russian forces; number 20 on tail fin.							
35 wh	MiG-29	2960728171	40 BrTA	25jan90	jul20	act	92 VAP Vasyll'kiv
Assigned to 92 VAP Vasyll'kiv as bort number 35 white; large blue/yellow cheat-lines and white flames; noted oct93-may07; repainted by aug08; noted 40 BrTA feb09-apr16; seen in video, either operational or stored jul20.							
19 bl	MiG-29	2960728174	Belbek	20jan90	jun15	std	92 VAP Vasyll'kiv
Assigned to 92 VAP Vasyll'kiv as bort number 36 white; no reports; to 40 VAKr Vasyll'kiv as bort number 70 white; noted mar03-2009 carrying the text "Maestro" feb07-nov07; to L'viv (LDARZ) apr08; noted 2010; to 204 BrTA Belbek as bort number 19 blue jun11-may13; seized by Russian forces; last noted stored at Belbek jun15.							
49 bl	MiG-29	2960728195	204 BrTA		dec20	act	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 36 yellow; to 168 LVK Kirovs'ke; noted sep96-aug97; noted stored Kirovs'ke may08-may13; grey colour scheme; number 56 on tail fin; to 204 BrTA Mikolayiv-Kulbakino 2014; to L'viv (LDARZ) for refurbishment; stripped during rework oct17 (possible former bort number 14 blue noted); to 204 BrTA 01dec18; digital colour scheme. Not 47 blue; refer to 29003.							
45 bl	MiG-29	2960728197?	204 BrTA		jul17	act	
Assigned to 9 VABr / 204 BrTA Belbek; no reports; stored until 2014; to L'viv (LDARZ); to 204 BrTA Mikolayiv-Kulbakino as bort number 45 blue; noted aug15-jul17; digital colour scheme. Construction number doubtful, previously tied to 29003, ex 12 blue.							
108 bl	MiG-29	2960728196	Mikolayiv-Kulbakino	23mar90	sep15	act	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 108 blue; painted in Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted stored Kirovs'ke aug10-may13; to Mikolayiv-Kulbakino; arrived may14; noted stored sep15.							
26 wh	MiG-29	2960728199	40 BrTA	28mar90	apr16	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 02 blue; last noted aug94; to 9 BrTA Ozerne as bort number 26 blue; noted may05-may08; blue/blue colour scheme; to 40 BrTA Vasyll'kiv as bort number 26 white; noted aug08-apr16.							
01 bl	MiG-29	2960728500	Belbek	29mar90	oct14	std	161 VAP Limans'ke
Assigned to Limans'ke as bort number 03 blue; noted aug97; to 204 BrTA Belbek as bort number 01 blue aug09; number 01 on tail fin; noted jul11-mar14; seized by Russian forces; last noted at Belbek oct14.							
04 bl	MiG-29	2960728501		27mar90	sep00	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 04 blue; noted sep00; different grey camo pattern to conventional aircraft.							
07 bl	MiG-29	2960728502	Belbek	29mar90	jun15	std	161 VAP Limans'ke
Assigned to 161 VAP Limas'ke as bort number 05 blue; noted aug97; to 204 BrTA Belbek as bort number 07 blue; noted sep08; noted stored may11-jul11; repainted by sep12; noted operational oct12-jan14; number 07 on tail fin; seized by Russian forces at Belbek; last noted stored at Belbek jun15.							



Izdeliye 9.13 construction number **2960728502**, was delivered to the Soviet Air Force on 29 March 1990. It was assigned to 161 IAP at Limanskoye with bort number 05 blue. The aircraft was transferred to the Ukrainian Air Force on 17 March 1992 and assigned to 9 VABr at Belbek. After a couple of years of operational service as 07 blue, the aircraft was stored at Belbek from May to June 2011. Freshly painted by September 2012 and noted operational again in October 2012 and January 2014. It was stored and seized by the invading Russian Forces at Belbek. (Paul Gross)

09 wh	MiG-29MU1	2960728504	40 BrTA	28mar90	jul20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 06 blue; to 168 LVK Kirovs'ke may08; stored Kirovs'ke aug12-may13; grey colour scheme; to Mikolayiv-Kulbakino may14; to bort number 04 blue; noted stored sep15; to L'viv (LDARZ); stripped oct17; upgraded to MiG-29MU1, noted nov18 as bort number 09 white; digital colour scheme; handed over to 40 BrTA Vasy'l'kiv 20mar19 named "Leonid Bykov"; noted 03aug19; seen operational in video jul20.							
11 bl	MiG-29MU1	2960728505	40 BrTA	28mar90	nov17	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 07 blue; noted aug97-jul01; upgraded to MiG-29MU1 26feb10; to 40 BrTA Vasy'l'kiv; noted may10-nov17.							
14 wh	MiG-29MU1	2960728506	40 BrTA	29mar90	nov19	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 08 blue; noted aug97; to 168 LVK Kirovs'ke; painted in Ukraine Sokoli (Ukrainian Falcons) colour scheme; aircraft repainted in a grey colour scheme; noted stored Kirovs'ke may08-may13; to Mikolayiv-Kulbakino; noted stored may14; to L'viv (LDARZ) oct17; upgraded to MiG-29MU1; to 40 BrTA Vasy'l'kiv as bort number 14 white handed over 16nov19; digital colour scheme; seen operational in video aug20.							
21 wh	MiG-29	2960728507	40 BrTA	29mar90	sep15	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 09 blue; noted aug97; to 40 BrTA Vasy'l'kiv as bort number 21 white may07-sep15.							
10 bl	MiG-29	2960728509	161 VAP	31mar90	30jul96	w/o	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 10 blue; w/o 30jul96.							
71 wh	MiG-29	2960729002	114 BrTA	31mar90	oct18	act	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 11 blue; noted sep01; noted stored sep10-aug12; aircraft mentioned in repair tender aug15, still 11 blue by dec15; to 114 BrTA as bort number 71 white; digital colour scheme; seen operational aug16-oct18. Construction number mentioned as 2960729352 but does not exist.							
47 bl	MiG-29	2960729003	204 BrTA	31mar90	dec20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 12 blue; noted aug97; to 9 VABr / 204 BrTA Belbek sep01-26mar08; noted stored sep08-mar14; to 204 BrTA Mikolayiv-Kulbakino as bort number 47 blue; bort number 47 on tail; noted mar17-apr18; to Luts'k; damaged 10apr20; repaired and returned to service, noted dec20. Not construction number 2960728195.							
72 wh	MiG-29	2960729005	114 BrTA	31mar90	sep17	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 20 blue; noted aug97; to 9 VABr / 204 BrTA Belbek as bort number 14 blue; noted sep10; stored Belbek jul11-mar14; to Mikolayiv-Kulbakino; to L'viv (LDARZ) 2015; to 114 BrTA Ivano-Frankivs'k as bort number 72 white; digital colour scheme; noted may16-sep17.							
21 bl	MiG-29	2960729010	204 BrTA	06apr90	jun17	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 21 blue; to 9 BrTA Ozerne; noted sep06-aug08; to 204 BrTA Belbek as bort number 17 blue; noted sep10; noted stored aug12-aug14; to Mikolayiv-Kulbakino; noted operational jul15-jun17.							
03 bl	MiG-29MU1	2960729011	40 BrTA	31mar90	sep16	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 22 blue; noted aug97; to 9 BrTA Ozerne as bort number 27 blue; noted stored nov07-aug08; to L'viv (LDARZ) 2010; upgraded to MiG-29MU1 22jun11; to 40 BrTA Vasy'l'kiv sep11; noted feb12-sep16; Ukrainian Falcons colour scheme.							
73 wh	MiG-29	2960729012	114 BrTA	10apr90	oct16	act	9 VABr Belbek
Assigned to 9 VABr / 204 BrTA Belbek as bort number 04 blue; noted aug12; noted stored dec12; to Mikolayiv-Kulbakino; noted sep15; to L'viv (LDARZ) for refurbishment 2015; to bort number 73 white 2016; noted operational jun16; digital colour scheme; assigned to 114 BrTA Ivano-Frankivs'k aug16-oct16.							
24 bl	MiG-29	2960729018		12apr90	17mar92	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 24 blue; no reports; to 204 BrTA Belbek; no reports.							
75 wh	MiG-29	2960729023		24apr90	oct18	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 27 blue; noted jul01; to 9 VABr / 204 BrTA Belbek; no reports; to L'viv (LDARZ), to bort number 75 white; to Ivano-Frankivs'k 114 BrTA aug16-nov16; digital colour scheme aug17-oct18.							
25 bl	MiG-29	2960729033	L'viv (LDARZ)	27jun90	mar21	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 25 blue; noted mar98; being refurbished at L'viv (LDARZ) mar21.							
76 wh	MiG-29	2960729034	114 BrTA	27jun90	sep20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 26 blue; to 9 VABr Belbek; to L'viv (LDARZ) for refurbishment; digital colour scheme; to 114 BrTA Ivano-Frankivs'k as bort number 76 white; noted oct16-sep20.							
28 bl	MiG-29	2960729035	204 BrTA	28jun90	oct16	act	161 VAP Limans'ke
Assigned to 9 VABr Belbek as bort number 28 blue; to 9 BrTA Ozerne; noted sep06-may09; to 204 BrTA Belbek; noted stored Belbek aug09-oct15; to Mikolayiv-Kulbakino; noted operational oct16.							
04 wh	MiG-29MU1	2960729036	40 BrTA	29jun90	jul20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 29 blue; no reports; to 9 VABr; to L'viv (LDARZ); noted stored 2000; upgraded to MiG-29MU1; digital colour scheme; to 40 BrTA Vasy'l'kiv as bort number 04 white; noted 22nov12-aug17; seen operational in video jul20. History seems mixed with that of 2960731233; also refer to 29 blue in the unknown aircraft list.							
77 wh	MiG-29	2960729037	114 BrTA	28jun90	mar20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 30 blue; no reports; to 9 VABr / 204 BrTA Belbek; noted stored aug08-aug12; to L'viv (LDARZ); to 114 BrTA Ivano-Frankivs'k as bort number 77 white; digital colour scheme; noted nov17-mar20.							
31 bl	MiG-29	2960729040		30jun90	17mar92	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 31 blue; no reports; ; assigned to 9 VABr / 204 BrTA Belbek; no reports.							
32 bl	MiG-29	2960729041		30jun90	17mar92	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 32 blue; no reports; to 9 VABr? Belbek; no reports.							



Autum in Ukraine suddenly shows the sensibility of the older brown/green camouflage worn by 161 VAP and 642 VAP. The new four tone grey digital colour scheme is different on each individual aircraft. (07 wh, 2960731222, Starokonstantyniv, 12 October 2018, Hans van den Berg)

46 wh	MiG-29MU1	2960729045	204 BrTA	30jun90	dec18	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 33 blue; noted Myrhorod may96; to 9 VABr / 204 BrTA Belbek; noted stored Belbek 2009-2011; to L'viv (LDARZ), upgraded to MiG-29MU1; handed over 28dec18 to 204 BrTA Luts'k as bort number 46 white. Bort number 05 white (ex 52 white) stored at Vasyli'kiv is also tied to this construction number; but is not the same aircraft. See list of unknown aircraft.							
53 wh	MiG-29MU1	2960729047	114 BrTA	29jun90	17aug14	w/o	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 34 blue; noted aug97; to 9 VABr Belbek as bort number 02 blue; noted sep05-jan07; noted stored aug09-sep11; to L'viv (LDARZ) for overhaul; to 114 BrTA Ivano-Frankivs'k as bort number 53 white; digital colour scheme; noted 22may12-mar14; written off 17aug14; lost over Krasnodon, shot down by enemy ground fire.							
74 wh	MiG-29	2960729048	114 BrTA	31jul90	feb19	act	161 VAP Limans'ke
Assigned to Limans'ke as bort number 35 blue; noted may96; to 9 VABr / 204 BrTA Belbek; no reports; to 114 BrTA Ivano-Frankivs'k as bort number 74 white; digital colour scheme; noted oct18-feb19.							
02 bl	MiG-29	2960729049	40 BrTA	20jul90	07aug14	w/o	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 36 blue; no reports; to 9 VABr Belbek as bort number 05 blue; noted oct03-oct07; noted stored nov08-sep11; to L'viv (LDARZ) for refurbishment and modernisation; to 40 BrTA Vasyli'kiv as bort number 02 blue; noted 03apr12-13nov13; digital colour scheme; written off 07aug14 when the aircraft was struck by a Buk anti aircraft missile. The aircraft exploded in mid air with the pilot ejecting safely. The remains came down at Yenakiieve; 60 km from Donetsk.							
37 bl	MiG-29	2960729350	Belbek	31jul90	jun11	std	161 VAP Limans'ke
Assigned 161 VAP Limans'ke as bort number 37 blue; to 9 VABr BrTA; no reports; to 204 BrTA; noted stored Belbek jun11-dec12. Tie-up to Belbek requires confirmation; could be another 37 blue (refer to listing of unknown aircraft).							
38 bl	MiG-29	2960729353		31jul90	17mar92	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 38 blue; no reports.							
19 wh	MiG-29	2960729355	40 BrTA	31jul90	feb17	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 39 blue; noted mar98; to 40 BrTA Vasyli'kiv as bort number 19 white nov05-sep08; noted stored 2011; noted operational sep15-feb17.							
12 wh	MiG-29MU2	2960729356?	40 BrTA	31aug90	may20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 40 blue; noted aug97; to 9 BrTA Ozerne as bort number 25 blue; noted feb09; to L'viv (LDARZ) by may14; upgraded to MiG-29MU2 at L'viv (LDARZ) jan19-may19 as bort number 12 white, digital colour scheme; to 40 BrTA Vasyli'kiv, photo 28may20. Construction number also tied to Moldovan MiG-29?							
40 bl	MiG-29	2960731217	Belbek	22dec90	jan14	?	40 VAKr Vasyli'kiv
Assigned to ??; to 40 VAKr Vasyli'kiv as bort number 17 white mar03; to L'viv (LDARZ) 10sep07; no reports; noted Vasyli'kiv may08-24aug09; to 204 BrTA Belbek as bort number 40 blue; noted sep10-jan14; aircraft seized by invading Russian forces.							
07 wh	MiG-29MU1	2960731222	40 BrTA	24dec90	jul20	act	168 LVK Kirovs'ke
Line number 5324; assigned to 168 LVK Kirovs'ke as bort number 105 white; painted in Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted may97-aug97; to bort number 101 white; noted sep99; to bort number 105 blue; noted aug00; noted stored Kirovs'ke may08-may13; to Mikolayiv-Kulbakino; arrived 2014; to 204 BrTA Mikolayiv-Kulbakino; noted stored jun15-sep15; upgraded to MiG-29MU1; to bort 07 white 40 BrTA Vasyli'kiv; noted oct18-jul20.							
102 bl	MiG-29	2960731225	Mikolayiv-Kulbakino	27dec90	sep15	std	168 LVK Kirovs'ke
Line number 5326; assigned to 168 LVK Kirovs'ke as bort number 102 white; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted may97-sep99; to bort 102 blue; noted jul01; noted stored Kirovs'ke may08-jul13; to Mikolayiv-Kulbakino spring 2014; assigned to 204 BrTA; noted stored jun15-sep15.							

05 wh	MiG-29MU1	2960731227	40 BrTA	27dec90	jul20	act	168 LVK Kirovs'ke
Line number 5327 ; assigned to 168 LVK Kirovs'ke as bort number 103 white; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted may97-sep99; to bort number 103 blue; noted stored Kirovs'ke jun01-may13; to Mikolayiv-Kulbakino; to 204 BrTA; noted stored jun15-sep15; upgraded to MiG-29MU1; to 40 BrTA Vasy'l'kiv as bort number 05 white; noted jul17-oct18; seen operational in video jul20.							
44 wh	MiG-29	2960731230	L'viv (LDARZ)	27dec90	may14	?	114 VAP Ivano-Frankivs'k?
Line number 5329? ; first noted as bort number 44 white operational at Gostomel aug92; noted on photo in early marks aug97; noted stored Ivano-Frankivs'k 2004-sep13; to L'viv (LDARZ) may14.							
...	MiG-29	2960731231		28dec90		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports.							
06 wh	MiG-29MU1	2960731232	40 BrTA	28dec90	aug20	act	114 VAP Ivano-Frankivs'k
Line number 5330 ; assigned to 114 VAP Ivano-Frankivs'k as bort number 06 white; noted 1990s; aircraft carried Ukraine titles; to 168 LVK Kirovs'ke as bort number 101 white; painted in Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted; to bort number 101 blue; noted may97-aug97 (Fairford jul97); to bort number 105 white; no reports; noted stored at Kirovs'ke may08-may13; to Mikolayiv-Kulbakino by jun15; to 204 BrTA; noted stored sep15; upgraded to MiG-29MU1; digital colour scheme; to 40 BrTA Vasy'l'kiv as bort number 06 white; noted nov17-aug20.							
29 bl	MiG-29MU1	2960731233	204 BrTA		nov17	act	114 VAP Ivano-Frankivs'k
Line number 5416 ; assigned to 114 VAP as bort number 53 white; later 114 BrTA; to 9 BrTA as bort number 29 blue 2004; to 40 BrTA Vasy'l'kiv as bort number 29 white; noted aug08-24apr09; to L'viv (LDARZ) may09; upgraded to MU1 by jul10; first aircraft to be upgraded to MU1 standard; transferred to 204 BrTA Belbek; noted sep10-nov14; to 204 BrTA Mikolayiv-Kulbakino; noted nov17. History seems mixed with that of 2960729036. See also the unknown aircraft list for one or more 29 blue candidates!							
54 bl	MiG-29	2960731234	114 BrTA	29dec90	apr19	act	92 VAP Mukachevo
Line number 5417 ; assigned to 92 VAP Mukachevo as bort number 54 blue; noted aug92; to 114 BrTA Ivano-Frankivs'k as bort number 54 white; noted jun06-mar12; to bort number 54 blue; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted sep12-feb19; tender for parts apr19.							
55 wh	MiG-29	2960731235	114 BrTA	29dec90	aug17	act	114 VAP Ivano-Frankivs'k
Line number 5418 ; assigned to 114 VAP Ivano-Frankivs'k as bort number 55 white; noted 2004-aug09; repainted in a three tone blue colour scheme by jun11; noted sep11-feb12; repainted in Ukraine Sokholi (Ukrainian Falcons) colour scheme as bort number 54 blue; noted Ivano-Frankivs'k sep12-oct16; to bort number 55 white; dark grey colour scheme; noted Ivano-Frankivs'k aug17.							
56 wh	MiG-29	2960731238	Ivano-Frankivs'k	29dec90	aug17	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 56 white; noted aug00; noted stored Ivano-Frankivs'k mar14-aug17.							
08 wh	MiG-29MU1	2960731239	40 BrTA	29dec90	11mar21	dam	168 LVK Kirovs'ke
Line number 5420 ; assigned to 168 LVK Kirovs'ke as bort number 108 white; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted jul97-aug99; to bort number 104 white; noted sep99; to bort number 104 blue; to 204 BrTA Mikolayiv-Kulbakino aug14; noted stored jul16; to L'viv (LDARZ) mar17; upgraded to MiG-29MU1 as bort 08 white, digital colour scheme; noted jul18; handed over to 40 BrTA Vasy'l'kiv 21dec18; seen operational in video jul20; dbr on 11mar21 when a car drove into it.							
58 wh	MiG-29	2960731240	114 BrTA	29dec90	oct15	act	114 VAP Ivano-Frankivs'k?
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 58 white; noted stored Ivano-Frankivs'k jul13-sep13; noted operational apr14-oct15.							
...	MiG-29	2960731244		29dec90		?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as; no reports.							



After bort number 55 white was integrated in the Ukrainian Air Force, it was assigned to 114 BrTA at Ivano Frankivsk and was repainted in this three tone blue camouflage pattern around June 2011. Bort number 55 white was last noted operational in March 2014. (Marco Dijkshoorn)

79 wh	MiG-29	2960731267?	Ivano-Frankivs'k	nov10	std	114 VAP Ivano-Frankivs'k	
Assigned to 114 VAP Ivano-Frankivs'k as bort number 79 white; noted aug97; noted stored Ivano-Frankivs'k nov10; construction number requires confirmation.							
01 wh	MiG-29MU1	2960731637	40 BrTA	jul20	act	114 VAP Ivano-Frankivs'k?	
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k; upgraded to MiG-29MU1 as bort 01 white; digital c/s; to 40 BrTA Vasyli'kiv; seen operational in video jul20.							
31 wh	MiG-29	2960731638	40 BrTA	jul20	act	9 BrTA Ozerne	
Assigned to 9 BrTA Ozerne as bort number 31 blue; noted jun06; three tone blue colour scheme; noted jan09-may09; to 40 BrTA aug09 in Ukraini Sokol (Ukrainian Falcons) colour scheme; noted oct10-sep16; to bort 31 white; digital colour scheme; feb17-jul20.							
02 wh	MiG-29MU1	2960731641	40 BrTA	jul20	act	9 BrTA Ozerne	
Assigned to 9 BrTA Ozerne as bort number 32 blue; noted jul06-11jul08; three tone blue colour scheme; to 40 BrTA Vasyli'kiv as bort number 32 white; noted aug08-apr12; to L'viv (LDARZ); upgraded to MiG-29MU1; to 40 BrTA dec16 as bort number 02 white; digital colour scheme; noted feb17-jun19; seen operational in video jul20.							
33 wh	MiG-29	2960731642	40 BrTA	29mar91	dec20	act	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 33 blue; noted jun06-10jun08; to 40 BrTA Vasyli'kiv aug09; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted jun10-dec13; to bort number 33 white; digital colour scheme; Vasyli'kiv aug16-jul17; to L'viv (LDARZ) for overhaul; tender for parts apr19; redelivered by jul20; noted dec20.							
68 wh	MiG-29	2960735321?	Ivano-Frankivs'k	2010	std	114 VAP Ivano-Frankivs'k?	
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 68 white; noted stored Ivano-Frankivs'k 2010; hawk badge on port side of the nose. Construction number from photo caption, requires confirmation.							

MiG-29 Izdeliye 9.51; with known construction numbers (in c/n order)



This Izdeliye 9.51 MiG-29UB bort number 91 blue **50903017533**, assigned to 40 BrTA Vasyli'kiv shows off its special paint scheme applied to the aircraft when it was assigned to the Ukrainian Falcons at Kirovs'ke. It was first noted at Vasyli'kiv in March 2006 and is currently still in operational service based at Vasyli'kiv where the aircraft has been clad in the current standard digital colour scheme. (Paul Gross)

Code:	Full type:	Construction nr.:	Unit:	Released:	Last noted:	Status:	First known assignment:
...	MiG-29UB	80003001024	to N229XX	05mar86	01feb08	civil	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; no reports; transferred to USA 01feb08; to N229XX.							
80 wh	MiG-29UB	80003001048	to Sudan	05mar86	03nov11	mil	92 VAP? Vasyli'kiv
Assigned to 92 VAP? Vasyli'kiv as bort number 80 white; noted may08-25aug08; bort number 38 red visible under paint; to Sudan Air Force as 606; export date 03nov11.							
37 wh	MiG-29UB	80003003127	to N129XX	09sep86	30nov07	civil	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 37 white; noted aug97; to bort number 37 yellow (so 62 VAP Belbek?); to L'viv (LDARZ); dismantled feb07; transferred to USA 30nov07; to N129XX.							
...	MiG-29UB	50903005127	to Kazakhstan			mil	?
No reports; transferred to L'viv (LDARZ) oct12; awaiting delivery to Kazakhstan as bort number 44 red; no reports.							
76 bl	MiG-29UB	80003007409	to Azerbaijan	30dec87	feb08	mil	85 VAP Starokonstantyniv
Assigned to 85 VAP at Starokonstantyniv as bort number 76 blue; noted aug97, repairs at L'viv (LDARZ), back to 85 VAP, to L'viv (LDARZ) for storage; taken out of storage in 2009, refurbished and modernised; to Azerbaijan 18feb09 as 15 blue as attrition replacement for 20 blue. Construction number also quoted as 80003003409.							



MiG-29MU1 bort 08 white, **2960731239**, landing at Starokontantyniv during exercise Clear Sky 2018. Some of you may have seen this airframe in its previous career as Ukraine Sokoli aircraft 108 white. Currently it is assigned to 40 BrTA. (12 October 2018, Hans van den Berg)

53 wh	MiG-29UB	50903010194	to Azerbaijan	31may88	11aug08	mil	92 VAP Vasyl'kiv
Assigned to 92 VAP Vasyl'kiv as bort number 70 white; noted may98; to 8 VAP as bort number 54 white; noted 01dec97; to 40 BrTA 01dec00-18apr07; to L'viv (LDARZ); to Azerbaijan 11aug08 as 33 blue. See bort number 50 white in list of unknown aircraft.							
...	MiG-29UB	50903011584	to Kazakhstan			mil	
No reports; transferred to L'viv (LDARZ) oct12; Delivered to Kazakhstan as bort number 45 red; no reports.							
61 bl	MiG-29UB	50903011844	to Azerbaijan	29nov88	28sep06	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 61 blue; noted sep95; brown/green colour scheme; to 168 LVK at Kirovs'ke on loan; back by may97; to Odessa (DPOAZ) oct03; to L'viv (LDARZ) 2006; to Azerbaijan 28sep06 as 10 blue.							
63 bl	MiG-29UB	50903012094	to Azerbaijan	30dec88	28sep06	mil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 63 blue; noted may97; to Odessa (DPOAZ) for storage oct03; transferred to L'viv (LDARZ) in 2006; to Azerbaijan 28sep06 as 20 blue.							
64 bl	MiG-29UB	50903014896	to N29UB	30sep89	17feb06	civil	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 64 blue; sold to USA 17feb06 as N29UB.							
80 bl	MiG-29UB	50903017177	L'viv (LDARZ)		may19	act	9 VABr Belbek?
Assigned to 9 VABr Belbek as bort number 80 blue; noted 2000; noted stored Belbek oct08-mar14; to Mikolayiv-Kulbakino; to L'viv (LDARZ); on overhaul stripped; noted may19.							
50 wh	MiG-29UB	50903017222	Vasyl'kiv	18apr90	apr12	std	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 50 blue; noted may96; to 9 BrTA Ozerne; noted sep06; to 40 BrTA Vasyl'kiv as bort number 50 white; noted apr08-sep11; noted stored apr12; two tone blue colour scheme.							
51 bl	MiG-29UB	50903017246	161 VAP	24apr90	aug97	?	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 51 blue; noted 23may96-aug97.							
81 bl	MiG-29UB	50903017486	204 BrTA	29apr90	sep20	act	161 VAP Limans'ke
Assigned to 161 VAP Limans'ke as bort number 53 blue; noted may97-jul01; to 9 VABr Belbek as bort number 81 blue; noted 2000; noted stored oct08-mar14; to L'viv (LDARZ) may19; digital colour scheme; handed over to 204 BrTA Luts'k 20dec19; noted sep20.							
91 wh	MiG-29UB	50903017533	40 BrTA	29apr90	feb20	act	40 VABr Vasyl'kiv
Assigned to 40 VABr Vasyl'kiv as bort number 91 white; noted mar06-may09; to bort number 91 blue; noted aug09-apr16; Ukraine Sokoli (Ukrainian Falcons) colour scheme; to bort number 91 white, digital colour scheme; to 40 BrTA; noted nov17-feb20.							
86 bl	MiG-29UB	50903018194	204 BrTA	28jun90	jul20	act	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 65 blue; initially still in Soviet markings; later flew in Ukrainian markings; no reports; to 114 BrTA Ivano-Frankivs'k as bort number 10 white; noted mar06-jul12; to L'viv (LDARZ); first noted at L'viv 02aug13; digital colour scheme; aircraft completed test flight after refurbishment program nov14; to 204 BrTA Belbek as bort number 86 blue; noted nov14; transferred to 204 BrTA Mikolayiv-Kulbakino; noted nov14-mar16; to Luts'k; 18oct19-10jul20.							
84 bl	MiG-29UB	50903018624	Belbek	30jun90	jun15	std	40 BrTA Vasyl'kiv
Assigned to 40 BrTA Vasyl'kiv as bort number 90 white; noted may07-feb09; to 204 BrTA Belbek as as bort number 84 blue; noted aug08-mar14; seized by invading Russian forces; last noted stored at Belbek jun15.							
20 wh	MiG-29UB	50903021006	114 BrTA	20dec90	mar20	act	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 02 white with special blue/yellow colour scheme and 'Україна/Ukraine' titles may92; to bort number 02 blue; noted jul96; to bort number 20 white; noted 1998-may15; on overhaul oct15; noted operational mar20.							
40 wh	MiG-29UB	50903023134	40 BrTA		mar21	act	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 82 yellow; noted jul95-dec95; to 62 VAP; to 9 VABr Belbek as bort number 82 blue; noted oct03-jul08 (repainted); noted stored sep11-jul14; to 204 BrTA Mikolayiv-Kulbakino; noted jul15-oct16, to L'viv (LDARZ), on o/h mar21 as bort number 40 white, destined for 40 BrTA.							

83 bl	MiG-29UB	50903023241	204 BrTA	feb19	act	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 83 blue; noted 2000-mar07; noted stored Belbek sep11-aug12; to 204 BrTA Mikolayiv-Kulbakino; noted jun18; digital colour scheme; to Luts'k; feb19.						
10 wh	MiG-29UB	50903023325	114 BrTA	jun20	act	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 81 yellow; noted aug97-may03; o 204 BrTA Belbek as bort number 50 white; noted 05sep07; to 114 BrTA Ivano-Frankivs'k; noted jan08-apr12; to L'viv (LDARZ) for refurbishment 2013; digital colour scheme; to 114 BrTA Ivano-Frankivs'k as bort number 10 white; noted apr13-jun20.						
30 wh	MiG-29UBM2	50903024147	114 BrTA	28jun91	apr18	act 85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv; noted 2001; no reports; assigned to 114 BrTA Ivano-Frankivs'k as bort number 40 white; noted nov04-aug06; noted stored may11; to L'viv (LDARZ) for upgrade to UBM2 standard; handed over to 114 BrTA Ivano-Frankivs'k as bort number 30 white 30jun15; digital colour scheme; noted jul15-apr18.						
90 wh	MiG-29UB	50903024156	40 BrTA	oct18	act	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 104 white; Ukraine Sokoli (Ukrainian Falcons) colour scheme; noted may97-aug97; to bort number 111 white; noted sep99; to bort number 111 blue; noted mar07; noted stored Kirovs'ke may08-aug10; mentioned in repair contract at L'viv (LDARZ) aug12; to bort number 90 white; noted L'viv 14dec12; digital colour scheme after completing testflight after refurbishment program; to 40 BrTA Vasyl'kiv dec12-08oct18.						
85 bl	MiG-29UB	50903024161	Belbek	jun15	std	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 51 blue; noted mar07; noted Mikolayiv-Kulbakino apr07-feb09; two tone blue colour scheme; noted apr12; transferred to L'viv (LDARZ); noted 13dec12; digital colour scheme; completed test flight after refurbishment program; to 204 BrTA Belbek as bort number 85 blue; noted dec12-feb14; seized by invading Russian forces; last noted stored at Belbek jun15.						
99 wh	MiG-29UB	50903024178	40 BrTA	aug20	act	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 52 blue; noted Ozerne jun06; two tone blue colour scheme; to 114 BrTA Ivano-Frankivs'k; noted mar07-jun08; last noted (stored?) at Ivano-Frankivs'k may11; to L'viv (LDARZ); noted L'viv during testflight after refurbishment 16dec13; digital colour scheme; handed over to 40 BrTA Vasyl'kiv 24dec13 as bort number 99 white; noted dec13-08aug20.						
...	MiG-29UB	50903025670?	114 BrTA	nov10	?	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k; noted nov10. Construction number from photo caption; requires confirmation.						

MiG-29 Izdeliye 9.12; 9.13; and 9.51; with unknown construction numbers (in bort number order)



Bort number 16 blue was noted stored at Belbek until may13. The aircraft was also seized by the Russian invading forces but was returned to the Ukrainian Air Force when it was transported by road to Mikolayiv-Kulbakino by the spring of 2015. It was noted back in operational status in September 2015 operating at 204 BrTA now based at Mikolayiv. (Paul Gross)

Code:	Full type:	Unit:	Last noted:	Status:	First known assignment:
01 bl	MiG-29 (9...)	L'viv (LDARZ)	jul13	std	
First noted as bort number 01 blue stored at L'viv (LDARZ) jul13; (two bort numbers 01 blue noted stored at L'viv (LDARZ)).					
01 wh	MiG-29 (9.12)	L'viv (LDARZ)	aug97	std	92 VAP Vasyl'kiv
Assigned to 92 VAP Vasyl'kiv as bort 01 white; noted oct93; L'viv (LDARZ) aug97. Fate unknown.					
01 wh	MiG-29 (9.13)			?	Transferred?
Last noted with Soviet Air Force 92 IAP at Mukachevo sep87; ever transferred to Ukraine?					
02 bl	MiG-29 (9.12)	L'viv (LDARZ)	aug97	std	L'viv (LDARZ)
Stored at L'viv (LDARZ) aug97. Fate unknown.					
02 bl	MiG-29 (9.13)	Belbek	sep11	std	204 BrTA Belbek
Assigned to 204 BrTA Belbek as bort number 02 blue; notedjan07; noted stored sep11-may13.					
03 bl	MiG-29 (9.12)	Starokonstantyniv	may17	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 03 blue; stored Starokonstantyniv oct08-may17.					



For many aircraft enthusiasts the late nineties were probably the only encounter with Ukrainian MiG-29s. The Royal International Air Tattoo in 1997 was visited by the Українські Соколи (Ukrainian Falcons). This colour scheme was the second version. (19 July 1997, Erwin van Dijkman)

03 wh	MiG-29 (9.12)	L'viv (LDARZ)	oct17	std	92 VAP Vasy'l'kiv
Assigned to 92 VAP Vasy'l'kiv; to L'viv (LDARZ), noted stored aug97-oct17.					
03 wh	MiG-29 (9.13)	Ivano-Frankivs'k	jul13	std	
Stored Ivano-Frankivs'k as bort number 03 white; noted mar07-jul13; number 22 on tail fin; old bort number 2_ visible.					
03 ye	MiG-29 (9.12)		1990s	?	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 03 yellow; seen early nineties; to 62 VAP Belbek; 9 VABr / 204 BrTA bort numbers 18/19/20 blue had yellow 100 OKVAP codes. Fate unknown.					
04 wh	MiG-29 (9.13)	114 BrTA	nov16	act	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 04 white; noted mar06; stored jul13-apr14; under maintenance jan15; operational again jun15-nov16.					
04 ye	MiG-29 (9.12)		dec95	?	
Noted dec95 at Saky-Novofedorivka. Fate unknown.					
05 bl	MiG-29 (9.13)	Belbek	mar14	std	62 VAP Belbek?
Assigned to 204 BrTA Belbek First noted stored at Belbek sep11; stored west side of tower; noted stored at Belbek aug12-may13; last noted stored at Belbek mar14.					
05 wh	MiG-29 (9.13)		2000	?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k; first noted as bort number 05 white from photo dated late 90s/early 00s. Fate unknown.					
05 wh	MiG-29	Vasy'l'kiv	30jun90	apr15	std 92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as 52 white; to 40 BrTA Vasy'l'kiv as bort number 05 white; noted aug08; noted stored feb09-apr15; bort number 52 white and red stars visible under paint; number 52 on tail fin; 92 VAP cheetah badge on port side of the nose. Quoted as 2960729045, but that is also tied to 33 blue (see 9.13 list) with a different history. Possibly 2960721103?					
05 ye	MiG-29 (9.12)				100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 05 yellow; seen early nineties; to 62 VAP Belbek; 9 VABr / 204 BrTA bort numbers 18/19/20 blue had yellow 100 OKVAP codes.					
06 bl	MiG-29 (9.13)	204 BrTA	oct15	act	62 VAP Belbek?
Assigned to 9 VABr / 204 BrTA Belbek as bort number 06 blue; noted jun06-nov08; noted stored sep12-mar14; under maintenance aug14; to 204 BrTA Mikolayiv-Kulbakino; noted jul15-oct16.					
06 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct16	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 06 white; noted sep01-26mar08; noted stored jul13-oct16.					
06 ye	MiG-29 (9.12)	2960515... L'viv (LDARZ)	oct17	std	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 06 yellow; to L'viv (LDARZ); noted stored 1994-oct17; bort number 34 white, formerly from 145 IAP, still visible under paint.					
07 wh	MiG-29 (9.13)	114 BrTA	apr12	act	114 BrTA Ivano-Frankivs'k
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 07 white; noted apr12.					
08 bl	MiG-29 (9.13)	Belbek	sep11	std	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 08 blue; noted aug05-jun06; noted stored jul11-mar14.					
10 bl	MiG-29 (9.13)	204 BrTA	mar16	act	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 10 blue; noted jun06-sep07; noted stored aug09-may13; to 204 BrTA Mikolayiv-Kulbakino in 2014; noted stored sep15; under maintenance oct15; noted operational mar16.					
10 wh	MiG-29MU1	114 BrTA	feb19	act	114 BrTA Ivano-Frankivs'k
Upgraded to MiG-29MU1; first noted dec18; digital colour scheme; 114 BrTA Ivano-Frankivsk feb19.					
107 wh	MiG-29 (9.13)	Ukraine Sokoli	26mar98	w/o	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 107 white; Ukraine Sokoli (Ukrainian Falcons) colour scheme; no reports; written off 26mar98 during landing at Kirovs'ke; Col Sergiy Dudkin killed.					

12 wh	MiG-29 (9.13)	Ivano-Frankivs'k	aug13	std	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 12 blue; noted jun04; to 114 BrTA Ivano-Frankivsk as bort number 12 white; noted 26mar08; noted stored mar07-aug13; number 25 on tail fin.					
14 wh	MiG-29 (9.13)	Ivano-Frankivs'k	jul13	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 14 white; noted apr06; noted stored mar07-jul13; number 24 on tail fin.					
14 wh	MiG-29 (9.12)	Starokonstantyniv?	sep13	std	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 14 white; noted stored oct08-sep13.					
14 ye	MiG-29 (9.13)	62 VAP	aug97	?	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 14 yellow (so likely ex 100 OKVAP?); noted aug97; no subsequent reports.					
15 bl	MiG-29 (9.13)	Mikolayiv-Kulbakino	mar14	std	9 VABr? Belbek
Assigned to 9 VABr / 204 BrTA Belbek as bort number 15 blue; noted sep08; stored Belbek jul11-mar14; to Mikolayiv-Kulbakino spring 14; no subsequent reports.					
16 bl	MiG-29 (9.13)	204 BrTA	sep15	act	9 VABr? Belbek
Assigned to 9 VABr / 204 BrTA Belbek as bort number 16 blue; noted may08; noted stored jul11-may13; seized by invading Russian forces; to 204 BrTA Mikolayiv-Kulbakino by spring 2015; noted sep15.					
18 wh	MiG-29 (9.13)	40 BrTA	may14	?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 18 white; noted 2004; possibly transferred to 40 BrTA Vasyl'kiv by feb09 (not sure if this is the same aircraft); noted may14 possibly stored?					
19 wh	MiG-29 (9.13)	114 VAP	nov04	?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 19 white; noted sep04-nov04; repainted. Fate unknown.					
20 bl	MiG-29 (9.13)	VVATU	oct19	i/a	Vasyl'kiv VVATU
Assigned to VVATU Vasyl'kiv as bort number 20 blue may04-oct19 (repainted by apr16.)					
20 bl	MiG-29 (9.13)	85 VAP	aug97		85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 20 red, to bort number 20 blue; noted aug97. Fate unknown.					
20 wh	MiG-29 (9.13)	40 BrTA	aug09	?	92 VAP Vasyl'kiv
Assigned to 92 VAP Vasyl'kiv as bort number 20 white sep93; to 40 BrTA Vasyl'kiv; noted operational apr08-24aug09; Fate unknown; bort number possibly changed to 20 blue?					
21 bl	MiG-29 (9.13)	85 VAP	sep97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as 21 red; noted aug97; noted stored sep97; to bort number 21 blue; seen in video.					
21 ye	MiG-29 (9.13)	62 VAP	aug97	?	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 21 yellow; noted may97-aug97; number 27 on tail fin. Fate unknown.					
22 bl	MiG-29 (9.13)	9 BrTA	aug08	?	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 22 blue; noted feb05-aug08; two tone blue colour scheme. Fate unknown.					
24 bl	MiG-29 (9.13)	9 BrTA	aug08	?	9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 24 blue jul05-aug08; two tone blue colour scheme. Fate unknown.					
24 bl	MiG-29 (9.13)	Odessa (DPOAZ)	jul11	std	
Transferred to Odessa (DPOAZ); noted stored sep03-2019; grey colour scheme; number 24 on tail.					
24 wh	MiG-29 (9.12)	L'viv (LDARZ)	mar21	std	114 VAP Ivano-Frankivs'k?
Early version with ventral fins; probably assigned to 114 VAP Ivano-Frankivs'k; no reports; to L'viv (LDARZ) for storage by early 90's; noted stored oct17-mar21.					



This Izdeliye 9.51 MiG-29UB assigned to 40 BrTA at Vasylkiv was on the 'wanted' list for a long time. It turned out to be 50903017222. It was last noted stored at Vasylkiv in April 2012. (Patrick Roegies)



MiG-29UB 50903024156 90 white (outlined in blue) is a 40 BrTA machine seen in a typical Ukrainian scene. It is being refueled for another mission during the exercise Clear Sky 2018. (Starokontantyniv, 12 October 2018, Hans van den Berg)

25 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct15	std	114 VAP Ivano-Frankivs'k?
Stored Ivano-Frankivs'k; noted mar07-oct15.					
26 wh	MiG-29 (9...)		aug97	?	168 LVK Kirovs'ke
Assigned to 168 LVk Kirovs'ke as bort number 26 white; noted may97-aug97; number 74 on tail fin. Fate unknown.					
27 bl	MiG-29 (9.13)	Belbek	may14	?	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 27 blue; noted 2000; to 204 BrTA Belbek; brown/green colour scheme; noted stored dec12; seized by invading Russian forces; probably transferred to Mikolayiv-Kulbakino may14; possibly ex bort number 47 blue.					
27 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct15	std	114 VAP Ivan Frankivsk
Assigned to 114 VAP Ivan Frankivsk; noted as bort number 27 white mar07; noted stored jul13-oct15; 145 IAP badge on port side of fuselage.					
27 ye	MiG-29 (9.13)	62 VAP	aug97	?	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 27 yellow; noted jul95; brown/green colour scheme; to 62 VAP Belbek; noted aug97. Fate unknown; maybe this one became 27 blue?					
28 bl	MiG-29 (9.13)	85 VAP	aug97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 28 blue; noted aug97. Fate unknown.					
28 wh	MiG-29 (9.13)	114 VAP	~2000	?	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 28 white; noted late 90s/early 00s. Fate unknown.					
28 ye	MiG-29 (9.13)	Kirovs'ke	may13	std	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 28 yellow; noted aug97; brown/green colour scheme; noted stored aug00-may13.					
29 bl	MiG-29 (9.13)	9 BrTA			9 BrTA Ozerne
Assigned to 9 BrTA Ozerne as bort number 29 blue; noted jul05-jul06; blue/blue colour scheme. Fate unknown.					
29 bl	MiG-29 (9.13)	Belbek	dec12	std	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 49 blue; no reports; brown/green colour scheme; to 100 OKVAP Saky-NovoFedorivka as bort number 29 yellow; noted nov96; to 62 VAP Belbek; noted may97-aug97; to 9 VABr as bort number 29 blue; noted 2000; repainted in regular colour scheme; noted stored aug08-dec12; number 29 on tail fin.					
30 ye	MiG-29 (9.13)	62 VAP			62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 30 yellow; noted aug97. Fate unknown; likely to 30 blue (possibly 2960729037)?					
31 bl	MiG-29 (9.13)	Mikolayiv-Kulbakino	jun14	std	(204 BrTA Mikolayiv-Kulbakino)
Assigned to 204 BrTA Mikolayiv-Kulbakino as bort number 31 blue; noted 2000; noted stored aug12-jun14; number 25 on tail fin. Possibly construction number 2960729040?					
31 ye	MiG-29 (9.13)	100 OKVAP	aug97	?	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 31 yellow; noted jul94; to Belbek; noted may97-aug97. Fate unknown.					
32 bl	MiG-29 (9.13)	Belbek	aug12	std	9 VABr Belbek?
Assigned to 9 VABr? Belbek as bort number 32 blue; noted 2000? noted stored sep11-aug12. Fate unknown.					
32 wh	MiG-29 (9.13)	Vasyl'kiv	apr12	std	40 BrTA Vasyl'kiv
Assigned to 40 BrTA Vasyl'kiv as bort number 32 white; noted aug08-sep09; noted stored sep11-apr12; formerly bort number 32 blue. Fate unknown.					
32 ye	MiG-29 (9.13?)	100 OKVAP	jul94	?	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 32 yellow; noted jul94 (two with this code). Fate unknown.					



Most of the MiG-29s assigned to 642 VAP Voznesens'k and 161 VAP Limans'ke were painted in a brown/green camouflage pattern. The majority of these aircraft spent a considerable time stored at DPOAZ Odessa. (Patrick Roegies)

32 ye	MiG-29 (9.13)	100 OKVAP	aug97	?	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 32 yellow; noted jul94 (two with this code); noted Belbek may97-aug97. Fate unknown ; possibly to 32 blue?					
33 ye	MiG-29 (9.13)	62 VAP	aug97	?	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 33 yellow; noted aug97. Fate unknown.					
34 wh	MiG-29 (9.13)	40 BrTA	may07	act	8 VAP Vasy'l'kiv
Assigned to 8 VAP Vasy'l'kiv as bort number 34 white; noted may98-may06; to 40 BrTA; noted may07. Fate unknown; possibly the same aircraft as 2960714628?					
34 ye	MiG-29 (9.13)	62 VAP	aug97	?	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 34 yellow at Belbek aug97; number 06 on tail fin. Fate unknown.					
35 ye	MiG-29 (9...)	168 LVK	may97	?	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 35 yellow; noted may97. Fate unknown.					
36 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct16	std	114 VAP? Ivano-Frankivs'k
Assigned to 114 VAP / 114 BrTA Ivano-Frankivs'k as bort number 36 white; noted stored jul13-oct16; bort number 66 white visible under paint; number 66 on tail fin.					
36 ye	MiG-29 (9.13)	Kirovs'ke	may08	act	168 LVK Kirovs'ke
Last noted may08 at Kirovs'ke. But see 2960728195.					
37 bl	MiG-29 (9.13)	Belbek	dec12	std	9 VABr Belbek
Assigned to 9 VABr BrTA Belbek as bort number 37 blue; no reports; to 204 BrTA; noted stored jun11-dec12; to Mikolayiv-Kulbakino; noted stored jul16. Possibly same aircraft as construction number 2960729350?					
38 bl	MiG-29 (9.13)				85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 38 blue; seen on video, blue/yellow rudder. Fate unknown; possibly ex bort number 38 red.					
38 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct16	std	114 VAP Ivano-Frankivs'k
Assigned to 92 VAP Mukachevo as bort number 46 white; photo 1990s; brief loan from 114 VAP Ivano-Frankivs'k; to 114 BrTA Ivano-Frankivs'k as bort number 38 white; noted jul12-oct16; bort number 65 white visible under paint; number 65 on tail fin.					
39 bl	MiG-29 (9.13)	Belbek	jan14	std	9 VABr Belbek
Assigned to 9 VABr Belbek as bort number 39 blue 2000; number 03 on tail fin; repainted in a blue/grey colour scheme; noted sep04; noted stored sep11-jan14; date 15oct04 on paper; possibly date of unit allocation. Maybe this is construction number 2960729355 that was with 161 VAP at Limans'ke but without subsequent reports.					
39 ye	MiG-29 (9...)	168 LVK	may97	?	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 39 yellow; noted may97. Fate unknown.					
40 wh	MiG-29UB (9.51)	L'viv (LDARZ)	feb21	act	?
On overhaul L'viv (LDARZ) as bort 40 white; noted feb21; digital colour scheme.					
41 bl	MiG-29 (9.13)	204 BrTA	sep15	act	204 BrTA Mikolayiv-Kulbakino
Assigned to 204 BrTA Mikolayiv-Kulbakino as bort number 41 blue; noted oct14-sep15; digital colour scheme. Construction number quoted as 2960731230 conflicts with bort number 44 white (refer).					

41 bl	MiG-29 (9.13)	L'viv (LDARZ)	feb20	dam	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 41 blue at Starokonstantyniv aug97; transferred to L'viv (LDARZ); noted stored sep06-oct17; construction number read as ...40 (for 2960710840); grey colour scheme; bort number 41 blue was one of the aircraft scavenged by intruders into the storage feb20; this airframe was quoted with construction number 2960707758 in the police investigation; see also 2960710840 / 37 blue.					
41 wh	MiG-29 (9.13)	Ivano-Frankivs'k	oct16	std	114 VAP Ivano-Frankivs'k
Assigned to 114 VAP Ivano-Frankivs'k as bort number 41 white; noted stored apr10-oct16; number 72 on tail fin; former bort number 32 white visible under paint.					
42 wh	MiG-29 (9.12)	92 IAP	jun88	ntu?	92 VAP Mukachevo?
Soviet Air Force 92 IAP Mukachevo as bort number 42 white; noted jun88; ever transferred to Ukrainian Air Force?					
42 wh	MiG-29 (9.12)	168 LVK	aug97	?	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 42 white; noted sep96-aug97. Possibly to 114 VAP, refer 2960515124.					
42 wh	MiG-29UB (9.51)	168 LVK	sep96	?	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 42 white; noted Kirovs'ke sep96. Fate unknown.					
43 bl	MiG-29 (9.13)	204 BrTA	sep20	act	204 BrTA Mikolayiv-Kulbakino
L'viv (LDARZ); noted dec14; assigned to 204 BrTA Mikolayiv-Kulbakino as bort number 43 blue; noted dec14-oct15; to Luts'k; noted feb19-sep20.					
46 wh	MiG-29 (9.13)		sep07	?	
Assigned bort number 46 white; noted at Belbek 05sep07. Possibly visiting from 114 BrTA? Refer 2960721095.					
46 wh	MiG-29 (9...)	L'viv (LDARZ)	jul13	act	
Assigned bort number 46 white; noted L'viv (LDARZ) jul12; last noted at L'viv (LDARZ) jul13.					
49 bl	MiG-29 (9.13)	Belbek	sep11	std	40 BrTA Vasyl'kiv
First noted as bort number 49 blue at Vasyl'kiv aug08; noted stored at Vasyl'kiv stored at maintenance facility 24aug09? Last noted at Belbek stored at maintenance facility sep11? Same aircraft as 2960728195?					
49 wh	MiG-29 (9.13)	Ivano-Frankivs'k	jul13	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 49 white; noted stored Ivano-Frankivs'k 2004-jul13 (only 4_read).					
50 wh	MiG-29UB (9.51)	Vasyl'kiv	14oct07	std	92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 50 white; to 92 VAP Vasyl'kiv; noted oct93; to 40 VAKr; noted jan00-2001; noted stored 14oct07; grey colour scheme yellow/blue flashes applied to tail; wings and nose. Construction number quoted as 50903010194 and bort number changed to 70 white; refer.					
51 wh	MiG-29 (9.13)	Ivano-Frankivs'k	aug17	std	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 51 white; noted stored Ivano-Frankivs'k apr10-aug17; bort number 68 white visible through paint; number 68 on tail fin.					
51 wh	MiG-29UB (9.51)	Vasyl'kiv	apr15	std	40 BrTA Vasyl'kiv
Assigned to 40 BrTA Vasyl'kiv as bort number 51 white; noted feb09-dec13; noted stored Vasyl'kiv apr15.					
51..	MiG-29 (9...)	85 VAP	aug97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 51 ..; noted aug97. Fate unknown.					
52 wh	MiG-29UB (9.51)	Vasyl'kiv	14oct07	std	92 VAP Mukachevo
Assigned to 92 VAP Mukachevo as bort number 52 white; no reports; to 40 BrTA Vasyl'kiv; noted stored oct07; special colour scheme (large blue/yellow cheatlines and large white flames).					
53 wh	MiG-29 (9.13)	168 LVK	aug97	?	168 LVK Kirovs'ke
Assigned to 168 LVK Kirovs'ke as bort number 53 white; noted sep96-aug97; one sighting states it as an UB. Fate unknown.					



Bort number 84 blue, 50903018624, was initially assigned to 40 BrTA based at Vasylkiv allocated bort number 90 white. It was transferred to 204 BrTA based at Belbek where the aircraft received bort number 84 blue and this blue/light grey colour scheme; typical for Belbek in that era. The aircraft was seized by the invading Russian Forces at Belbek. The current status of the aircraft is unknown. (Paul Gross)

57 wh	MiG-29 (9.13)	114 BrTA	oct20	act	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 57 white; noted L'viv nov14; digital colour scheme; after completing refurbishment; noted jan15-oct20.					
59 wh	MiG-29 (9.13)	L'viv (LDARZ)	mar14	?	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA Ivano-Frankivs'k as bort number 59 white; noted stored jul13; transferred to L'viv (LDARZ) by may14.					
60 rd	MiG-29 (9.13)	85 VAP	aug97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 60 red; noted aug97. Fate unknown.					
60 bl	MiG-29 (9.13)	Odessa (DPOAZ)	jul12	std	
Transferred to Odessa (DPOAZ); noted stored sep10-jul12; grey colour scheme; number 07 on tail fin.					
61 bl	MiG-29 (9...)	Belbek	sep11	std	
First noted as bort number 61 blue stored at Belbek sep11 stored east side of tower. Single sighting probably wrong.					
61 rd	MiG-29 (9.13)	85 VAP		?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 61 red; noted aug97; to bort number 61 blue; noted operational in video; grey colour scheme. Fate unknown.					
61 ye	MiG-29UB (9.51)	642 VAP	~1990s	?	642 VAP Voznesens'k
Assigned to 642 VAP Voznesens'k as bort number 61 yellow; noted 1990s from photo; brown/green colour scheme; former bort number _2 (possibly blue) visible.					
68 ye	MiG-29UB (9.51)	Kirovs'ke	1996	scr	100 OKVAP Saky-Novofedorivka
Assigned to 100 OKVAP Saky-Novofedorivka as bort number 68 yellow; to 168 LVK at Kirovs'ke; noted 1996; donor for repair of bort number 02 white; later scrapped.					
70 wh	MiG-29 (9.13)		11may07	?	40 VAKr Vasy'l'kiv
Aircraft name: Leonid Bikov; assigned to 40 VAKr Vasy'l'kiv as bort number 70 white; noted 2007; aircraft has music notes painted on the nose. This was later also applied on a 9.13, refer 2960728174 .					
77 wh/ol	MiG-29 (9.13)	L'viv (LDARZ)	mar11	std	LDARZ
Company aircraft of LDARZ bort number 77 white outlined; noted jul02; noted stored sep06-mar11.					
78 wh	MiG-29 (9.13)	114 BrTA	oct20	act	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA as bort number 78 white; noted feb19-oct20.					
79 wh	MiG-29 (9.13)	114 BrTA	feb19	act	114 BrTA Ivano-Frankivs'k
Assigned to 114 BrTA as bort number 79 white; operational; photo feb19. Possibly 2960731267; refer the 9.13 listing.					
83 ye	MiG-29UB (9.51)	62 VAP	aug97	?	62 VAP Belbek
Assigned to 62 VAP Belbek as bort number 83 yellow; noted aug97. Fate unknown.					
91 bl	MiG-29UB (9.51)	Odessa (DPOAZ)	23sep11	std	
In storage at Odessa (DPOAZ) 23sep11; conctruction number read as "4960270" .					
92 bl	MiG-29UB (9.51)		aug97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 92 red; noted aug97; to bort number 92 blue. Fate unknown.					
93 bl	MiG-29UB (9.51)		aug97	?	85 VAP Starokonstantyniv
Assigned to 85 VAP Starokonstantyniv as bort number 93 blue; noted aug97. Fate unknown.					

Credits: we are indebted to Patrick Roegies for starting this article in 2017, meticulously checking records. Of course Andy Marden who keeps an up to date list of all Wrecks and Relics as well as the complete military aircraft fleet of the Ukraine. This enabled us to do an update to the original article. Lastly, the contributors to the Sovmil yahoogroup, io.group nowadays, deserve to be mentioned for sharing info and knowledge.



Izdeliye 9.51 built under construction number **50903018194** was delivered to the Soviet Air Forces allocated bort number 65 blue and assigned to 642 IAP at Voznesensk. In Ukraine service, it was initially assigned to 114 BrTA based at Ivano Frankivsk before it was transferred to LDARZ in L'viv for an extensive overhaul. After passing the modernization program the aircraft was painted in a four tone grey 'pixelated' colour scheme and assigned to 204 BrTA. After a spell at Mykolayiv-Kulbakino, the aircraft is currently based at Luts'k. (Paul Gross)

Cross reference table bort to construction number

01 bl	2960515100	(9.12)	08 bl	2960721909	(9.13)	20 rd	nn	(9.13)	30 wh	50903024147	(9.51)
01 bl	2960518078	(9.12)	08 bl	2960728506	(9.13)	20 wh	50903021006	(9.51)	30 ye		(9.13)
01 bl	2960721506	(9.13)	08 bl	nn	(9.13)	20 wh	nn	(9.13)	31 bl	2960520148	(9.12)
01 bl	2960728196	(9.13)	08 wh	2960518478	(9.12)	21 bl	2960717931	(9.13)	31 bl	2960725867	(9.13)
01 bl	2960728500	(9.13)	08 wh	2960721104	(9.13)	21 bl	2960729010	(9.13)	31 bl	2960729040	(9.13)
01 bl	nn	(9...)	08 wh	2960731239	(9.13 M)	21 bl	nn	(9.13)	31 bl	2960731638	(9.13)
01 wh o/l	2960510189	(9.12)	08 ye	2960518099	(9.12)	21 bl	2960717921	(9.13)	31 bl	nn	(9.13)
01 wh	2960731232	(9.13)	09 bl	2960721108	(9.13)	21 rd	nn	(9.13)	31 wh	2960714918	(9.13)
01 wh	2960731637	(9.13 M)	09 bl	2960728507	(9.13)	21 wh	2960728507	(9.13)	31 wh	2960731638	(9.13)
01 wh	nn	(9.12)	09 bl	nn	(9.13)	21 ye	nn	(9.13)	31 ye	nn	(9.13)
01 wh	nn	(9.13)	09 bl	2960721910	(9.13)	22 bl	2960515104	(9.12)	32 bl	2960725869	(9.13)
01 ye	2960515100	(9.12)	09 wh o/l	2960512114	(9.12)	22 bl	2960518762	(9.12)	32 bl	2960729041	(9.13)
02 bl	2960721508	(9.13)	09 wh	2960721108	(9.13)	22 bl	2960717924	(9.13)	32 bl	nn	(9.13)
02 bl	2960728199	(9.13)	09 wh	2960728504	(9.13 M)	22 bl	2960728126	(9.13)	32 bl	nn	(9.13)
02 bl	2960729047	(9.13)	09 ye	2960518066	(9.12)	22 bl	2960729011	(9.13)	32 bl	nn	(9.13)
02 bl	2960729049	(9.13)	10 bl	2960728509	(9.13)	22 bl	nn	(9.13)	32 wh	2960505544	(9.12)
02 bl	50903021006	(9.51)	10 bl	nn	(9.13)	22 wh	2960512147	(9.12)	32 wh	2960731641	(9.13)
02 bl	nn	(9.12)	10 bl	2960721911	(9.13)	22 wh	nn	(9.12)	32 ye	nn	(9.13)
02 bl	nn	(9.13)	10 wh	2960721109	(9.13)	22 ye	2960715138	(9.13)	32 ye	nn	(9...)
02 wh	2960518085	(9.12)	10 wh	50903018194	(9.51)	23 bl	2960518764	(9.12)	33 bl	2960518754	(9.12)
02 wh	2960718720	(9.13)	10 wh	50903023325	(9.51)	23 bl	2960715145	(9.13)	33 bl	2960718108	(9.13)
02 wh	2960731641	(9.13 M)	10 wh	nn	(9.13 M)	23 bl	2960717925	(9.13)	33 bl	2960729045	(9.13)
02 wh	50903021006	(9.51)	10 ye	2960518067	(9.12)	23 bl	2960729012	(9.13)	33 bl	2960731642	(9.13)
02 wh	nn	(9.13)	11 bl	2960721908	(9.13)	23 wh	2960515111	(9.12)	33 wh	2960714927	(9.13)
02 ye	2960518075	(9.12)	11 bl	2960728505	(9.13 M)	23 wh	2960515120	(9.12)	33 wh	2960731642	(9.13)
03 bl	2960728500	(9.13)	11 bl	2960729002	(9.13)	24 bl	2960518765	(9.12)	33 ye	nn	(9.13)
03 bl	2960729011	(9.13 M)	11 wh	2960515122	(9.12)	24 bl	2960715147	(9.13)	34 bl	2960518763	(9.12)
03 bl	nn	(9.12)	11 wh	2960515107	(9.12)	24 bl	2960717927	(9.13)	34 bl	2960717939	(9.13)
03 bl	2960721509	(9.13)	111 bl	50903024156	(9.51)	24 bl	2960729018	(9.13)	34 bl	2960729047	(9.13)
03 wh	nn	(9.12)	111 wh	50903024156	(9.51)	24 bl	nn	(9.13)	34 wh	2960714628	(9.13)
03 wh	nn	(9.13)	12 bl	2960721915	(9.13)	24 bl	nn	(9.13)	34 wh	2960728165	(9.13)
03 ye	nn	(9.12)	12 bl	2960729003	(9.13)	24 wh	2960518763	(9.12)	34 ye	nn	(9.13)
04 bl	2960507697	(9.12)	12 wh	0390502556	(9.12)	24 wh	2960715137	(9.13)	34 ye	2960509175	(9.12)
04 bl	2960515104	(9.12)	12 wh	2960729356	(9.13 M)	24 wh	nn	(9.12)	35 bl	2960729048	(9.13)
04 bl	2960518097	(9.12)	12 wh	nn	(9.13)	25 bl	2960520140	(9.12)	35 bl	2960718112?	(9.13)
04 bl	2960721510	(9.13)	14 bl	2960518480	(9.12)	25 bl	2960715149	(9.13)	35 wh	2960515119	(9.12)
04 bl	2960728501	(9.13)	14 bl	2960721918	(9.13)	25 bl	2960729033	(9.13)	35 wh	2960728171	(9.13)
04 bl	2960729012	(9.13)	14 bl	2960729005	(9.13)	25 bl	2960729356	(9.13)	35 ye	nn	(9...)
04 bl	2960728504	(9.13)	14 wh	0390502260	(9.12)	25 wh	2960717494	(9.13)	36 bl	2960518758	(9.12)
04 rd	2960507697	(9.12)	14 wh	2960728506	(9.13 M)	25 wh	nn	(9.13)	36 bl	2960718114	(9.13)
04 wh	2960512108	(9.12)	14 wh	nn	(9.13)	26 bl	2960520142	(9.12)	36 bl	2960729049	(9.13)
04 wh	2960515104	(9.12)	14 ye	nn	(9.13)	26 bl	2960725860	(9.13)	36 wh	0390502556	(9.12)
04 wh	2960721096	(9.13)	15 bl	2960520160	(9.12)	26 bl	2960728199	(9.13)	36 wh	2960728174	(9.13)
04 wh	2960729036	(9.13 M)	15 bl	2960721920	(9.13)	26 bl	2960729034	(9.13)	36 wh	nn	(9.13)
04 wh	nn	(9.13)	15 bl	nn	(9.13)	26 wh	2960512111	(9.12)	36 wh	2960728195	(9.13)
04 ye	2960515104	(9.12)	15 wh	2960505532	(9.12)	26 wh	2960728199	(9.13)	36 ye	2960710840	(9.13)
05 bl	2960721511	(9.13)	15 wh	2960518474	(9.12)	26 wh	nn	(9...)	37 bl	2960729350	(9.13)
05 bl	2960728125	(9.13)	15 wh	2960725860	(9.13 M)	26 ye	2960725860	(9.13)	37 bl	nn	(9.13)
05 bl	2960728502	(9.13)	16 bl	2960515110	(9.12)	27 bl	2960520143	(9.12)	37 wh	2960515109	(9.12)
05 bl	2960729049	(9.13)	16 bl	2960721921	(9.13)	27 bl	2960717931	(9.13)	37 wh	2960728133	(9.13)
05 bl	nn	(9.13)	16 bl	nn	(9.13)	27 bl	2960725861	(9.13)	37 wh	80003003127	(9.51)
05 wh	2960721103	(9.13)	16 bl	2960717930	(9.13)	27 bl	2960729011	(9.13)	37 ye	80003003127	(9.51)
05 wh	2960731227	(9.13 M)	16 wh	2960518070	(9.12)	27 bl	2960729023	(9.13)	38 bl	2960515100	(9.12)
05 wh	2960729045?	(9.13)	16 wh	2960725862	(9.13 M)	27 bl	nn	(9.13)	38 bl	2960721918	(9.13)
05 wh	nn	(9.13)	17 bl	2960729010	(9.13)	27 wh	2960717497	(9.13)	38 bl	2960729353	(9.13)
05 ye	nn	(9.12)	17 wh	2960518066	(9.12)	27 wh	nn	(9.13)	38 bl	nn	(9.13)
06 bl	2960721901	(9.13)	17 wh	2960731217	(9.13)	27 ye	nn	(9.13)	38 rd	80003001048	(9.51)
06 bl	2960725852	(9.13)	17 wh	2660725863?	(9.13 M)	28 bl	2960520160	(9.12)	38 wh	nn	(9.13)
06 bl	2960518470	(9.12)	18 bl	2960515118	(9.12)	28 bl	2960729035	(9.13)	38 wh	nn	(9.13)
06 bl	nn	(9.13)	18 bl	2960728133	(9.13)	28 bl	nn	(9...)	38 ye	2960715560	(9.13)
06 bl	2960728504	(9.13)	18 wh	nn	(9.13)	28 wh	2960717500	(9.13)	39 bl	2960710839	(9.13)
06 wh	2960505534	(9.12)	18 wh	nn	(9.13)	28 wh	nn	(9.13)	39 bl	2960721920	(9.13)
06 wh	2960731232	(9.13 M)	19 bl	2960512144	(9.12)	28 wh	2960725862	(9.13)	39 bl	2960729355	(9.13)
06 wh	nn	(9.13)	19 bl	2960717935	(9.13)	29 bl	2960520146	(9.12)	39 bl	nn	(9.13)
06 ye	2960515	(9.12)	19 bl	2960728174	(9.13)	29 bl	2960729036	(9.13)	39 wh	2960728135	(9.13)
07 bl	2960518474	(9.12)	19 wh	2960729355	(9.13)	29 bl	2960731233	(9.13 M)	39 ye	nn	(9...)
07 bl	2960721902	(9.13)	19 wh	nn	(9.13)	29 bl	nn	(9.13)	40 bl	2960718706	(9.13)
07 bl	2960728502	(9.13)	20 bl	2960518099	(9.12)	29 bl	nn	(9.13)	40 bl	2960721950	(9.13)
07 bl	2960728505	(9.13)	20 bl	2960717925	(9.13)	29 wh	0390505042	(9.12)	40 bl	2960729356	(9.13)
07 wh	2960721101	(9.13)	20 bl	2960728125	(9.13)	29 wh	2960715170	(9.13)	40 bl	2960731217	(9.13)
07 wh	2960731222	(9.13 M)	20 bl	2960728165	(9.13)	29 ye	nn	(9.13)	40 wh	2960728118	(9.13)
07 wh	nn	(9.13)	20 bl	2960729005	(9.13)	30 bl	2960520147	(9.12)	40 wh	50903023134	(9.51)
07 ye	2960520160	(9.12)	20 bl	nn	(9.13)	30 bl	2960729037	(9.13)	40 wh	50903024147	(9.51)
08 bl	2960518099	(9.12)	20 bl	nn	(9.13)	30 bl	nn	(9.13)	40 wh	nn	(9.51)
08 bl	2960518478	(9.12)	20 bl	2960718107	(9.13)	30 wh	2960721114	(9.13)	41 bl	2960725850	(9.13)

41 bl	"2960721136"	(9.13)	51 bl	50903024161	(9.51)	65 bl	50903018194	(9.51)	101 bl	2960731232	(9.13)
41 bl	2960731230?	(9.13)	51 wh	nn	(9.13)	65 wh	nn	(9.13)	101 wh	2960731222	(9.13)
41 wh	2960728120	(9.13)	51 wh	nn	(9.51)	66 wh	nn	(9.13)	101 wh	2960731232	(9.13)
41 wh	nn	(9.13)	52 bl	50903024178	(9.51)	68 wh	2960735321	(9.13)	102 bl	2960731225	(9.13)
42 bl	2960725851	(9.13)	52 wh	2960731232	(9.13)	68 ye	nn	(9.51)	102 wh	2960731225	(9.13)
42 wh	2960515124	(9.12)	52 wh	2960729045?	(9.13)	70 bl	2960507687	(9.12)	103 bl	2960731227	(9.13)
42 wh	2960718720	(9.13)	52 wh	nn	(9.51)	70 wh	0390502556	(9.12)	103 wh	2960731227	(9.13)
42 wh	2960728134	(9.13)	53 bl	2960721508	(9.13)	70 wh	2960728174	(9.13)	104 bl	2960731239	(9.13)
42 wh	nn	(9.12)	53 bl	50903017486	(9.51)	70 wh	50903010194	(9.51)	104 wh	2960731239	(9.13)
42 wh	nn	(9.51)	53 wh	2960729047	(9.13)	70 wh	nn	(9.12)	104 wh	50903024156	(9.51)
42 wh	nn	(9.12)	53 wh	nn	(9..)	71 bl	2960515117	(9.12)	105 bl	2960731222	(9.13)
43 bl	2960725852	(9.13)	53 wh	nn	(9.13)	71 wh	2960729002	(9.13)	105 wh	2960731222	(9.13)
43 bl	nn	(9.13)	54 bl	2960721510	(9.13)	72 wh	2960729005	(9.13)	105 wh	2960731232	(9.13)
43 wh	2960728126	(9.13)	54 bl	2960731234	(9.13)	73 wh	2960729012	(9.13)	106 bl	2960728120	(9.13)
44 ..	2960721097	(9.13)	54 bl	2960731234	(9.13)	73 wh	nn	(9.13)	106 wh	2960728120	(9.13)
44 bl	2960725857	(9.13)	54 wh	2960731234	(9.13)	74 wh	2960729048	(9.13)	107 wh	nn	(9.13)
44 wh	2960731230	(9.13)	54 wh	2960731234	(9.13)	75 wh	2960729023	(9.13)	108 bl	2960728196	(9.13)
45 bl	2960725858	(9.13)	55 bl	2960721511	(9.13)	76 bl	50903007409	(9.51)	108 wh	2960731239	(9.13)
45 bl	2960728197?	(9.13)	55 bl	2960731235	(9.13)	76 wh	2960729034	(9.13)	...	2960512101	(9.12)
45 wh	2960721111	(9.13)	55 wh	2960721109	(9.13)	77 bl	2960502560	(9.12)	...	2960512105	(9.12)
46 bl	2960721509	(9.13)	55 wh	2960731235	(9.13)	77 bl	2960725870	(9.13)	...	2960512117	(9.12)
46 bl	2960721921	(9.13)	55 wh	2960731235	(9.13)	77 wh o/l	nn	(9.13)	...	2960516535	(9.12)
46 bl	2960725860	(9.13)	56 bl	2960721901	(9.13)	77 wh	2960729037	(9.13)	...	2960518760	(9.12)
46 rd	2960515121	(9.12)	56 wh	2960731238	(9.13)	78 wh	nn	(9.13)	...	2960714903	(9.13)
46 wh	2960515121	(9.12)	57 bl	2960721902	(9.13)	79 wh	2960731267	(9.13)	...	2960714904	(9.13)
46 wh	2960721095	(9.13)	57 wh	nn	(9.13)	80 bl	50903017177	(9.51)	...	2960714908	(9.13)
46 wh	nn	(9.13)	58 bl	2960721908	(9.13)	80 wh	80003001048	(9.51)	...	2960714919	(9.13)
47 bl	2960721947	(9.13)	58 wh	2960731240	(9.13)	81 bl	50903017486	(9.51)	...	2960718126	(9.13)
47 bl	2960729003	(9.13)	59 bl	2960725867	(9.13)	81 ye	50903023325	(9.51)	...	2960718700	(9.13)
47 wh	2960505530	(9.12)	59 wh	2960717494	(9.13)	82 bl	50903023134	(9.51)	...	2960718719	(9.13)
47 wh	2960507678	(9.12)	59 wh	nn	(9.13)	82 ye	50903023134	(9.51)	...	2960721112	(9.13)
47 wh	2960718720	(9.13)	60 bl	2960721950	(9.13)	83 bl	50903023241	(9.51)	...	2960721115	(9.13)
47 ye	2960507678	(9.12)	60 bl	nn	(9.13)	83 ye	nn	(9.51)	...	2960721117	(9.13)
48 bl	2960515118	(9.12)	60 rd	nn	(9.13)	84 bl	50903018624	(9.51)	...	2960721119	(9.13)
48 bl	2960721948	(9.13)	60 wh	nn	(9.13)	85 bl	50903024161	(9.51)	...	2960721120	(9.13)
48 bl	2960728120	(9.13)	61 bl	2960725850	(9.13)	86 bl	50903018194	(9.51)	...	2960721123	(9.13)
48 wh	2960515112	(9.12)	61 bl	50903011844	(9.51)	90 wh	50903018624	(9.51)	...	2960721124	(9.13)
49 bl	2960512144	(9.12)	61 bl	nn	(9.13)	90 wh	50903024156	(9.51)	...	2960721126	(9.13)
49 bl	2960728195	(9.13)	61 rd	nn	(9.13)	91 bl	2960518066	(9.12)	...	2960721128	(9.13)
49 bl	nn	(9.13)	61 wh o/l	2960512146	(9.12)	91 bl	50903017533	(9.51)	...	2960721129	(9.13)
49 wh	nn	(9.13)	61 ye	nn	(9.51)	91 wh	50903017533	(9.51)	...	2960721503	(9.13)
49 wh o/l	2960512118	(9.12)	62 bl	2960725851	(9.13)	91 wh	50903017533	(9.51)	...	2960731231	(9.13)
50 bl	2960518099	(9.12)	62 wh o/l	2960512141	(9.12)	92 bl	2960518067	(9.12)	...	2960731244	(9.13)
50 bl	2960725866	(9.13)	63 bl	2960725852	(9.13)	92 bl	nn	(9.51)	...	50903005127	(9.51)
50 bl	50903017222	(9.51)	63 bl	50903012094	(9.51)	92 rd	nn	(9.51)	...	50903011584	(9.51)
50 wh	50903017222	(9.51)	63 wh o/l	0390504005	(9.12)	93 bl	2960518068	(9.12)	...	50903025670	(9.51)
50 wh	50903023325	(9.51)	64 bl	2960725857	(9.13)	93 bl	nn	(9.51)	...	50903027659	(9.51)
50 wh	50903010194?	(9.51)	64 bl	50903014896	(9.51)	94 bl	2960518075	(9.12)	...	80003001024	(9.51)
51 ..	nn	(9..)	64 rd	0390504880	(9.12)	94 wh	2960721096	(9.13)	...	80003003409	(9.51)
51 bl	50903017246	(9.51)	64 wh	0390504880	(9.12)	99 wh	50903024178	(9.51)			



The badges of the three current units, from left to right, 40th Tactical Aviation Brigade (40-ва Бригада Тактичної Авіації - 40 BrTA), 114th Tactical Aviation Brigade (114-та Бригада Тактичної Авіації - 114 BrTA) and, the 204th Tactical Aviation Brigade (204-та бригада тактичної авіації - 204 BrTA.) Meanwhile, the 40th and 204th have an alternative badge too, but we do not know if those are official.



Bort number 54 white outlined in yellow, so a 114 BrTA machine, taxis out. It became 54 blue and is currently under rework. (Marco Dijkshoorn)



Another fine study of 90 white outlined in blue, a 40 BrTA aircraft resplendent in its grey bits and bites scheme. (Hans van den Berg)



The Ukrainian Falcons used two-digit bort codes in last instance. This 31 blue became bort 31 white in a digital colour scheme. (Patrick Roegies)



Opération Mousquetaire

Marijn van der Burgt

In March the 1st Combat Air Brigade (CAB), 1st Infantry Division arrived in the port of Dunkirk (France) for the next 9 months 'heel-to-toe' rotation in support of Atlantic Resolve. The operation was heavily supported by the French, like the French soldier guarding the Temporary Military Zone in the harbour. (all photos by Marijn van der Burgt)

This year, like in 2020, the US Army deployed a Combat Aviation Brigade to Europe using a port in France. Unlike last year, when the port of La Rochelle was used, now the port of Dunkirk was tested. The port operations and transfer of the helicopters and equipment is called Opération Mousquetaire by the French military.

Operation Atlantic Resolve

Atlantic Resolve, which is made possible by the European Deterrence Initiative, is a strong signal of the United States' ironclad commitment to the NATO Alliance and to regional stability. It builds readiness, increases interoperability and enhances the bond between ally and partner militaries using multinational training events in Bulgaria, Estonia, Hungary, Latvia, Lithuania, Poland and Romania.

Since April 2014, US Army Europe has led the Department of Defense's Atlantic Resolve land efforts by bringing units based in the US to Europe for nine months at a time. There are three types of Atlantic Resolve rotations – armored, aviation and sustainment task force. These rotations are overseen by the Mission Command Element, a regionally aligned headquarters based in Poznan, Poland. There are approximately 6,000 soldiers participating in Atlantic Resolve at any given time.

1st Combat Aviation Brigade, 1st Infantry Division

The 1st Combat Aviation Brigade (CAB), 1st Infantry Brigade also called the *Demon Brigade* is the next aviation brigade coming over to Europe for Atlantic Resolve. It is the tenth rotation coming over and the seventh 'heel-to-toe' deployment of a Brigade sized unit. It replaces the 101st Combat Aviation Brigade from Fort Campbell, Kentucky.

The 1st CAB is normally based at Marshall Army Airfield, Fort Riley (KS). During February 2021, 85 of the 1st CAB's helicopters were flown to the port of Beaumont (TX) and loaded on board the huge *ARC Endurance*. ARC is the American Roll-on Roll-off Company, while the *Endurance* is the biggest roll-on roll-off ship under the flag of USA.

The aviation units will support various exercises, but the main 'thing' will be the Defender 2021 exercise and the linked exercises and trainings like Swift Response, Saber Guardian, African Lion and Steadfast Defender from March to June 2021.

The exercise will include more than 30.000 multinational forces from 27 nations that will conduct nearly simultaneous operations across more than 30 training areas in a dozen countries.

The 1st CAB will remain in Europe for about nine months.

Opération Mousquetaire

Supported by the French police and military, the operation is called *Operation Mousquetaire* (Operation Musketeer). French air force, Gendarmerie and Police is involved to supply for example fuel, air traffic control, validation of aviation rules and security in and around the temporary military zone. In total 350 soldiers are involved to unload, stage and relocate 55 helicopters, 200 vehicles and more than 500 containers. A commercial line haul is set up at the port where seven trains will transport the equipment further into Europe.

On 6 March 2021, *ARC Endurance* arrived at the port in Dunkirk. During the next days 55 helicopters were offloaded: 11 CH-47F Chinooks, 24 AH-64D Apaches and 20 Blackhawks (8 UH-60L and 12 HH-60M Air Ambulance version). Approximately 1,800 personnel of the 1st CAB will be flown in to Europe. Unlike their last deployment in 2019, the 1st Combat Aviation Brigade (CAB) from Fort Riley/Marshall AAF (Kansas), did not bring the 1-6th Air Cav Sq which has now deployed to South-Korea, but took along the 1-1st Attack Battalion with the AH-64E. Note the new unit designation *Attack Battalion* that was changed from *Attack Reconnaissance Battalion* last year within all CABs.

From the heavily guarded compound in Dunkirk, the helicopters will depart to Calais-Marck *Louis Blériot* airport for a technical verification flight and technical stop. From Calais the helicopters will continue to Étain-Rouvres and on to Illesheim and Ansbach (Germany), and some further on into Europe. The other 29 helicopters, 26 UH-60M from 3-1st AVN (ALST) and three HH-60M, and support equipment on board were already off-loaded in Alexandroupoli (Greece) before continuing to Dunkirk. Greece was again chosen because of the better weather, training opportunities for other units and the closer distance to the permanent Forward-operating base (FOB) Mihail Kogălniceanu in Romania as well as some training areas. Other permanent FOBs will again be Powidz (Poland) and Lielvārde (Latvia).

The following helicopters were offloaded at Dunkirk port:

A/2-1st AVN (CMD) / 2 GSAB		UH-60L (8x)	
90-26260	90-26266	90-26271	90-26300
93-26478	94-26555	96-26706	96-26707
B/2-1st AVN (HH) / 2 GSAB		CH-47F (11x)	
14-08168	15-08194	15-08195	15-08196
15-08197	15-08466	15-08467	16-08198
16-08199	16-08200	16-08202	
C/2-1st AVN (AA) / 2 GSAB		HH-60M (12x)	
08-20160	08-20162	08-20163	08-20164
08-20165	08-20168	08-20169	08-20170
08-20171	11-20350	11-20352	13-20613
1-1st AVN (AR) / 1 AB		AH-64E (24x)	
14-01011	14-01014	14-01016	16-03095
16-03099	17-03117	17-03120	17-03121
17-03122	17-03123	17-03124	17-03139***
17-03146 *	17-03147**	17-03148	17-03150
17-03155	17-03161	17-03173***	17-03178
17-03179	17-03184	17-03186	17-03187

* C/1-6thCAV mks, ** A/1-6thCAV, *** B/1-6CAV mks

On our Forum (<https://www.scramble.nl/community/messageboard/48/156079>) our readers have discussed the arrival dates of the helicopters at Calais airport and in Greece.

101st Combat Aviation Brigade

Although not part of the *Opération Mousquetaire*, the arrival of the 1st CAB relieves the 101st Airborne Division Combat Aviation Brigade, out of Fort Campbell (KY). The major part of the helicopter fleet went to the port of Alexandroupoli (Greece) to be shipped back to CONUS. In total 35 helicopters of the 101st CAB were staged at Eindhoven (with tank stops at Wiesbaden or Ramstein) before arriving at Rotterdam harbour on their way back to CONUS.

Although planned for a single day, because of the bad weather over Germany, the return flights to Eindhoven were spread out over two days. During three days all helicopters were dispersed to the port of Rotterdam. We assume the ARC *Endurance* will come to Rotterdam and Alexandroupoli to pick up helicopters of the 101st CAB.

We now present the helicopters, including arrival and departure dates in brackets (all March 2021) at Eindhoven:

A/6-101st AVN (CMD) / 6 GSAB		UH-60L (8x)	
90-26294 (16-17)	92-26437 (15-17)	92-26445 (16-16)	
93-26477 (16-16)	93-26486 (16-16)	93-26519 (15-16)	
99-26831 (16-16)	99-26832(16-16)		

B/6-101st AVN (HH) / 6 GSAB		CH-47F (3x)	
13-08141 (15-18)	13-08443 (16-16)	17-08238 (16-16)	**

C/6-101st AVN (AA) / 6 GSAB		HH-60M (9x)	
14-20680 (16-16)	14-20682 (16-16)	14-20697 (16-17)	
14-20699 (16-16)	14-20700 (16-17)	14-20702 (16-17)	
15-20759 (16-16)	15-20760 (15-16)	15-20767 (15-16)	

5-101st AVN (ASLT) / 5 AHB		UH-60M (6x)	
07-20091 (16-16)	08-20183 (16-16)	10-20335 (16-16)	
11-20430 (16-16)	15-20736 (15-16)	15-20748 (16-16)	

A/1-101st AVN (AR) / 1 AB		AH-64E (8x)	
14-03022 (15-17) *	14-03024 (15-16)	14-03025 (15-17)	
14-03027 (15-17)	14-03028 (15-17)	14-03039 (15-18)	
16-03086 (15-16)	17-03118 (15-17)		

C/1-101st AVN (AR) / 1 AB		AH-64E (1x)	
16-03092 (15-17) *			

* These Apaches did not wear a Company badge on their tail.

** The fourth CH-47F of the unit in Europe (14-08162) will stay in Europe for at least several months, likely to be added to the B/2-1 GSAB (HH) of the 1st CAB. The other Chinooks of 101st CAB were deployed to the middle east. Because of the shortage of heavy lift capacity the unit was supplemented with crews and five Chinooks from the Det.1 B/1-168 AVN (HH)/OR ArNG that arrived as airfreight from the middle east at Ramstein in October 2020. The five Chinooks were shipped back to CONUS through Bremerhaven (Germany) in February 2021:

Det.1 B/1-168 AVN (HH)/OR ArNG CH-47F (5x)			
04-08709	08-08774	08-08776	09-08784
10-08802			

We assume (!) that the following helicopters were shipped back through Alexandroupoli:

C/6-101st AVN (AA) / 6 GSAB		HH-60M (3x)	
(15)-20764	(15)-20766	15-20777	
5-101st AVN (ASLT) / 5 AHB		UH-60M (20x)	
07-20029	07-20033	(08)-20178	(08)-20181
(10)-20254	(10)-20317	(11)-20343	11-20415
13-20591	15-20718	15-20719	15-20720
15-20721	15-20722	(15)-20723	(15)-20725
(15)-20726	15-20733	(15)-20790	(15)-20805

B/1-101st AVN (AR) / 1 AB		AH-64E (8x)	
14-01003	14-03021	14-03029	14-03035
14-03038	16-03093	16-03101	16-03102

C/1-101st AVN / 1 AB		AH-64E (7x)	
14-01006	14-03031	14-03032	14-03036
16-03090	16-03104	17-03129	



Four out of the total five flights of Air Ambulance Charlie Company, 2nd General Support Aviation Battalion, 1st Aviation Regiment consisting out of three HH-60M medical evacuation helicopters were offloaded in France.



Two of the CH-47Fs in the port. The second one is about to have its six large blades craned and mounted on the heavy lift helicopter.

A rather large ground-crew is staging and preparing a UH-60L Blackhawk of the Command Aviation Company Alpha. Most UH-60L and HH-60M wore the Big Red One badge of the 1st Aviation Regiment on their intake.



Twenty-four AH-64E Apaches were staged through the Dunkirk port. None of the Apaches wore Company marks, although a few were taken over from the Air Cavalry Squadron and still had their marks on the tail.



The 77th's Last Sting



Jason Wong & Richard Ennis

One of the Hornet formations that performed several flypasts in the final week of Hornet-operations by the RAAF's 77sq. Seen here are F/A-18As A21-39, A21-47, A21-7 and A21-12. (RAAF Base Williamtown, 10 December 2020, Richard Ennis)

The event was as sad as the weather was dull as operations for the Classic Hornet out of RAAF Base Williamtown (NSW) drew to a close. As the mainstay at the base for the last three decades, the retirement concluded with a week-long celebration around Newcastle (NSW) and the Hunter Region for both the public and media to enjoy. Due to COVID-19 restrictions, no media access was given on base for the event, but 77 Squadron did not disappoint with multiple flybys and displays conducted each day of the week around Port Stephens and surrounding areas. 77 Squadron has not only been an integral part of the RAAF since its inception in 1942, but has partaken in some of the world's largest conflicts. It has represented Australia in some of the world's best tactical combat exercises on offer such as Red Flag and Bushido Guardian in Japan. The Hornet has been a familiar sight around Newcastle and it has provided the men and women of 77 Squadron with not only a career, but a way of life.

Swift to Destroy

Located at RAAF Base Williamtown, New South Wales, the squadron flies under No. 81 Wing, responsible for all F/A-18A and B operations that are tasked with both offensive and defensive air combat operations that include close air support, maritime strike missions, air-to-air combat and land strike missions. The squadron's insignia is of an oriental temple lion which was acquired during 77 Squadron's role in the Korean War. Nicknamed the 'grumpy monkey', the creature became more and more prominent on the tail of the lead jet as iterations of the special livery were painted and repainted for anniversaries and key international exercises. The unit's motto, 'Swift to Destroy', comes from the lion which represents 'a defender of peace, which when disturbed, is swift to destroy'.

Where it Began

As WWII began to advance through the South Pacific, the RAAF quickly established three fighter units, No. 75, 76, and 77 Squadrons, as a line of defence for Australia. Originally

formed at RAAF Station Pearce, Western Australia, the squadrons were equipped with Curtiss P-40 Kittyhawks which at the time were delivered from the United States. During the war, 77 Squadron was based in the Northern Territory as a front-line defence squadron and later participated in various operations along with allied forces to regain the Pacific. By September 1945, the squadron was re-equipped with North American P-51 Mustangs and was deployed to Bofu, Japan, as part of the British Commonwealth Occupation Force. In April 1948, the squadron transferred to Iwakuni in April 1948, where they were put on standby as the Korean War was starting to break out.

During the Korean War, the squadron once again changed aircraft and were subsequently equipped with Meteor jet fighters. During the conflict, the squadron got their first MiG 'kill' while in an engagement over Pyongyang. The conflict also highlighted how bad the Meteor was as an air-to-air combat aircraft and after a few significant losses, the aircraft was used only for ground attacks on the 38th parallel. By the end of the war, 77 Squadron had lost 38 aircrew with another seven captured by the enemy.

In 1956, the squadron was equipped with Australian built Sabres and were subsequently deployed to RAAF Butterworth on the island of Penang, Malaysia in support of commonwealth forces in the 'Malayan Emergency'. The Sabres continued to be deployed at Butterworth and were tasked with regional air defence during the 'konfrontasi' between Indonesia and Malaysia although the squadron never saw any actual combat.

After their deployment to Butterworth, and upon their return home to Williamtown, the squadron once again was re-equipped with another aircraft type, that being the Dassault Mirage III. The aircraft served with the squadron from early 1969 till 1985 when the F/A-18 Hornets were being introduced into the RAAF. 77 Squadron's Mirages never saw

combat service but were trained primarily as ground attack aircraft.

Feel the Sting

In June of 1987, the Hornet began taking over for the Mirage and by November of the same year, the Hornet was the only airframe operating under 77 Squadron. Over time, sixteen Hornets have seen active service with the squadron and became 'the jet' of the RAAF and 77 Squadron. With the name 'Hornet', its reputation proved itself on the international stage among allied forces and their toys. With the Hornet being fully operational by the beginning of the 2000s, the squadron was first deployed to Diego Garcia between November 2001 and February 2002.

The squadron and its Hornets were then deployed to Iraq in 2003 during the coalition against terrorism and again to the Middle East in 2015 as part of Operation Okra, Australia's contribution to the military intervention against ISIL. The squadron also deployed to RAAF Base East Sale in 2006 to assist with the security of the Commonwealth Games held in Melbourne.

The squadron has also taken their Hornets to numerous exercises at home and abroad, making a lasting impression wherever it flies. In 2014 the squadron and its Hornets participated in the world-famous Exercise Red Flag 14-1 and most recently in Red Flag 19-1.

'Easty', commanding officer of 77 Squadron, was not able to mention his favourite Red Flag story for classified reasons, but he did state that "the people and reputation a fighter squadron from Australia has at Red Flag, where all of our partners and allies, flying state of the art equipment, are so impressed with the calibre, performance, professionalism and the ability for a Classic Hornet fighter to go out there and kick ass and dominate... it's a reflection of our people. The Classic is awesome, but what creates the 'wow', the surprise, the accolades that came from the global warfighters, is what 77 Squadron can do as a team, punching way above its weight. A classic comment as you're walking back from the fight in the airspace with someone from another country is [when they] just go "OMG I so underestimated you guys".

77 Squadron also took the Hornet to one of its most historical exercises, Exercise Bushido Guardian 2019 in Japan, making it the first time since the RAAF have participated in an exercise with the JASDF on Japanese soil. Easty mentioned that "it

is so fitting given that we were the last combat squadron to be over in Japan as part of the postwar occupation, to have the squadron back there, operating with Japan as a special partner in the region."

77 Squadron has also partaken in multiple exercises at home in Australia including numerous renditions of exercise Pitch Black, the premier exercise held in the southern hemisphere conducted on a bi-annual basis in the 'Top End'. They also most recently took to the skies above the Top End in exercise Diamond Storm 2019 as Red Air at RAAF Base Tindal.

All Good Things Come to an End

As the day for retirement drew closer, plans were in motion for 77 Squadron to give the Hornet a proper farewell. The celebration was actually kicked off a week earlier with an air to air photoshoot conducted by the air force to obtain some stunning photos of the 'grumpy monkey', the Worimi Hornet and another 77 Squadron Hornet. For the public, the flying was scheduled for an entire week of action and the RAAF did not disappoint. Beginning on Monday and ending on the Friday, every day consisted of a four-ship formation fly-by at various locations such as the base, the museum at the base, beach locations and significant locations around Newcastle, Williamstown and the Hunter Valley region. Single jet handling displays were also included daily to please the crowd and show off what the Classic Hornet can really do.

On Thursday 10 December, the Worimi Hornet flew its last sortie. With tail number A21-23, the aircraft has been in RAAF service for more than 30 years and managed to clock up 5,663.1 flying hours while in service. The artwork on the aircraft, added 5 years ago, was designed by Australian studio Balarinji and depicts Kilyarr Kilyarr, the wedge-tailed eagle. It was painted in honor of the Aboriginal people and their land where RAAF Base Williamstown sits on today. Along with participating in the previous day's four-ship display with 77 Squadron, the aircraft flew its own handling display as a fitting send-off.

On the same afternoon, the crowd was treated to a spectacular display by another four-ship display held at Nobby's Beach in Newcastle with the jets coming within only a few hundred feet to the crowd perched up on the hill.

The last day of operations was as gloomy as the mood that surrounded the base. Hundreds of spectators gathered at



F/A-18A A21-23, nicknamed the Worimi Hornet, also took part in the celebrations. The paintscheme is a tribute to the indigenous population of Australia, the Aboriginal people. (RAAF Base Williamstown, 9 December 2020, Jason Wong)



77 Squadron's farewell-Hornet, F/A-18A A21-39, blasting into the sky one last time. (RAAF Base Williamtown, 9 December 2020, Jason Wong)

the museum's elevated platform and around the end of its threshold to bid farewell to such a classic jet. A simple flying display was on the schedule, but with a bit of weather in the way, the flying commenced later than planned. Nonetheless, as planned, eight Hornets took off and formed up as an eight-ship to do one last display over Newcastle and the Hunter region. The formation made multiple passes over the base as a whole, and then split into two four-ship teams. The typical four-ship display flew a few passes as well before the base went silent. For the final pass, the squadron really brought the noise, four pairs flew at 100ft and 500 knots, screaming straight over the crowd making the base 'thunder down under'.

With the final landings, the pilots opened their canopies for the last time to give the crowd a wave and few claps before returning to their final parking bays.

Taking part in the final flights were:

F/A-18A

A21-7, A21-12, A21-15, A21-16, A21-23, A21-24, A21-39, A21-47

F/A-18B

A21-105, A21-111

Passing of the Torch

Now that 77 Squadron has let go of their old mounts, the new era of the F-35 Lighting is on the horizon. Easty further commented saying "77 ground and air personnel (will) go over

directly to 75 and continue to operate the Classic Hornet and others will go into key positions both into and outside 75 and 77 who will directly support F-35 or Classic Hornet operations."

The Hornets will fly until the end of 2021 with 75 Squadron as a 'mixed bag' of the remaining airframes before parting ways with the RAAF for good.

Air USA, a private 'red air' adversary contractor, is to buy up to 46 of the Hornets, while some are going to fly with the RCAF in Canada. Others, like the Worimi Jet, will go on display at Williamtown and other museums throughout Australia. And some will be destined for the scrap yard.

Although the Classic Hornet has stood the test of time for the three decades of its service, the F-35 will be the mainstay of 77 Squadron for decades to come. With an engine that provides twice the power that a Hornet's does and the most advanced technology in a combat jet to date, it will have a lot to live up to, but will bring a new chapter to 77 Squadron and the RAAF.

The authors would like to thank the Aviation Report for their help in securing the comments from Jason 'Easty' Easthope, the commanding officer of 77 Squadron.

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On 5 March 2021, an open day was held at Mecheria in northwestern Algeria. Part of the static display was L-39ZA NL-59, with the last four digits of its construction number nicely on the tail. (All photos on this page by Fulcrum (Forcesdz))



Resident 620^{ème} Escadron d'entraînement Avancée (620th Advanced Training Squadron) is equipped with L-39s and Yak-130s. Of the latter type, NY-44 was on display boasting its weapons load capacity.



On display behind the base's main gate since since 2019 is MiG-23BN FM-57. Other jets on struts there include MiG-21 FD-49.



Pacific Air Cargo is a company specialised in air freight between mainland USA and Hawaii. For these flights it leases this Kalitta Air 747-400BCF N703CK. It did a New York-JFK (NY) – Amsterdam-Schiphol return trip on 21 February. (Robert Eikelenboom)



Kalitta Charters is a company owned and run by Doug Kalitta, nephew of Kalitta Air founder Connie Kalitta. Kalitta Charters I operates a fleet of Learjets and Falcon freighters while Kalitta Charters II operates Boeing 727, 737 and DC-9 freighters. N726CK is one of the six 727s in the fleet and seen here at Curaçao-Hato on 1 February 2021. (Larry Every)



Kalitta Air Boeing 747-400ERF N782CK is the last Boeing 747-400 built. It was built in 2009 for LoadAir Cargo of Kuwait, but that company already went out of business before it started operations. So, after two years of storage at Marana (AZ) it was picked up by Kalitta Air in 2011. (Amsterdam-Schiphol, 21 March 2021, Walter Heukensfeld)