

498

November 2020



# Scramble



*Mexico 210th Independence Day*

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



*A refuelling and re-arming exercise in a park in Hsinchu town, Taiwan, allowed Reinier Schreurs to make this stunning picture of AH-64E 810 of the 601st Airborne Brigade on 29 October 2020.*



*Other participants in the exercise in Hsinchu town, Taiwan, were UH-60M helicopters. Reinier Schreurs was in the right spot to photograph UH-60M 925 of the 601st Airborne Brigade on 29 October 2020.*

## Editorial

COVID-19 still has the world in its iron grip, and the aviation world keeps on suffering... That did not stop us from making another issue of your beloved magazine though, this month with 104 pages.

Nearly all sections are present this month (we had to move Triptease to the next issue), plus the quarterly overview of Paramaribo and one article. That covers the Mexican Independence Day which was celebrated as a national holiday on 16 September, usually with a huge military parade in Mexico City. The pandemic and austerity measures by the Mexican government resulted in a smaller event than usual, to avoid the pandemic to spread further. This one page article was covered locally by Enrique Giese.

We have some changes within our editorial team. The keen reader of the colofon may have noticed last month that we have a new military editor, Hans Jacobs. Being locally based he is the perfect editor to cover Singapore, Malaysia and Brunei. From this month onwards Melchior Timmers will look after the USAF database, and Rob van Disseldorp will solely focus on the Order of Battle. Marco Dijkshoorn will take care of Greece, replacing Patrick Roegies. Due to work commitments he was unable to dedicate time to Scramble, we thank him for all of his efforts over the past years. Frank van Hemert has sadly also decided that he cannot devote more time to Scramble. That means we have found Menno van der Wal to cover Israel, and he will produce his first part in the upcoming issues. For Military Movements Elsewhere we are still looking out for a new editor. If you are interested we love to hear from you at [bestuur@scramble.nl](mailto:bestuur@scramble.nl).

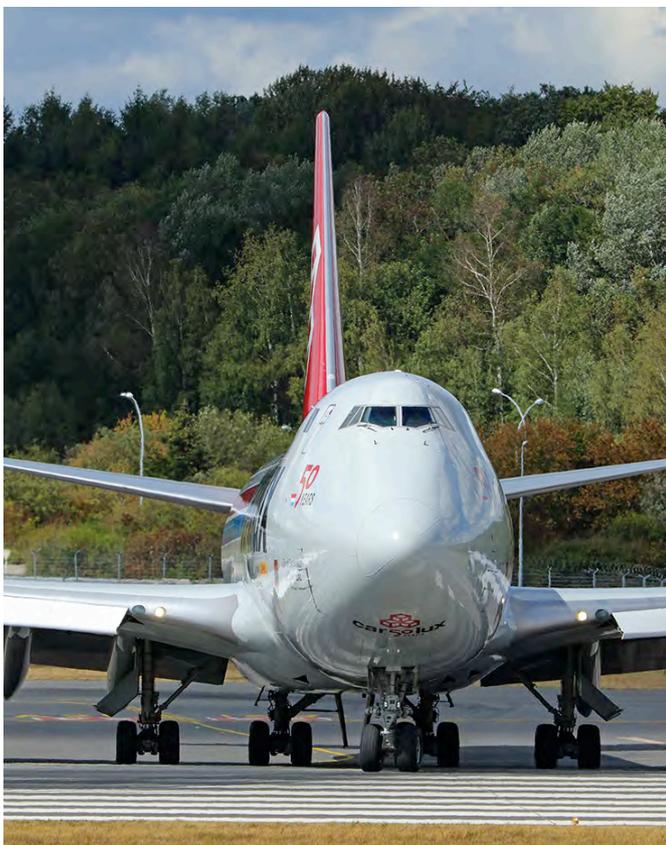
## Important dates

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## Cover Photo



A very nice head on shot of Cargolux B747 LX-GCL, taken by René Verschuur at Luxembourg on 29 August 2020. Its previous operator was Cathay Pacific Airways, where it operated as B-HUQ.

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# Movements Netherlands



Previously with Air Vallee this Dornier Do328 was acquired by Sun-Air of Scandinavia in October 2014 and operated it as D-BABY. Its registration was changed to OY-NCJ in June 2015. The aircraft is being operated for subsidiary JoinJet. (Amsterdam - Schiphol, 5 September 2020, Robert Eikelenboom)

## Amsterdam - Schiphol

September 2020			
01. 9H-SSU	Global 6000	Avcon Jet Malta	f/v 03 VCJ94U
CS-TRJ	A321-231	Belgian Air Force	f/v 02 BAF631
D-CAWN	Ce680A	Aerowest	
D-CSCE	EMB505	Luxaviation Germany	dep PVD32D
D-FULI	PC-12-47NGX	Ulrich Byszio	dep
D-IEMO	Raytheon 390	Projet	02
D-IFIS	Ce525A	Luxaviation Germany	02 LXG22S
D-IHKW	Ce525	ProAir	
D-IOHL	Ce525A	Excellent Air	dep ECA3C
D-ISLT	Ce525A	Sylt Air	02 AWU901K/902K
D-IWIR	Ce525A	Excellent Air	02 ECA4C
EI-SEV	B737-73S	Ryanair	RYR3006/7
F-GZHF	B737-8HX	Transavia France	03 TVF102/3
N66D	Ce510	Heiko Sauer	02
OK-TVW	B737-86Q	Smartwings	TVS4317/431F
OO-ABE	A340-313E	Air Belgium (a/w)	SLM3004/993
OO-XLS	Ce560XLS+	Air Service Liège	dep
OO-XLS	Ce560XLS+	Air Service Liège	06
OY-WLD	G500	Blackbird Air	BBB1
PH-CPI	EMB500	NextGen Partners	f/v
PH-SHO	EC155B-1	Heli Holland Holding	
SE-RFL	Ce680	EFS	EUW9695
02. 9K-AOF	B777-369ER	Kuwait Airways	KAC5611/2
D-CDCM	Ce560XLS+	Air Hamburg	03 AHO468D
D-CNOC	Ce560XLS	Atlas Air Service	03 ECA9C
D-IHKW	Ce525	ProAir	
D-ISLT	Ce525A	Sylt Air	03 AWU902K/903K
F-GLNE	Beech 1900D	Twin Jet	03 TJT032P/683A
G-CIXW	ERJ170LR	Eastern Airways	dep EZE001E
LX-PCF	PC-24	Jeffly Aviation	f/v JFA35C/34B
N801BG	CL-605	Bay Grove Capital	dep
OE-GXT	Ce525C	Int'l Jet Management	IJM188
OK-PRM	PC-12/47E	OK Aviation	f/v NTF431
OY-CLP	Ce650	North Flying	NFA063
PH-CGV	Falcon 2000LX	Air Alsie	f/v MMD3000
03. 9H-ALL	Ce525A	Luxwing	LWG101/192
9H-JLK	Falcon 7X	TAG Aviation Malta	dep TEU11
B-17802	B787-10	EVA Air	f/v EVA077/8
D-CAWK	Ce680	Aerowest	05
D-IGWT	Ce525A	Sylt Air	05 AWU703G/705G
EC-NER	A320-251N	Iberia	f/v IBE3060/1
EI-SEV	B737-73S	Ryanair	RYR3006/7
G-ZBJH	B787-8	British Airways	BAW430/1
M-ANTA	CL-850	Tathra Int'l	f/v
M-ARTY	PC-12/47E	Creston (UK)	
N335QT	A330-243F	Avianca Cargo	TPA4047/6
N811NW			
N988NC			
OE-ISD			
OO-ABE			
SE-RMB			
04. D-AHOX			
D-CAWB			
D-CNOC			
D-CPMU			
EC-LXQ			
F-HSTB			
LX-VMF			
LX-VMF			
N332QT			
OE-FNP			
OE-ISC			
OK-ESC			
OO-MMT			
OY-GEF			
PH-CGV			
PK-GIG			
05. 9K-AOE			
D-ARYR			
D-BFIL			
D-CAWB			
D-CKJM			
G-CLAA			
N811NW			
OE-FZC			
OE-HOP			
OE-IEN			
OK-HAR			
OK-MYS			
OY-NCJ			
PH-CGV			
PZ-TCU			
SP-ZSZ			
06. 9H-AVK			
9H-JLK			
9H-VCD			
D-AFUN			
D-ISLT			
EI-DSY			
ES-NSD			
EW-511TQ			
F-GLNE			
G-ZNTH			
M-ARTY			
N335QT			
A330-323E			
G650ER			
A321-251NX			
A340-313E			
Ce525B			
ERJ135BJ			
Ce680			
Ce560XLS			
Lj60			
A320-216			
ERJ135BJ			
Ce560XL			
Ce560XL			
A330-243F			
Ce510			
A321-251NX			
Beech 400A			
Ce560XLS			
Beech B200GT			
Falcon 2000LX			
B777-3U3ER			
B777-369ER			
Global XRS			
EMB545			
Ce680			
Ce560XLS+			
B747-446F			
A330-323E			
Ce510			
G200			
Falcon 2000EX			
Ce560XL			
Ce510			
Do328-310			
Falcon 2000LX			
B777-212ER			
CL-300			
A319-115X			
Falcon 7X			
CL-350			
ERJ135BJ			
Ce525A			
A320-216			
Saab 340B			
B747-412BCF			
Beech 1900D			
Lj75			
PC-12/47E			
A330-243F			
Delta Air Lines			CMB571
21 <sup>st</sup> Century Fox America			05
EasyJet Europe			f/v EJU2723/4
Air Belgium (a/w)			SLM994/3003
Svenskt Industriflyg			dep
Air Hamburg			05 AHO656Z/617H
Aerowest			
Atlas Air Service			06 ECA9C
FAI rent-a-jet			IFA1357
Iberia			f/v IBE3060/1
Valljet			f/v VLJ168C
Luxaviation			dep LXA15P
Luxaviation			20 LXA15P
Avianca Cargo			05 TPA4047/6
GlobeAir			GAC035Y/786U
EasyJet Europe			f/v EJU2725/6
Time Air			TIE625S
Air Service Liège			dep
Lars Thrane			
Air Alsie			05 MMD3001
Garuda Indonesia			f/v 06 GIA88/9
Kuwait Airways			KAC5611/2
ACM Air Charter			BVR101
Atlas Air Service			ATL8F
Aerowest			
Air Hamburg			AHO398P
CargoLogic Air			06 CLU5045/6
Delta Air Lines			CMB571
GlobeAir			GAC647W/462N
Avcon Jet			06 AOJ78P
Global Jet Austria			16 GLJ93EN
Aero Partner			DFC2HD
Air Prague			PRG2HD
JoinJet			SUS719A/B
Air Alsie			18 MMD3001/3
Surinam Airw.			f/v 06 SLM996P/995P
Jet Story			JDI20B
Comlux Malta			MLM026
TAG Aviation Malta			08 TEU11
VistaJet Malta			VJT467
Air Hamburg			07 AHO684W/781N
Sylt Air			07 AWU906K/907K
Alitalia			AZA9000/9901
Loganair			f/v 09 NYX7510/1
Ruby Star Aw (n/t)			RSB4710/1
Twin Jet			TJT683B/072P
Zenith Aviation			BZE07A/B
Creston (UK)			
Avianca Cargo			07 TPA4047/6

	OO-SLM	Ce560XLS	Abelag Aviation	AAB482	OE-FGB	Ce525A	Jet Pool	12
	SE-RMB	Ce525B	Svenskt Industriflyg	17	OO-ACF	B747-4EVERF	Challenge Airlines	15 FRH592P/571P
	TC-JZJ	B737-8AS	Anadolujet	f/v THY7768/9	12.9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
	UR-EMG	ERJ195AR	Ukraine Int'l	f/v AUI101/2	G-DLAD	Ce208	Avonvale	f/v 15
07.	D-IHKW	Ce525	ProAir		G-MEGN	Beech B200	Dragonfly Aviation	CBM88
	EI-DTL	A320-216	Alitalia	AZA9900/9001	N29DE	Cirrus SF50	Dery Airlines	dep
	F-HEMI	Ce525A	Valljet	VLJ994E	N331QT	A330-243F	Tampa Cargo	TPA4049/8
	LN-JHH	CL-350	Sundt Air	f/v 08 MDT7	N332QT	A330-243F	Avianca Cargo	TPA4047/6
	N66D	Ce510	Heiko Sauer		OE-HUB	Ce750	Bairline	17
	N91FX	Global Express	Flexjet	08 LXJ91	13.9H-JLK	Falcon 7X	TAG Aviation Malta	15 TEU11
	OO-MMT	Ce560XLS	Air Service Liège	08	9H-VCJ	CL-350	VistaJet Malta	VJT492
	TF-AMB	B747-412F	Saudia Cargo	f/v SVA933/4	CS-EJA	Ce560XLS	Exec Jet Mgmt Europe	JME387Y
08.	D-CAPB	Ce560	Aerowest		D-AHOI	ERJ135BJ	Air Hamburg	AHO617H/002M
	D-CARO	Ce680	Aerowest	09	G-IBBS	Ce525A	German Private Jet	14 STQ333
	D-CHDJ	Ce560XLS	Excellent Air	09 ECA6C	G-CLBA	B747-428ERF	CargoLogicAir	CLU5049/50
	D-CSCE	EMB505	Luxaviation Germany	PVD42D	HB-JOE	G550	ExecuJet Europe	14 VCN121
	D-INFO	PA-31T2		f/v	HZ-AR26	B787-10	Saudia	f/v SVA215/6
	G-CLAA	B747-446F	CargoLogic Air	CLU5048/5017	N336QT	A330-243F	Avianca Cargo	14 TPA4047/6
	LZ-PDM	Raytheon 390	TopJets	11	OO-MMT	Ce560XLS	Air Service Liège	14
	OE-FFB	Ce510	GlobeAir	GAC135V/024W	YU-SVJ	Ce560XLS+	Prince Aviation	f/v PNC01J
	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2	14.9H-PLM	Ce650	Luxwing	dep LWG891
	OO-ABB	A340-313E	Air Belgium	SLM3004/993	9H-PLM	Ce650	Luxwing	15 LWG891
	OO-MMT	Ce560XLS	Air Service Liège	11	9H-VCJ	CL-350	VistaJet Malta	VJT492
09.	9H-JLK	Falcon 7X	TAG Aviation Malta	12 TEU11	9H-VCM	CL-350	VistaJet Malta	15 VJT431
	9K-AOF	B777-369ER	Kuwait Airways	11 KAC5611/2	D-IGWT	Ce525A	Sylt Air	15 AWU714G/715G
	D-AAHB	Global Express	MHS Aviation	10 MHV1B	D-IHKW	Ce525	ProAir	
	D-ICBA	Ce525A	ProAir	10	G-CLBA	B747-428ERF	CargoLogicAir	CLU5052/5066
	D-ILOU	Ce525A	Sylt Air	10 AWU109A/110A	G-MRFX	EMB550	FlairJet	f/v 15 FLJ512
	D-ISLT	Ce525A	Sylt Air	AWU909K	OE-FZD	Ce510	GlobeAir	GAC089S/867V
	G-ZBJF	B787-8	British Airways	f/v BAW430/1	TC-LSV	A321-271NX	Turkish Airlines	f/v THY1953/4
	HB-AZD	ERJ190E2STD	Swiss	f/v SWR734/5	TC-TRC	Lj60XR	Türkmen Air	f/v 21
	N336QT	A330-243F	Avianca Cargo	TPA4047/6	15.D-CCCA	Lj35A	Jet Executive	JEI222
	OE-FCO	Ce510	GlobeAir	10 GAC867U/363F	F-HGET	PC-12/47E	Getonejet	16
	OE-FHK	Ce510	GlobeAir	GAC954P/630C	F-HGLG	Lj75	Ixair	
	OE-GJW	Lj75	Avcon Jet	10 AOJ1JW	F-HIPE	EMB505	Pan Europeenne	PEA301
	OE-ILC	B747-409F	ASL Airlines Belgium	10 TAY916E	N66D	Ce510	Heiko Sauer	16
	OK-CTP	PC-12/47E	NetFlight		N889CG	G-IVSP		18
	OO-XLS	Ce560XLS+	Air Service Liège	17 2x	OE-FIX	Ce525	Aeroways	
	OY-GEF	Beech B200GT	Lars Thrane		OO-ABA	A340-313E	Air Belgium	SLM3004/993
	PH-JRC	ERJ135BJ	JetNetherlands	f/v	OO-ACO	Ce510	Air Service Liège	16
	PK-GHG	A330-941	Garuda Indonesia	f/v 10 GIA088/9	OO-AMR	Ce525A	Air Service Liège	
	YR-TYA	Ce560XLS+	Toyo Aviation	10 TOY117/8	PH-CPI	EMB500	NextGen Aviation	
10.	D-CFIV	Lj35A	Air Alliance Express	AYY118	16.9H-CIO	Global 6000	Comlux Malta	MLM007
	D-CSOS	Lj45	Jetcall	JCL1	9H-JLK	Falcon 7X	TAG Aviation Malta	TEU11
	D-IAAS	EMB500	Arcus Air	AZE51JN/99T	9K-AOF	B777-369ER	Kuwait Airways	KAC5611/2
	G-SPRE	Ce550	Synergy Aviation	SYG2	D-CAMB	Lj31A	Jetcall	JCL4
	G-ZBJJ	B787-8	British Airways	f/v BAW430/1	D-ICBA	Ce525A	ProAir	18
	N405DX	A330-941	Delta Air Lines	f/v DAL142/3	D-IEMO	Raytheon 390	Projet	17
	N1619A	B767-3Y0ERF	Atlas Air (a/w)	f/v GTI8010/1	F-HGET	PC-12/47E	Getonejet	17
	N30913	B787-8	United Airlines	f/v UAL909/8	F-HGPE	EMB505	Pan Européenne	17 PEA302
	OE-ITC	G450	Luxaviation Germany	11 LXG14C	F-HJJJ	Falcon 900LX	JC Decaux	f/v 17
	OO-ABB	A340-313E	Air Belgium	SLM994/3003	G-HCSA	Ce525A	Bookajet	dep
	SP-OSA	Ce680	Jet Story	JD191Z	G-ZBJH	B787-8	British Airways	BAW430/1
	TC-SOV	B737-8HC	Sunexpress	f/v SXS540/1	M-ACPT	BAe125-1000B	Remo Investments	
	VQ-BNA	CRJ200ER	RusLine	f/v RLU5587/8	M-IFFY	Ce510	Xead Aviation	20
11.	D-CARO	Ce680	Aerowest	17	N336QT	A330-243F	Avianca Cargo	TPA4047/6
	F-HDBL	PC-12/47E	B & L - R	f/v	N498YY	Ce525	Skyhigh Aviation	18
	N999PN	Falcon 7X	Planet Nine Private Air	12	N515DN	A350-941	Delta Air Lines	f/v arr DAL9936
	N24980	B787-9	United Airlines	f/v UAL20/1	N585GS	G650ER	Solairus Aviation	18 TWY585



This Canadairjet was delivered to Air France as F-GRJO in 1999 but withdrawn from use in 2015. Rusline acquired the CRJ100ER in April 2016 as VP-BNM. It was caught on camera on 21 September 2020 by Patrick Speters while operating a charter to Amsterdam - Schiphol.



Aero Aircraft ERJ135LR N281EC was ferried to the UK via Rotterdam for customs reasons. The Embraer was registered 2-JETS a few weeks after this visit. Surprisingly it reverted back to N281EC early October 2020. (Rotterdam - The Hague 26 August 2020, Mark Sluifers)

N687GS	G650ER	Solairus Aviation	f/v 18 TWY687	D-ISJP	Ce525A	Excellent Air	23 ECA1C
N988MM	Ce525B	Nordic Aviation Contractor	f/v	F-HALG	Falcon 2000LX	AH Fleet Services	22 IXR821
OE-FZE	Ce510	GlobeAir	17 GAC900T/828N	G-USHA	Lj75	Zenith Aviation	BZE06A/B
OY-GSA	PC-12/47E	Widex	17	HB-AZE	ERJ190E2STD	Swiss	f/v SWR724/5
PH-CPI	EMB500	NextGen Aviation		N330QT	A330-243F	Tampa Cargo	TPA4047/6
SX-FSA	CL-605	GainJet Aviation	f/v 17 GNJ68	OE-FWF	Ce510	GlobeAir	GAC660E/559F
17. D-CNOC	Ce560XLS	Atlas Air Service	24 ECA9C	OK-XLS	Ce560XLS+	Silesia Air	22 SUA713/721
D-IEMO	Raytheon 390	Projet	18	OO-XLS	Ce560XLS+	Air Service Liège	25
G-CLBA	B747-428ERF	CargoLogicAir	22 CLU5068/70	TC-JKV	B737-8Q8	Anadolujet	f/v THY7768/9
G-ZBJB	B787-8	British Airways	BAW430/1	TC-LLI	B787-9	Turkish Airlines	f/v THY1953/4
N1108M	G650ER	Renew Group Private	f/v	VP-BNM	CRJ100ER	RusLine	f/v RLU5587
OE-FZE	Ce510	GlobeAir	18 GAC122R/900U	22. D-CASH	EMB505	Air Hamburg	23 AHO223P/256L
OE-LUA	CL-650	Int'l Jet Management	f/v IJM613	D-CNUE	Lj60	FAI rent-a-jet	IFA1372
OO-ABA	A340-313E	Air Belgium	SLM994/3003	D-CYKP	Ce550	Tyrol Air Ambulance	TYW524P/525P
OO-ACO	Ce510	Air Service Liège	18	D-IOHL	Ce525A	Excellent Air	23 ECA3C
OO-MMT	Ce560XLS	Air Service Liège		N81GJ	Lj36A	Global Jetcare	f/v 23
OO-PRM	Ce510	Air Service Liège		N27052	Eclipse 500	Commodore Holdings	23
PP-LEG	ERJ135BJ	Sumatera Participacoes	18	OO-ABA	A340-313E	Air Belgium	SLM3004/993
SE-RMB	Ce525B	Svenskt Industriflyg	18	OO-ACC	Ce525A	Air Service Liège	24
SE-RPX	B737-8JP	Norwegian	f/v NAX3540/1	PH-CGV	Falcon 2000LX	Air Alsie	25 MMD3003/4
TC-JZL	B737-8AS	Anadolujet	f/v THY7768/9	YU-SVJ	Ce560XLS+	Prince Aviation	23 PNC01J
18. 9H-JLK	Falcon 7X	TAG Aviation Malta	22 TEU11	23. 9K-AOF	B777-369ER	Kuwait Airways	KAC5611/2
D-IAAB	EMB500	Arcus Air	AZE79LQ/71LQ	F-HJFP	PC-12/47E	Getonejet	24
N29DE	Cirrus SF50	Deny Airlines	19	G-CLBA	B747-428ERF	CargoLogicAir	24 CLU5072/3
N331QT	A330-243F	Tampa Cargo	19 TPA4047/6	G-ZBJD	B787-8	British Airways	BAW430/1
N467AM	G-III	United Medical Devices	f/v	N331QT	A330-243F	Tampa Cargo	TPA4047/6
OO-MMT	Ce560XLS	Air Service Liège		N407DX	A330-941	Delta Air Lines	f/v arr DAL9936
SE-RMB	Ce525B	Svenskt Industriflyg	20	N498YY	Ce525	Skyhigh Aviation	24
SU-GFK	A320-251N	Egyptair	f/v MSR757/8	N600GS	G600	Gulfstream	f/v 26
VP-BNK	CRJ100ER	RusLine	f/v RLU5587/8	N630GA	G650ER	Gulfstream	f/v 26
19. 9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2	OE-FRM	Ce510	GlobeAir	24 GAC901L/890L
HB-JHE	A330-343E	Swiss	f/v SWR734/5	OM-FWW	Raytheon 390	Elite Jet	24 ELJ601/2
N41PM	G550	Pegasus Elite Aviation	f/v 20	TC-REC	G450	REC Aviation	25
N336QT	A330-243F	Avianca Cargo	TPA4049/8	24. 9H-JAD	CL-850	Air X Charter	25 AXY2410/2113
SU-GFO	A320-251N	Egypt Air	f/v MSR757/8	9H-JLK	Falcon 7X	TAG Aviation Malta	29 TEU11
20. 9H-TOR	Global 5000	Avcon Jet Malta	21 VCJ77A	D-CSCE	EMB505	Luxaviation Germany	PVD66D
D-CSMC	Ce560XLS+	Silver Cloud Air	22 SCR168	D-CXLS	Ce560XLS+	Air Hamburg	25 AHO475X/434L
D-FKAI	PC-12/47E	Kaiser Air		D-HARI	A109E	Haribo	
EC-MXU	A320-251N	Iberia	f/v IBE3060/1	D-ILCG	Ce525A	ProAir	25
G-SPTX	Falcon 7X	Concierge U	f/v 23	D-ISJP	Ce525A	Excellent Air	25 ECA1C
HZ-AR11	B787-9	Saudia	f/v SVA215/6	EW-511TQ	B747-412BCF	Ruby Star Aw (n/t)	RSB4706/7
LX-VMF	Ce560XL	Luxaviation	27 LXA15P	G-ZBJF	B787-8	British Airways	BAW430/1
M-CITY	Ce525B	Iniala Jet	22	HB-FVC	PC-12/47E	Lakeside Aviation	26
N29DE	Cirrus SF50	Deny Airlines	22	N202GA	G280	Gulfstream	f/v 28
N129NS	G-IVSP	Global Air Charters	25 GJE1209	N406DX	A330-941	Delta Air Lines	f/v arr DAL9936
OK-EAS	Beech 400A	Time Air	TIE674Y	N605VV	CL-605	Platinum Executive	f/v
OO-XLS	Ce560XLS+	Air Service Liège	21	OM-FWW	Raytheon 390	Elite Jet	26 ELJ602/1
SE-RIL	Ce560XLS	Svenskt Industriflyg	21 JET7	OO-ABA	A340-313E	Air Belgium	SLM994/3003
SE-RMB	Ce525B	Svenskt Industriflyg	24	OO-WEG	CL-350	Abelag Aviation	26 AAB724
SU-GFJ	A320-251N	Egypt Air	f/v MSR757/8	PH-WMM	Ce525	Air Service Liège	
TC-LSC	A321-271NX	Turkish Airlines	f/v THY1953/4	25. 2-SNOW	PA-46-350P	Jetprop Aviation	
21. D-CJMK	Ce560XLS+	Air Hamburg	AHO398X	D-CFLY	Ce560XLS+	Air Hamburg	26 AHO473S

D-CSKY	Beech B300	Fly Alpha	26 IFA6218
D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168
G-FFFC	Ce510	Synergy Aviation	SYG145
G-SONE	Ce525A	Centrelina Air Charter	CLF986
HB-AZA	ERJ190E2STD	Swiss	f/v SWR724/5
N330QT	A330-243F	Tampa Cargo	26 TPA4047/6
N336QT	A330-243F	Avianca Cargo	TPA4049/8
N611TX	Falcon 900EX	Jet Select	29
N605VV	CL-605	Platinum Executive	27
N1108M	G650ER	Renew Group Private	arr
PH-WMM	Ce525	Air Service Liège	01
SE-RMB	Ce525B	Svenskt Industriflyg	28
26.9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
D-IGWT	Ce525A	Sylt Air	AWU726G
G-CLBA	B747-428ERF	CargoLogicAir	27 CLU5103/5058
N630GA	G650ER	Gulfstream	
N27908	B787-8	United Airlines	f/v UAL909/8
27.9H-VCK	CL-350	VistaJet Malta	28 VJT405
D-BEAR	Ce750	Air X Executive	AXG2720/1/2/3
D-ISJP	Ce525A	Excellent Air	28 ECA1C
N332QT	A330-243F	Avianca Cargo	TPA4047/6
N999PN	Falcon 7X	Planet Nine Private Air	
OE-FZB	Ce510	GlobeAir	GAC266T/155U
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2
OO-XLS	Ce560XLS+	Air Service Liège	29
OY-JPJ	Ce650	North Flying	NFA017P/017
PP-BLO	ERJ135BJ	Hahn Participações Eireli	28
SE-RPU	B737-8JP	Norwegian	f/v NAX3540/1
28.D-CEFE	Ce525C	Eisele Flugdienst	EFD4E
D-CTOR	EMB505	Luxaviation Germany	PVD09F
D-ILOU	Ce525A	Sylt Air	AWU128A
D-IWIR	Ce525A	Excellent Air	29 ECA4C
G-CLBA	B747-428ERF	CargoLogicAir	29 CLU5060/74
OE-GSX	Ce525C	Int'l Jet Management	f/v arr IJM306
OO-ACE	B747-412BCF	Challenge Airl	f/v 30 FRH542P/521P
PR-ZIQ	ERJ195E2	Embraer	arr
29.D-CKJM	Ce560XLS+	Air Hamburg	AHO334N
D-CNOC	Ce560XLS	Atlas Air Service	ECA9C
D-IEMO	Raytheon 390	Projet	30
M-IFFY	Ce510	Xead Aviation	02
N240LG	Falcon 900EX	Liberty Global	
OO-ABA	A340-313E	Air Belgium	SLM3004/993
PH-CGV	Falcon 2000LX	Air Alsie	arr MMD3004
SE-RMB	Ce525B	Svenskt Industriflyg	arr
YL-LCS	A320-214	Smartlynx (a/w)	30 ART9520/8521
30.9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
D-CAGA	EMB505	Luxaviation Germany	PVD63C
D-CAPO	Lj35A	Jet Executive	JEI434
D-CNOC	Ce560XLS	Atlas Air Service	ECA9C
D-FULI	PC-12-47NGX	Ulrich Byszio	arr
D-IOHL	Ce525A	Excellent Air	ECA3C
D-IWIR	Ce525A	Excellent Air	2x ECA4C
F-HJFP	PC-12/47E	Getonejet	
G-YMMO	B777-236ER	British Airways	BAW442/3
G-ZBJK	B787-8	British Airways	BAW430/1
N66D	Ce510	Heiko Sauer	

N336QT	A330-243F	Avianca Cargo	TPA4047/6
OE-FRM	Ce510	GlobeAir	arr GAC890M
OO-XLS	Ce560XLS+	Air Service Liège	arr
S5-CEG	Ce525	United Eagle Air Transport	f/v
YU-SPC	Ce560XLS+	Prince Aviation	PNC7PC

Transavia France on the 1st arrived for maintenance. The Eastern Airways Embraer on the 2nd departed after maintenance. Also on the 2nd a new addition to the Dutch register. The Falcon is being operated by Air Alsie. The Garuda Boeing on the 4th carries Republik Indonesia titles. The Surinam Boeing 777 finally turned up at Amsterdam Airport on the 5th while operating a trail flight. The Alitalia on the 6th was a football charter. On the 9th an ASL Boeing 747 arrived for maintenance. The Challenge Airlines (former ACE Belgium Freighters) Boeing on the 11th is also a maintenance visitor. The Delta Airbus arriving on the 16th remained parked at Amsterdam till 18 October when it departed to Japan. The Delta Airbus arriving on the 23rd remained parked at Amsterdam till 19 October when it departed to Japan. Also on the 23rd the arrival of two Gulfstream demonstrators with a third arriving on the 24th. The three Gulfstream demonstrators that had arrived the previous days were all three related to a Gulfstream event in cooperation with Dutch private jet operator Exxaero at Schiphol East. Also on the 24th the arrival of another new Delta Airbus. It remained parked at Amsterdam till 17 October when it departed to Japan. The EMBRAER demonstrator arriving on the 28th will be used by the Regional Jet Centre (located at Hangar 73) for training purposes. On this same day another Challenge Airlines Boeing 747 arrived for maintenance.

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

## Rotterdam - The Hague

		August 2020	
01.9H-SKI	P180	Kemmunn	02
CS-LTL	Ce680A	NetJets Europe	02 NJE277P/416B
CS-PHB	EMB505	NetJets Europe	NJE809D/488F
D-CEIS	Ce680	E-Aviation	dep EFD6S
D-GVCC	DA42	Rent-A-Plane	
LX-RSQ	Lj45XR	European Air Ambulance	LRQ390K
N748D	Beech 76	Ô. Satir	02
OK-XLS	Ce560XLS+	Silesia Air	dep SUA711
OO-ACO	Ce510	Air Service Liège	
OO-JCV	PC-12/47E	NextGen Partners	02
02.CS-PHF	EMB505	NetJets Europe	NJE5BF
OO-JCV	PC-12/47E	NextGen Partners	
PH-DEZ	Ce501SP	F.G. Hilgeman	
03.ZE708	BAe146 C3	32(TR)sq	RRR1903
9H-IGH	Global 6000	VistaJet Malta	VJT775
CS-PHP	EMB505	NetJets Europe	NJE4SR
D-CWIT	Ce525C	Witron Logistic	
OE-FLH	Ce525A	Eurosyst. Trade Warenhandels	dep
OE-FZB	Ce510	GlobeAir	04 GAC349R/265E



Previously on the Dutch register as PH-HGT this Cessna 680+ was acquired by Pontair in March 2020 as 9H-SNB. The company is registered in Malta but operates most of its flights from Gran Canaria. (Rotterdam - The Hague, 28 August 2020, André Wadman)



This Super Puma began its service with the Bundesgrenzschutz in 1988. From 2005 onwards D-HEGA carries Bundespolizei titles. Eric van Wijk photographed the helicopter on 6 September 2020 when it visited Rotterdam - The Hague airport.

	OM-CJI	Ce525	ATF-Aviation	04	12.9H-PAL	Ce550 Bravo	Maleth Aero	15 MLT588/597F
	PH-AVW	R44	A. F. C. van Westerop		CS-PHM	EMB505	NetJets Europe	NJE287L/8LD
	PH-TXA	Ce510	JetNetherlands	dep	D-CJMK	C-560L	Air Hamburg	AHO328S
04.	D-CHRB	Ce525C	Hahn Air	HHN910	D-IOHL	Ce525A	Excellent Air	13 ECA3C
	D-CWIT	Ce525C	Witron Logistic	05	OE-XYK	R44	Heli & Co	13
	D-IAIB	Ce525	AIB Asset	06	OO-PRM	Ce510	Air Service Liège	13
	N620CM	Ce510	Relay Securities		OO-TMV	PA-44-180	Ben Air Flight Academy	
	OO-PRM	Ce510	Air Service Liège	dep	PH-DEZ	Ce501SP	F.G. Hilgeman	
	OO-PRM	Ce510	Air Service Liège	06	PH-DTS	DA42	Twinstar Beheer	
	OY-CRJ	CRJ200LR	Global Reach Aviation	CAT5404	PH-PNX	PA-31-350	Slagboom en Peeters Aerial Surveys	
	PH-YIS	H135	KNSF Flight Services		13.D-CWIT	Ce525C	Witron Logistic	
05.	CS-LTF	Ce680A	NetJets Europe	NJE3VJ	D-IJET	P180	AirGo Flugservice	14 XGO6RD/6J
	G-REXA	Beech 250	RVL Aviation	REV250GT	OE-XYK	R44	Heli & Co	
	HB-VWI	Ce525 (M2)	Calanda Wings		OO-GSP	Ce680	Air Service Liège	17
	LX-JET	EMB545	Global Jet Luxembourg08	SVW35ET	PH-ZCZ	Beech B200	Zeusch aviation	dep
	PH-KFB	DA42NG	KFA	*KLM7928	SP-KKW	PC-12/47E		14
	PH-LLN	H135	ANWB – MAA	Lifeline1	14.9H-JSB	Falcon 2000LXS	TAG Aviation Malta	TEU8
	PH-MFA	DA42NG	KFA	*KLM7914	CS-DXQ	Ce560XLS	NetJets Europe	20 NJE661C/568A
	SE-DDY	Ce550	Wingefors		CS-PHJ	EMB505	NetJets Europe	15 NJE075B/853B
06.	D-AVIB	ERJ135BJ	Air Hamburg	AHO589W	CS-PHL	EMB505	NetJets Europe	NJE573E/7RF
	D-CEIS	Ce680	E-Aviation	EFD6S	CS-TFQ	Lj45XR	Airjetsul	AJU451
	D-CWIT	Ce525C	Witron Logistic		D-IJOA	Ce525A	Excellent Air	ECA8C
	N120RB	Cirrus SF50	APG Aviation	07	OO-PRM	Ce510	Air Service Liège	18
	OO-PRM	Ce510	Air Service Liège	11	PH-TXA	Ce510	JetNetherlands	arr
	OO-SCT	Ce525C	Luxaviation Belgium	AAB292	15.9H-PAL	Ce550 Bravo	Maleth Aero	16 MLT597P/589
07.	D-CQAA	Lj45	Quick Air	QAJ685	CS-LTJ	Ce680A	NetJets Europe	NJE898C/815T
	M-ARIA	G550	SDQ Aviation (IOM)		D-ILOU	Ce525A	Sylt Air	AWU115A
	N2673D	Ce340A	Meijer Beheer		N468SP	Beech B200SE	Samaritan's Purse	
	OO-VMF	Ce560XLS+	Air Service Liège	08	OO-ACC	Ce525A	Air Service Liège	dep
	PH-MFX	Ce650	JetNetherlands	11	OO-GLM	Ce680	Air Service Liège	dep
	SE-DDY	Ce550	Wingefors		SE-DDY	Ce550	Wingefors	
08.	D-CQAJ	Lj35A	Quick Air	QAJ1459	16.CS-PHD	EMB505	NetJets Europe	17 NJE3NX
	D-ILOU	Ce525A	Sylt Air	AWU108A	D-CROG	EMB505	Air Hamburg	17 AHO273J
	D-IPVD	Ce525A	Transavia Flug		D-ILOU	Ce525A	Sylt Air	AWU116A
	G-SKAL	Ce560XLS+	Catreus	VCG2AL/3AL	LX-MIC	Falcon 2000S	Global Jet Luxembourg	SVW50MC
	N120RB	Cirrus SF50	APG Aviation	10	N620CM	Ce510	Relay Securities	
	N620CM	Ce510	Relay Securities		17.CS-LTA	Ce680A	NetJets Europe	NJE850H
	OY-CRJ	CRJ200LR	Global Reach Aviation	CAT5411	D-CWIT	Ce525C	Witron Logistic	
	PH-DEZ	Ce501SP	F.G. Hilgeman		D-IWIR	C-525A	Excellent Air	ECA3C/4D
	YU-BZZ	Ce550 Bravo	Air Pink		OO-AMR	Ce525A	Air Service Liège	18
09.	9H-VJQ	Global 6000	VistaJet Malta	VJT801/836	PH-DEZ	Ce501SP	F.G. Hilgeman	
	D-AFBS	ERJ135BJ	Air Hamburg	AHO715F/794X	SP-AST	Ce525	AMC Aviation	20
10.	84-00170	C-12U-3	204th MI Bn	REBEL70	VP-BYA	B737-7AN	Saudi Oger	18
	D-CFFF	Ce560XLS+	DC Aviation	DCS705	18.ZE708	BAe146 C3	32(TR)sq	RRR1915
	D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168	CS-PHE	EMB505	NetJets Europe	19 NJE4EB
	D-CWIT	Ce525C	Witron Logistic		CS-PHM	EMB505	NetJets Europe	19 NJE822P/376C
	N120RB	Cirrus SF50	APG Aviation	11	D-CWIT	Ce525C	Witron Logistic	
	PH-TXA	Ce510	JetNetherlands		D-IAIB	Ce525	AIB Asset	20
11.	D-CDRF	Lj35A	DRF	AMB294	D-IFIS	Ce525A	Luxaviation Germany	21 LXG22S
	D-CWIT	Ce525C	Witron Logistic	12	OE-HII	CL-300	LaudaMotion Executive	19 LDX12C
	D-ILHD	Ce525	Lufthansa Flight Training	*DLH9980	OK-JKT	TBM-700C2	T-Air	
	D-INOB	Ce525A	Atlas Air Service	ATL3Z	OO-PRM	Ce510	Air Service Liège	19
	OK-SLX	Ce560XL	Silesia Air	SUA612/3	SP-VIS	Cirrus SF50		
	OO-PRM	Ce510	Air Service Liège	12	19.CS-DXZ	Ce560XLS	NetJets Europe	NJE643G/5QJ





During the second week of the Falcon Leap exercise the German Air Force brought their C-160D to Eindhoven. Operated by LTG63 Transall 50+66 participated all week in various daily flights together with coalition forces. (Rotterdam - The Hague, 17 September 2020, Kees van Boven)

	OO-ACC	Ce525A	Air Service Liège	05	OE-FPP	Ce510	GlobeAir	10	GAC743J/632J
	OO-ACO	Ce510	Air Service Liège	05 2x	OE-FRM	Ce510	GlobeAir	10	GAC682M/995W
	OO-OCA	Beech 350	Air Service Liège	10	OE-HPG	CL-300	LaudaMotion Executive		LDX7C
	PH-KFA	DA42NG	KFA	KLM7902	OY-JBS	PA-46-500TP			10
	PH-LAB	Ce550	NLR – TU Delft	04	PH-DTS	DA42	Twin Star Beheer		
04.	CS-DFF	Falcon 2000EX	NetJets Europe	NJE315R/2NF	PH-LLN	H135	ANWB - MAA		Lifeline1
	D-GVMD	P68C			10.	CS-DXN	Ce560XLS	NetJets Europe	11 NJE923M/860E
	D-ILHA	Ce525	Lufthansa Flight Training	*DLH9975	CS-DXR	Ce560XLS	NetJets Europe	11	NJE015D/120U
	PH-HCH	EC120B	HeliCentre	2x	D-CFHZ	EMB505	DAS Privat Jets		
	PH-UNN	EC120B	HeliCentre	2x	D-GVCC	DA42	Rent-A-Plane		
05.	CS-PHJ	EMB505	NetJets Europe	09 NJE9FF/174T	F-HGLJ	Lj75	Ixair		
	D-AFBS	ERJ135BJ	Air Hamburg	06 AHO658Y	OE-EAU	PC-12/47E			11
	LX-RSQ	Lj45XR	European Air Ambulance	LRQ461A	PH-EBR	DA-900	Exxaero	12	XRO380/416
	OO-SCT	Ce525C	Luxaviation Belgium	AAB4949	PH-KFA	DA42NG	KFA		KLM7910
	OO-SCT	Ce525C	Luxaviation Belgium	AAB4949/0494	PH-VBG	Falcon 2000EX	JetNetherlands		dep
06.	9H-ILB	CL-850	VistaJet Malta	07 VJT645	11.	9H-JOS	Ce560XLS	Luxwing	LWG1871/2
	D-CEFE	Ce525C	E-Aviation	EFD4E	CS-DLB	Falcon 2000EX	NetJets Europe		NJE5NP/465N
	D-HEGA	AS332L1	Bundespolizei	BPO503	D-CFIV	Lj35A	Air Alliance		AYY118
	N194ER	Ce510	Blue Sky Aviation	08	D-CONE	Lj35A	Air Alliance		15 AYY105
	OO-ACO	Ce510	Air Service Liège	07	D-GVCC	DA42	Rent-A-Plane		
	PH-ULK	AS355N	HeliAir		D-IHKW	Ce525	ProAir Aviation		12
	PH-WIS	Ce525C	KNSF Flight Services	dep	N628PH	PA-46-600TP			
	PH-WIS	Ce525C	KNSF Flight Services	27	12.	CS-PHA	EMB505	NetJets Europe	13 NJE8AQ/280C
	PH-YIS	H135	KNSF Flight Services		OO-ACO	Ce510	Air Service Liège		15
07.	CE01	ERJ135LR	21sq	BAF617	13.	CS-CHG	CL-350	NetJets Europe	14 NJE468K/2BX
	D-IJOA	Ce525A	Excellent Air	dep ECA8C	D-CAWO	Ce560XLS+	Aerowest		14
	D-ILHB	Ce525	Lufthansa Flight Training	*DLH9983	D-IJOA	Ce525A	Excellent Air		18 ECA8M/3C
	D-ILHC	Ce525	Lufthansa Flight Training	*DLH9971	G-LXWD	Ce560XLS	Catreus		14 VCG1WD
	D-ISLT	Ce525A	Sylt Air	08 AWU907K/8K	OE-FBD	Ce510	GlobeAir	14	GAC995X/216W
	OE-HII	CL-300	LaudaMotion Executive	LDX12C	PH-LLN	H135	ANWB - MAA		Lifeline1
	OO-ACO	Ce510	Air Service Liège	08	PH-SFF	PC-12/47E	Silver Flight		
	PH-KFB	DA42NG	KFA	KLM7930	PH-VBG	Falcon 2000EX	JetNetherlands		27
	PH-LLN	H135	ANWB - MAA	Lifeline1	14.	CS-PHJ	EMB505	NetJets Europe	15 NJE818K/710T
08.	CS-LTC	Ce680A	NetJets Europe	09 NJE4XQ	D-AIFL	Global 6000	ACM Air Charter		BVR70
	D-ITRA	Ce525	Transavia Flug	09 2x	D-IBWA	Ce525	Schuite & Schuite Druckfarben		arr
	F-GLUX	Ce525C	Jet Corporate		D-IPCG	Ce425	PGS Holding		
	F-HGLG	Lj75	Ixair		I-RVRP	Ce525	Esair		f/v 15
	OK-JKT	TBM-700C2	T-Air		N560EE	EMB505	Embraer Executive Aircraft		
	OO-ACO	Ce510	Air Service Liège	10	OE-FNP	Ce510	GlobeAir		GAC632K/869J
	OY-EVO	Ce550 Bravo	FlexFlight	FXT208	OK-XLS	Ce560XLS+	Silesia Air		SUA742/3
	PH-HVB	EC135T2+	ANWB - MAA	arr	OO-OCA	Beech 350	Air Service Liège		18
09.	D-CDSO	Ce550 Bravo	Heli-Flight		PH-LAB	Ce550	NLR – TU Delft		*
	N194ER	Ce510	Blue Sky Aviation		PH-LLN	H135	ANWB - MAA		Lifeline1
	N620CM	Ce510	Relay Securities		PH-TSN	DA42	Twin Star Netherlands		arr

15.D-IEMO	Raytheon 390	Exxaero	16	PH-PNX	PA-31-350	Slagboom en Peeters Aerial Surveys	
G-KLW	Ce510	Saxonnair	16 SXN51D	21.C-FFBE	CL-350	Chartright Air	HRT615
PH-DFB	DA42		*	D-IWIR	Ce525A	Excellent Air	ECA4C
PH-DTS	DA42	Twin Star Beheer		OE-XYK	R44	Heli & Co	22
SE-DDY	Ce550	Wingefors		PH-LLN	H135	ANWB - MAA	Lifeline1
16.CH07	C-130H	20sq	*Able14	PH-PNX	PA-31-350	Slagboom en Peeters Aerial Surveys	
50+66	C-160D	LTG63	*Able13	PH-YIS	H135	KNSF Flight Services	
G-781	C-130H	336sq	*Able11	22.CS-DGW	Ce525B	Valair	VVV131/2
G-988	C-130H	336sq	*Able12	CS-PHI	EMB505	NetJets Europe	NJE312A/843P
CS-CHF	CL-350	NetJets Europe	NJE663E/4PZ	D-IHKW	Ce525	ProAir Aviation	23
D-CTIL	Lj35A	Air Alliance	AYY111	N66D	Ce510	Heiko Sauer	
F-HGOD	P180	Investairs		N748D	Beech 76	Ö. Satir	arr
LZ-BHM	A320-232	BH Air	BGH4004/5	OE-XYK	R44	Heli & Co	
OE-WWF	Ce510	GlobeAir	GAC390J/K	OO-ACO	Ce510	Air Service Liège	24
OE-GKW	G100	Tyrol Air Ambulance	TYW757/8	OO-ASL	Beech 200C	Air Service Liège	dep
PH-DFB	DA42		*	OO-PRM	Ce510	Air Service Liège	25
PH-LAB	Ce550	NLR – TU Delft	arr	PH-EXW	ERJ175STD	KLM Cityhopper	div KLM1328
17.50+66	C-160D	LTG63	*Able13	PH-EZA	ERJ190STD	KLM Cityhopper	div KLM1196
G-781	C-130H	336sq	*Able12	23.CE01	ERJ135LR	21sq	24 BAF607
G-988	C-130H	336sq	*Able11	CS-PHA	EMB505	NetJets Europe	NJE285Y/238T
95-6711	C-130H-3	130th AS	*Able15	D-GVCC	DA42	Rent-A-Plane	
95-6712	C-130H-3	130th AS	*Able14	D-IHKW	Ce525	ProAir Aviation	24
CS-CHA	CL-350	NetJets Europe	NJE162Q/621F	OE-LLG	ERJ135BJ	MJet	MJF590
CS-LTB	Ce680A	NetJets Europe	18 NJE037C/3KX	24.CE01	ERJ135LR	21sq	25 BAF607
CS-PHD	EMB505	NetJets Europe	NJE3NX/572W	D-ISUN	Ce525A	Excellent Air	ECA5C
CS-PHE	EMB505	NetJets Europe	NJE4EB/684K	LZ-BHM	A320-232	BH Air	BGH4004/5
D-CCCA	Lj35A	Jet Executive Int'l	JEI242	OE-FIW	DA42	Devlemnick Air Service	
D-CGRC	Lj35A	Jet Executive Int'l	JEI343	OY-NPD	SA227DC	North Flying	NFA134P/134
F-HERE	Ce510	Astonjet	ASJ586	OY-NPG	SA227DC	North Flying	NFA104P
F-HGOD	P180	Investairs		25.CE01	ERJ135LR	21sq	BAF608
F-HJJJ	Falcon 900LX	JC Decaux		CS-PHD	EMB505	NetJets Europe	NJE940L
G-DCMT	EMB505	Voluxis	18 VXS117	D-AJET	ERJ650	Air Hamburg	AHO898V
N120RB	Cirrus SF50	APG Aviation	20	D-FOUR	TBM-930	Hasenkamp Int. Transporte	
OE-FME	RC690A	Meixner Aerial Surveys	18	D-ITRA	Ce525	Transavia Flug	
OE-FRM	Ce510	GlobeAir	GAC486H/053D	OO-ACO	Ce510	Air Service Liège	26
OO-PRM	Ce510	Air Service Liège	21	PH-RIS	EC130B4	KNSF Flight Services	
OY-GWK	Falcon 2000S	Air Alsie	18 MMD6121	PH-ZAZ	Beech B200	Zeusch Aviation	dep
PH-YIS	H135	KNSF Flight Services		SE-RIL	Ce560XLS	Svensk Industriflyg	JET7
SE-DDY	Ce550	Wingefors		UR-EMC	ERJ190STD	Ukraine International	AUI3277/8
18.D-CEIS	Ce680	E-Aviation	EFD6S	26.D-ASAP	ERJ650	Air Hamburg	AHO763W
F-HERE	Ce510	Astonjet	19 ASJ586	D-GVCC	DA42	Rent-A-Plane	2x
N1753S	GA-8	FSA Aviation		N120RB	Cirrus SF50	APG Aviation	29
OE-FOG	Ce510	GlobeAir	GAC608F/486J	OY-NPD	SA227DC	North Flying	NFA136/136P
OO-ACO	Ce510	Air Service Liège	20	27.C-FFBE	CL-350	Chartright Air	arr HRT615
OO-MMT	Ce560XLS	Air Service Liège	arr	CS-DQB	Ce560XLS	NetJets Europe	29 NJE180G/7AG
PH-PNX	PA-31-350	Slagboom en Peeters Aerial Surveys		CS-PHG	EMB505	NetJets Europe	NJE6KY/470A
T7-LEO	DA42		08	D-AJET	ERJ650	Air Hamburg	29 AHO898V/775V
19.F-HEVL	EMB505	Evolem Aviation	20 EVL191/201	D-CAWK	Ce680A	Aerowest	
F-HGPE	EMB505	Pan Européenne A/S	20 PEA302	D-ISUN	Ce525A	Excellent Air	arr ECA5C
OE-WWF	Ce510	GlobeAir	20 GAC892D/781E	F-HEBO	DA-900	Dassault Falcon Services	28
PH-EBR	DA-900	Exxaero	23 XRO416	N194ER	Ce510	Blue Sky Aviation	arr
PH-YIS	H135	KNSF Flight Services		OE-FOE	Ce510	GlobeAir	28 GAC781F/070L
20.D-ISJP	Ce525A	Excellent Air	21 ECA1C	PH-ITI	H125	HeliCentre	
F-HEVL	EMB505	Evolem Aviation	21 EVL202/11	PH-RIS	EC130B4	KNSF Flight Services	
N120RB	Cirrus SF50	APG Aviation	21	PH-VBG	Falcon 2000EX	JetNetherlands	arr
OO-ACO	Ce510	Air Service Liège	22	PH-WIS	Ce525C	KNSF Flight Services	arr



Previously on the Dutch register as PH-FNS, this Embraer entered service with Arkia in March 2014 as 4X-EMB. The aircraft was caught on camera when it arrived at Maastricht - Aachen airport on return to its lessor. (24 September 2020, Jesse Vervoort)



The PC-6 on this photo is the last civilian built PC-6 by Fairchild-Hiller. In 1991 the aircraft entered the French register as F-GHVH. Since at least July 2009 the aircraft is painted in this special livery. It has been designed by an artist called Gégé. (Teuge, 18 September 2020, Bart Hoekstra)

28. 9H-VCK	CL-350	VistaJet Malta	VTJ405	A7-BAA	B777-3DZER	Qatar Airways	f/v QTR8008/9
CS-PHP	EMB505	NetJets Europe	NJE090N/692B	D-CHRA	Ce525C	E-Aviation	07 EFD4A
F-GLUX	Ce525C	Jet Corporate	29	TF-AMB	B747-412F	Saudia	SVA941/2
HA-JEO	Ce650	Jet Stream	JSH651/2	07. 14+07	Global 6000	FBS BMVg	GAF607
OO-ACO	Ce510	Air Service Liège	29	D-CDIM	Lj35A	Jet Executive International	JEI515
OY-JSW	Ce525A	FlexFlight	FXT428	D-CHMD	EMB505	Herrenknecht	
29. CS-PHM	EMB505	NetJets Europe	30 NJE8LD/106E	OY-NLA	Ce650	North Flying	NFA051/051P
D-IOHL	Ce525A	Excellent Air	ECA3C	PH-BBJ	Ce560XLS+	ASL	tst
F-HGLG	Lj75	Ixair		08. 2-JEZA	Eclipse 500	Channel Islands Air Services	09
N120RB	Cirrus SF50	APG Aviation		A7-BEX	B777-300ER	Qatar Airways	f/v QTR8008/9
N700EL	TBM-700B	Air Twinlite		OO-PRM	Ce510	Air Service Liège	
OE-FZE	Ce510	GlobeAir	30 GAC274U/163V	PH-UNC	Falcon 7X	Jet/Netherlands	
OO-ACO	Ce510	Air Service Liège	30	TF-AMB	B747-412F	Saudia	09 SVA941/2
30. CS-PHO	EMB505	NetJets Europe	NJE374C/8KE	VQ-BSJ	A320-214	Aeroflot	15 AFL7724/5
D-IWIR	Ce525A	Excellent Air	arr ECA4C	09. A7-BES	B777-300ER	Qatar Airways	f/v QTR8008/9
F-HIPE	EMB505	Pan Européenne A/S	arr PEA301	10. D-CKJE	EMB505	Air Hamburg	AHO266W
OO-ACO	Ce510	Air Service Liège	arr	D-IEMO	Raytheon 390	Pro Jet	13
PH-KGJ	EC120B	Heli Holland Holding		D-IFIS	Ce525A	Luxaviation Germany	LXG22S
T7-LEO	DA42		tst	OO-PRM	Ce510	Air Service Liège	11

The military aircraft overflying the airport on the 16th participated in the 'Falcon Leap' exercise. The Diamond 42 on the 18th arrived from Canada and spent three weeks on the airport before departing to Spain. On the 22nd two diversions from Amsterdam.

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

## Maastricht - Aachen

September 2020							
01. FB17	F-16BM	10w	*BAF451	14. PH-LAB	Ce550	NLR - TU Delft	
D-CFAZ	Lj60	FAI Rent-A-Jet	IFA1354	15. OO-AMR	Ce525A	Air Service Liège	
D-IMVC	Beech B200	Star Wings Dortmund	dep STQ99B	TF-AMB	B747-412F	Saudia	16 SVA941/2
TF-AMB	B747-412F	Saudia	f/v SVA941/2	VQ-BSL	A320-214	Aeroflot	22 AFL7726/7
VQ-BSI	A320-214	Aeroflot	08 AFL7722/3	17. CS-PHD	EMB505	NetJets Europe	NJE3NX/3NX
02. 9H-MAG	EMB505	Luxwing	06 LWG671	OO-PCK	PC-12/47E	European Aircraft Private Club	
HB-JAZ	G550	Jet Aviation Business Jets		PH-DWS	ERJ135LR	Air Charters Europe	29 JNL3738/0388
PH-DWS	ERJ135LR	Air Charters Europe	dep JNL0102	TF-AMB	B747-412F	Saudia	SVA941/2
PH-DWS	ERJ135LR	Air Charters Europe	06 JNL2102/1044	TF-AMU	B747-48EF	Astral Aviation	18 ABD4808/9
03. D-IEFD	Ce525	E-Aviation	EFD2F	18. A7-BEF	B777-3DZER	Qatar Airways	f/v QTR8008/9
D-IMOI	Ce525	ProAir Aviation	06	N194ER	Ce510	Blue Sky Aviation	
OE-FHK	Ce510	GlobeAir	GAC015B/348E	OO-ACC	Ce525A	Air Service Liège	
OO-ACO	Ce510	Air Service Liège		TF-AMB	B747-412F	Saudia	19 SVA941/2
TF-AMB	B747-412F	Saudia	SVA941/2	20. 9H-QAX	B737-8AS	Malta Air	f/v RYR9PC/80GN
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4800/1	D-CMMP	EMB505	Luxaviation Germany	PVD45B/05B
04. A7-BAY	B777-3DZER	Qatar Airways	f/v QTR8008/9	N194ER	Ce510	Blue Sky Aviation	
G-TWOP	Ce525A	Centreline	CLF788	OO-ACC	Ce525A	Air Service Liège	22
TF-AMB	B747-412F	Saudia	05 SVA941/2	TF-AMB	B747-412F	Saudia	SVA941/2
05. A7-BAJ	B777-3DZER	Qatar Airways	f/v QTR8008/9	21. 5B-DBB	Fokker 70	TUS Airways	dep
HB-JAZ	G550	Jet Aviation Business Jets		A7-BEA	B777-3DZER	Qatar Airways	f/v QTR8008/9
06. 9H-QAM	B737-800	Malta Air	f/v RYR9PC/80GN	D-CICU	Lj45	Jetcall	JCL7
				P4-KCH	ERJ190LR	Air Astana	arr KZR1381

22.D-FIRE	TBM-700A	U. Brunner Ofen- und Heiztechnik
PH-DWS	ERJ135LR	Air Charters Europe
PH-EXJ	ERJ175STD	KLM Cityhopper
PH-EXO	ERJ175STD	KLM Cityhopper
PH-EXX	ERJ175STD	KLM Cityhopper
PH-EZE	ERJ190STD	KLM Cityhopper
TF-AMB	B747-412F	Saudia
VQ-BSU	A320-214	Aeroflot
23.9H-QDV	B737-800	Malta Air
A7-BEL	B777-300ER	Qatar Airways
D-ILAP	EMB500	Liebherr Geschäftsreise
D2-FDF	ERJ145LR	Fly AO - Angola
24.4X-EMB	ERJ190LR	Arkia Israeli Airlines
A7-BEC	B777-3DZER	Qatar Airways
CS-CHJ	CL-350	NetJets Europe
D-ITAN	Ce525	E-Aviation
OO-AMR	Ce525A	Air Service Liège
OO-GLM	Ce680	Air Service Liège
TF-AMB	B747-412F	Saudia
TF-AMM	B747-4H6(F)	Astral Aviation
25.D-EOPG	PA-46-350P	
D-FOKE	PA-46-500TP	
M-ARIE	BAe125-800XP	Surf-Air
TF-AMB	B747-412F	Saudia
26.TF-AMB	B747-412F	Saudia
27.D-CTOR	EMB505	Luxaviation Germany
TF-AMB	B747-412F	Saudia
YR-ASC	A318-111	TAROM
28.D-FOKE	PA-46-500TP	
PH-DWA	ERJ145LR	Air Charters Europe
29.A7-BAM	B777-3DZER	Qatar Airways
D-IEMO	Raytheon 390	Pro Jet
TF-AMB	B747-412F	Saudia
VQ-BPU	A320-214	Aeroflot
30.A7-BAN	B777-3DZER	Qatar Airways
D-IEMO	Raytheon 390	Pro Jet

The Belgian F-16 on the 1st performed an approach. Aeroflot sent some Airbus aircraft to MAAS for a repaint. The first aircraft arrived on the 1st and the second arrived on the 8th. The third aircraft arrived on the 15th. The impounded TUS Fokker departed to Woensdrecht on the 21st. An Air Astana Embraer that arrived on that same day has been returned to its lessor. On the 22nd some KLM diversions from Amsterdam and the fourth Aeroflot arriving for a repaint. The Fly AO Embraer finally departed on the 23rd. The next day a former Arkia Embraer arrived. This aircraft has also been returned to its lessor. The final Aeroflot Airbus arrived on the 29th.

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

## Groningen - Eelde

			September 2020
01.OE-FGC	Ce525 (M2)	Fly Tyrol	FTY6
PH-BBJ	Ce560XLS+	ASL	02
PH-PXZ	AW139	Nationale Politie	*ZXP26
02.PH-BBJ	Ce560XLS+	ASL	03
03.OO-PCJ	PC-12/47E	European Aircraft Private Club	
PH-BBJ	Ce560XLS+	ASL	
04.D-FABT	TBM-900	ABT Aviation	06
N98DF	PA-46-350P		06
OE-FKF	Ce525A	Fly Tyrol	06 FTY9
06.S-445	AS532U2	300sq	*Wildcat1
08.PH-TTR	H135	ANWB - MAA	tdy 16
09.D-IHKW	Ce525	ProAir Aviation	10
OO-CCJ	Ce525	Air Service Liège	
10.PH-SFF	PC-12/47E	Silver Flight	f/v 2x
11.N98DF	PA-46-350P		12
N124MR	SF-50		arr
OY-GBC	P2006T	GreyBird Aviation	dep GAG237F
PH-CPI	EMB500	NextGen Aviation	
12.PH-DTS	DA42	Twin Star Beheer	
13.N177LN	SF-50		f/v 14
OO-VSB	P2006T	Vansteelandt	
14.OO-VSB	P2006T	Vansteelandt	
PH-WMM	Ce525	ASL	16
PH-ZCZ	Beech B200	Zeusch aviation	
15.D-IPCH	Ce525A	Jetkontor	JKH32A
HB-GLB	Beech 200	Swiss Flight Services	tdy 17
16.D-CAWO	Ce560XLS+	Aerowest	
LX-RSQ	Lj45XR	European Air Ambulance	LRQ489J
OO-VMF	Ce560XLS+	Air Service Liège	
OY-NCM	Do328-310	Sun-Air (BAW c/s)	
PH-LLN	H135	ANWB - MAA	tdy arr
17.OO-VMF	Ce560XLS+	Air Service Liège	
OO-VSB	P2006T	Vansteelandt	tdy 19
19.G-ZEUZ	Ce525A	Zenith Aviation	BZE8A/B
OK-RLV	G280	Avcon Jet	
21.N98DF	PA-46-350P		23
N120RB	Cirrus SF50	APG Aviation	26
N7779V	Beech B200	Etienne Veen	tst
22.N16AT	SF-50	Ian Huster	arr
23.9H-WIT	PC-12/47E	NextGen Aviation (Malta)	2x
N474CG	SF-50	I-Fly	
PH-CYP	PC-12/47E	SMT Shipping	
24.D-IHKW	Ce525	ProAir Aviation	25
HB-FVC	PC-12/47E	Lakeside Aviation	
25.N16AT	SF-50	Ian Huster	tst
OY-JEM	P2006T	GreyBird Aviation	GAG237Z
26.CS-LTJ	Ce680A	NetJets Europe	NJE977L/373Q
29.D-ISCH	Ce525A	Gerhard Schubert	



Luca Neggens photographed NH-90 N-110 shortly after it arrived at Eindhoven on 30 September 2020. It had just been made ready for transportation to Curaçao (the week after its arrival) by removing its blades.



Also participating in the previously mentioned Falcon Leap exercise was a pair of M-28 aircraft operated by PD Air Operation. Skytruck D-CPDC is the only M-28 being operated in 'civilian'-like colours by that company. (Eindhoven, 18 September 2020, Bjorn van de Moosdijk)

N125DE	Eclipse 500	Blueprint Automation	3x *	PH-ZCZ	Beech B200	Zeusch aviation	arr
PH-MAA	EC135T2+	ANWB - MAA	tdy arr	24.OO-EYE	RC690B	Reni Aviation	dep
PH-OOP	H145	RAV Fryslân – MAA	Medic01	PH-AVW	R44	A. F. C. van Westerop	
30.5B-DDA	Fokker 70	TUS Airways	dep	25.D-FIPS	PC-6/B2-H4	KIAS Airlines	dep
OY-NCP	Do328-310	Sun-Air (BAW c/s)	SUS741A	PH-DWW	R44	Heliair	
PH-DOC	H135	ANWB - MAA	dep	26.CS-PHG	EMB505	NetJets Europe	NJE447G
PH-DTS	DA42	Twin Star Beheer		29.N980EE	RC695	International Air Services	arr
				30.LX-JFS	PC-12/47E	Jetfly Aviation	
				OO-KNM	R44	Air Technology Belgium	

The helicopter on the 8th arrived for training. The TUS Airways Fokker on the 30th departed to Woensdrecht and the helicopter on that same day departed to Bonn.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

		September 2020	
02.OE-FDI	SC-7	Pink Aviation Services	dep
PH-FVD	R44	Rotarywings	
PH-UMC	H135	ANWB – MAA	
04.OE-FBJ	DA62	Air Ranger	
PH-UMC	H135	ANWB – MAA	
05.PH-PXD	EC135P2+	Nationale Politie	ZXP04
06.OO-SEX	Ce208B	Skydive Spa	11
07.PH-ULK	AS355N	Heliair	
08.OO-KNM	R44	Air Technology Belgium	
09.N939PA	PA-46-350T	SCH Aviation	10
10.N2648X	Ce501	T.S. Aviation	
N939PA	PA-46-350T	SCH Aviation	12
PH-KGJ	EC120B	Heli Holland Holding	
11.N55HV	R44		
PH-AVW	R44	A. F. C. van Westerop	
PH-JMP	Ce208B	Skydive Teuge	
PH-SWN	Ce414A	PARC Air	arr
12.N939PA	PA-46-350T	SCH Aviation	13
PH-VCC	DA62	Cav-Okay	2x
14.F-GHVH	PC-6/B2-H2	KIAS Airlines	18
PH-FVD	R44	Rotarywings	2x
PH-MAS	P68C-TC	Miramap Aerial Surveys	
PH-PHB	Enstrom 480	Prince Helicopters	
16.D-FDJS	Ce208	Skydive Stadthohn	
PH-FVD	R44	Rotarywings	2x
PH-JMP	Ce208B	Skydive Teuge	18
17.D-FDJS	Ce208	Skydive Stadthohn	
PH-KIO	P2006T	Kavel 10 Aerial Surveys	
18.N980EE	RC695	International Air Services	dep
19.PH-PWW	DA62	P.O.R.T. Aviation	
22.N2648X	Ce501	T.S. Aviation	
PH-HGB	R44	Heliair	
PH-JMP	Ce208B	Skydive Teuge	23
23.CS-PHK	EMB505	NetJets Europe	24 NJE853F/423H
D-FLIZ	Ce208	Skydive Spa	30
OO-SPA	Ce208B	Skydive Spa	

The Skydive Teuge Cessna listed this month is (semi) based at Hooegeveen. Already registered in May 2020 former PH-FMI departed to Antwerp as OO-EYE on the 24th.

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

### Eindhoven

		September 2020	
01.751	C-130H	356MRM	02 HAF356H
L-01	PC-7	131EMV0sq	*Diamond07
D-CSOS	Lj45	Jetcall	JCL1
HA-LVN	A321-271NX	Wizz Air	f/v WZZ5/1164
OE-FDT	Ce510	GlobeAir	02 GAC126Z/015A
OK-OBK	Ce510	Aeropartner	DFC1CE
OM-CJI	Ce525	ATF-Aviation	
OO-PKX	Ce750	Air Service Liège	dep
OO-WEG	CL-350	Luxaviation Belgium	AAB453
PH-FJK	Ce525B	JetNetherlands	dep
YU-SCJ	Ce525	Prince Aviation	PNC9CJ
02.CE01	ERJ135LR	20sq	BAF618
FB15	F-16BM	2w	*BAF271
01	C-17A	HAW	dep Bartok11
J-136	F-16AM	312/313sq	*
Q-17	AH-64DN	301sq	*Redskin05
PH-BEJ	Global 5000	Flying Group	dep FYG72BM
03.OK-CTP	PC-12/47E	OK Aviation Wings	04
PH-BEJ	Global 5000	Flying Group	08 FYG71BM/11BM
YU-SCJ	Ce525	Prince Aviation	PNC9CJ
YU-SEX	Ce550 Bravo	Air Pink	
04.OO-PKX	Ce750	Air Service Liège	10
OY-NDP	Ce525A	Blackbird Air Charter	06 BBB34
PH-UNC	Falcon 7X	JetNetherlands	
05.01	C-17A	HAW	Bartok11
PH-CJM	Ce680	ASL	07 2x
07.FA95	F-16AM	10w	*BAF504
FA106	F-16AM	10w	*BAF502
FA124	F-16AM	10w	*BAF501
FA131	F-16AM	10w	*BAF503
5890/61-PR	KC-130J	ET02.061	11 CTM2010
50+66	C-160D	LTG63	GAF045
D-106	CH-47D	298sq	*GLV-V
D-666	CH-47D	298sq (spec mks)	*GLV-V

Q-18	AH-64DN	301sq	*	06-8611/RS	C-130J-30	37rd AS	HKY37/38
93-0140	C-130H	94th AW/700th AS	08 HKY67	PH-OUQ	Spitfire Mk.IX	SKHV	*Lembu5
D-INCS	Ce525	Jetkontor	JKH321	PH-UNC	Falcon 7X	JetNetherlands	JNL3714/4717
LX-FCB	PC-24	Flying Group Lux.	f/v FYL21CB/2CB	PH-XXV	B-25N	SKHV	/Lembu4
OO-JNL	B767-304ER	TUI Belgium	JAF940F/9440	19.9H-VFA	CL-605	VistJet Malta	VJT503
PH-OYI	B767-304ER	TUI Netherlands	JAF942F/9440	9H-VFB	CL-605	VistJet Malta	VJT598
08.9H-VCL	CL-350	VistJet Malta	VJT418	20.OK-TVY	B737-8Q8	Smartwings	21 TVS432P/4326
OO-JWB	PC-12/47E	NextGen Aviation	dep	OO-AMR	Ce525A	Air Service Liège	24 2x
09.CS-DXW	Ce56XLS	NetJets Europe	NJE870Y/413F	OO-PKX	Ce750	Air Service Liège	22
OO-OMG	EC120B	VC Wings		PH-BEJ	Global 5000	Flying Group	25 FYG52BM/21BM
PH-BEJ	Global 5000	Flying Group	10 FYG12BM/81BM	PH-UNC	Falcon 7X	JetNetherlands	JNL7714/8714
YU-PNK	Ce560XLS+	Air Pink		21.54+21	A400M	LTG62	GAFMED2
10.50+51	C-160D	LTG63	GAF601	R212/64-GL	C-160R	EEA01.054	2x CTM2001
OE-FDT	Ce510	GlobeAir	GAC931H/3J	J-003	F-16AM	312/313sq	*Anvil01
OO-AMR	Ce525A	Air Service Liège	13 2x	J-065	F-16BM	322sq	*Cobra1
OO-PKX	Ce750	Air Service Liège	17	J-136	F-16AM	312/313sq	*Anvil02
P4-GVV	G550	ABS Jets		Q-16	AH-64DN	301sq	*Redskin42
PH-CGN	Do228-212	Kustwacht	tst + dep NCG03	LX-LAA	Lj45	Luxembourg Air Rescue	LRQ492B
11. Q-21	AH-64DN	301sq	*	PH-NDK	Falcon 900B	Exxaero	XRO433
Q-23	AH-64DN	301sq	*	22.01	C-17A	HAW	Bartok12
D-IRSG	P180	RSG Aviation		D-666	CH-47D	298sq (spec mks)	*Omega3, GLV-V
HB-JSF	CL-650	Robert Bosch		J-003	F-16AM	312/313sq	*Bulldog02
OK-FLN	Falcon 7X	ABS Jets	12 ABP611/2	J-015	F-16AM	312/313sq	*Bulldog01
OO-PRM	Ce510	Air Service Liège	2x	OK-ESC	Beech 400XT	Time Air	TIE675S
PH-CJM	Ce680	ASL	21	OO-GLM	Ce680	Air Service Liège	24 2x
SE-RMO	Lj45XR	Hummingbird Avn Svs	ETI52B/3B	OO-PKX	Ce750	Air Service Liège	25
13. OO-PRM	Ce510	Air Service Liège	15	PH-BXF	B737-8K2	KLM	div KLM1650
PH-BEJ	Global 5000	Flying Group	17 FYG62BM/41BM	PH-CJM	Ce680	ASL	arr
14.50+66	C-160D	LTG63	19 GAF099	YU-SCJ	Ce525	Prince Aviation	23 PNC9CJ
95-6712	C-130H-3	130th AS	18 HKY67	23. L-08	PC-7	131EMVOsq	*Diamond12
9H-ILB	CL-850	VistJet Malta	15 VJT645	TR.20-03	Ce560	403 Esc	AME0312
9H-LMG	A320-232	Lauda Europe	f/v RYR22HJ/71YY	CS-PHK	EMB505	NetJets Europe	NJE853F/423H
D-CPDA	M-28	PD Air Operation	tdy 18	D-CWIT	Ce525C	Witron Logistic	
D-CPDC	M-28	PD Air Operation	tdy 18	G-POWN	A321-211	Titan Airways	25 AWC7611/0612
OE-FDI	SC-7	Pink Aviation Services	tdy 21	OK-OBR	Ce510	Aeropartner	DFC7ME
OE-FDK	SC-7	Pink Aviation Services	tdy 17	PH-CDH	B737-86J	Corendon Dutch Airl.	CND921P/9291
OE-FVJ	Ce525	Airlink	JAR32	24. 123/62-IM	CN235M-200	ET01.062	*CTM2018
PH-NDK	Falcon 900B	Exxaero	18 XRO420/33	D-CBEN	Ce560XLS+	Adolf Würth	25
YU-SPB	Ce560XLS	Air Pink		25. D-CCVD	Ce560XLS	Atlas Air Service	26 ATL1D
15. CH07	C-130H	20sq	16 BAF639	PH-CDH	B737-86J	Corendon Dutch Airl.	CND9292/0922
741	C-130H	356MRM	16 HAF356H	26. OO-TNB	B737-8K5	TUI Belgium	JAF950F/9666
J-508	F-16AM	312/313sq	*Tiger2	OO-OCA	Beech 350i	Air Service Liège	
D-ATOP	ERJ135BJ	Air Hamburg	AHO728Y	27. 9H-LOU	A320-214	Lauda Europe	f/v RYR47ZZ/5694
D-AWSI	ERJ190LR	WDL Aviation	WDL821P/821	OO-PKX	Ce750	Air Service Liège	28
LX-FCB	PC-24	Flying Group Luxemb.	FYL72CB/3CB	PH-BEJ	Global 5000	Flying Group	arr FYG42BM
OO-AMR	Ce525A	Air Service Liège	16	28. D-CELI	Ce550 Bravo	Euro Link	29
16. Q-16	AH-64DN	301sq	*Bat71+ GLV-V	OE-GLS	Ce650	Tyrolean Jet Services	TJS56
OE-GLJ	Lj60XR	Laudamotion Executive		OO-PKX	Ce750	Air Service Liège	30
OO-PAS	H135	Heli Business		29. G-MOCL	CL-604	Luxaviation UK	LNX39CL
17. D-106	CH-47D	298sq	*Grizzly23	PH-HXB	B737-8K2	Transavia	30 TRA344X/7039
95-6711	C-130H-3	130th AS	18 HKY68	30. LX-N90446	E-3A	NAEW&CF	*Nato01
D-AWSI	ERJ190LR	WDL Aviation	WDL822/822P	L-08	PC-7	131EMVOsq	*Diamond20, *Razor04
PH-UNC	Falcon 7X	JetNetherlands	JNL1714/2714	N-110	NH90-NFH	860sq	arr Neptune15
18. CH09	C-130H	20sq	BAF666	9H-VCB	CL-350	VistJet Malta	VJT453
0089/F-RBAO	A400M	ET	CTM1200	D-CEIS	Ce680	E-Aviation	EFD6S
D-665	CH-47D	298sq	Grizzly22	OO-ACC	Ce525A	Air Service Liège	
T-235	KDC-10	334sq	arr NAF40	OO-PKX	Ce750	Air Service Liège	arr



Although being operated by Luxaviation Belgium this civilian registered Falcon 7X is part of the Belgian Air Force 21st squadron. (Lelystad, 30 September 2020, Richard Poeser)



This BBJ1 is no stranger to the Dutch skies as it was previously operated for the Dutch government as 9H-BBJ by Privajet. In November 2019 the Boeing 737 was acquired by Amjet Executive and registered as SX-BBJ. (Woensdrecht, 28 September 2020, Johan Havelaar)

Eindhoven and September are known for their memorial flights, honouring the fallen warrior of World War II. This year the Falcon Leap edition was split in two weeks with various participants and training goals. In week one local 336sq C-130Hs flew together with a French KC-130J (first time visitor) and a Dobbins ARB C-130H, one of two deployed at Ramstein. Most of their missions were about aerial cargo droppings at locations like Deelen, flown under WACO callsigns. In the second week German C-160D and M28s joined 336sq, one Belgian C-130H and eventually two "Charlie West" West Virginia ANG C-130Hs. These missions were daily flown under Able callsigns. The flight passed over Eindhoven centre on 18 September resulted in a new Belgian C-130H, a French A400M and the SKHV Mitchell and Spitfire, the latter flying directly from Gilze-Rijen and the formation used the Malaysian inspired lembu callsign for this purpose. On the same date the sole 334sq KDC-10 returned from its last heavy maintenance visit at SABCA in Nimes. The NH90 on 30 September arrived from De Kooy and was hangared soon after arrival, being prepared for airlift the following week towards Hato to serve as new station helicopter on board HNLMS Groningen (P843).

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

Credits: EWAS, Oscar Sannen, Scramble MB.

### Gilze-Rijen

September 2020			
01. PH-LNN	H135	ANWB - MAA	*Lifeline1
10. Q-29	AH-64DN	301sq	arr Redskin06
16. CH12	C-130H	20sq	*Able13
50+66	C-160D	LTG63	*Able14
G-781	C-130H	336sq (spec mks)	*Able12
G-988	C-130H	336sq	*Able11
18. 50+66	C-160D	LTG63	*
G-781	C-130H	336sq (spec mks)	*
G-988	C-130H	336sq	*
95-6711	C-130H-3	130th AS	*
95-6712	C-130H-3	130th AS	*
06-8611/RS	C-130J-30	37rd AS	*
21. OE-FDI	SC-7	Pink Aviation	
24. <u>123/62-IM</u>	CN235M-200	ET01.062	*CTM2018
25. D-662	CH-47D	298sq	arr Grizzly92
30. Q-05	AH-64DN	301sq	dep Redskin05

On 16 and 18 September Gilze-Rijen saw some participants of Falcon Leap 2020 performing a low approach during their mission. The CASA 235 on 24 September was noticed over-

head low level inbound Eindhoven.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

September 2020			
02. G-781	C-130H	336sq (spec mks)	
04. H35	A109BA	17sq	*
H45	A109BA	17sq	*
09. M1	SA316B	40sq	10 BAF711
S-445	AS532U2	300sq	
11. 1x	F-16AM	312/313sq	*
J-055	F-16AM	312/313sq	*Fist21
24. M1	SA316B	40sq	

De Kooy visitor of the month in September was the Belgian Navy Alouette 3, embarking on HNLMS Johan de Witt (L801) for two weeks, training combined operations in the North Sea area. She returned on 24 September and departed back home later that day.

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

September 2020			
01. FB17	F-16BM	10w/OCU	*BAF451
PH-LAB	Ce550	NLR - TU Delft	03
02. CH12	C-130H	20sq	BAF653
16803	C-130H	Esq.501	AFP97
04. J-009	F-16AM	312/313sq	*Shark2
J-514	F-16AM	312/313sq	*Shark1
PH-LLN	H135	ANWB - MAA	f/v Lifeline1
18. Q-08	AH-64DN	301sq	Redskin41
Q-23	AH-64DN	301sq	Redskin42
Q-25	AH-64DN	301sq	Redskin43
Q-26	AH-64DN	301sq	Redskin44
21. J-065	F-16BM	322sq/DMO	dep Cobra1
23. 041	Falcon 20ECM	717SKV	NOW717D
25. J-003	F-16AM	312/313sq	*Metal2
J-011	F-16AM	312/313sq	*Metal1
30. G-781	C-130H	336sq (spec mks)	*NAF71

The two C-130Hs on 2 September visited Leeuwarden enroute to Malbork, supporting the Baltic Air Policing deployment. The fourship Apaches were sightseeing through the Nether-

lands on 18 September and 322sq said goodbye to their dedicated trainer. J-065 became operational in 19 December 1988 with 315sq as F-16B block 15, first time joined 322sq between April and August 1998 after being converted to F-16BM block 20 MLU. Jumped back and forth between 313sq, 315sq and 322sq with most time in service of the first unit. In September 2007 the dual transferred to 306sq in Springfield (OH). Between 2010 and January 2014 306sq was replaced by the 148th FS in Tucson (AZ) as part of the US based pilot training squadron. From January 2014 until 21 September 2020 the Polly Grey-markings graced the tail and could this jet be seen as regular asset during Frisian Flag exercises.

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

## Lelystad

September 2020			
04.C-FMFL	Falcon 2000LX	McCain Foods	
09.G-SUGR	ERJ135BJ	Air Charter Scotland	EDC571
10.OO-PMP	R44	Patrick Cauwels	
11.PH-HOW	H145	RAV Fryslân – MAA	arr
14.D-IAWE	Ce425	Aerowest	30
HB-VTW	Ce525 (M2)	Transwing	
15.OO-CAS	Bell 407	EMT	
OY-CKP	Beech B200	Cowi Aerial Survey	dep COW01
PH-PDK	EC120B	HeliFlight	dep
16.OO-FAE	Falcon 7X	Belgian Air Force	dep
PH-LLN	H135	ANWB – MAA	dep
PH-TTR	H135	ANWB – MAA	arr
17.OO-ATO	Cabri G2	Diatrans	18
OO-LXY	R44	Krismar	18
OY-CKP	Beech B200	Cowi Aerial Survey	tdy 06
22.OE-FIT	Ce510	GlobeAir	
25.CS-LTC	Ce680A	NetJets Europe	NJE86D/376B
OY-BSE	P68B	Starling Air	
PH-ACG	S.11-1		tst
26.G-YDEA	DA42MPP	DEA Aviation	WKT22
29.N155J	Ce421B	Sky West Aviation	01

On the 14th the Belgian Air Force Falcon 7X was moved to another hangar after the paint job. The jet departed two days later. It was replaced in the paint shop by the Aerowest Cessna that arrived on the 14th. On the 25h the Fokker S.11-1 performed a local test flight after having been under restoration for five years.

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

## Volkel

September 2020			
01.84-0096	C-21A	76th AS	Falcon48
03.G-781	C-130H	336sq (spec mks)	*Rogue11
04.PH-TBR/B-182		AT-16ND	SKHV
11.G-988	C-130H	336sq	Waco11
Q-23	AH-64DN	301sq	*Redskin11
17.50+66	C-160D	LTG63	*Able13
G-781	C-130H	336sq (spec mks)	*Able12
G-988	C-130H	336sq	*Able11
J-008	F-16AM	312/313sq	arr Cowboy12
95-6711	C-130H-3	130th AS	*Able15
95-6712	C-130H-3	130th AS	*Able14
18.08-8197	C-17A	62nd AW	RCH595
21.J-065	F-16BM	322sq/DMO	arr Cobra1
24.L-08	PC-7	131EMVosq	*Diamond04
25.FB24	F-16BM	10w/OCU (spec mks)	*BAF451
30.G-781	C-130H	336sq (spec mks)	*NAF71

The Air Force Historic Flight Harvard spent a little under 30 minutes on the ground prior to returning back to Gilze-Rijen. The transport formation on 17 September could be seen overhead Volkel during one of their training flights. On 21 September a dual of 322sq arrived on its last flight from Leeuwarden, prior to be withdrawn from use. This leaves the 'Orange Jumper' remaining as dedicated dual for the flight test department.

Credits: SGVolkel Message Board, Scramble MB.

## Woensdrecht

September 2020			
02.LN-RGA	B737-86N	Scandinavian	arr SAS9215
07.N-175	NH90-NFH	860sq	tst + dep Neptune12
09.Q-29	AH-64DN	301sq	tst Redskin06
10.Q-29	AH-64DN	301sq	dep Redskin06
14.N-277	NH90-NFH	860sq	arr Guardian24
D-ANEO	A319-153N(X)	K5-Aviation	28 KAY57
VP-BQR	B737-8HX	ACG	dep
15.J-146	F-16AM	312/313sq	*King-formation
J-616	F-16AM	312/313sq	*King-formation
PH-LAB	Ce550	NLR - TU Delft	16
16.D-662	CH-47D	298sq	tst Grizzly92
17.J-008	F-16AM	312/313sq	dep Cowboy
21.D-662	CH-47D	298sq	tst Grizzly92
5B-DDB	Fokker 70	TUS Airways	arr
22.D-662	CH-47D	298sq	tst Grizzly92
Q-04	AH-64DN	301sq	arr Redskin06
23.D-662	CH-47D	298sq	tst Grizzly92
24.H46	A109BA	17sq	BAF317
D-662	CH-47D	298sq	tst Grizzly92



N988MD arrived in the Netherlands around 25 July 2020 by road. The next day it was seen on board the Ocean Explorer 1. The Ocean Explorer 1 underwent an extensive two-year rebuild project at Damen shipyard in Rotterdam. The vessel is the flagship of the OceanX fleet, a non-profit ocean exploration and media company. The AS350B3 helicopter also sports OceanX titles. (Texel, 9 August 2020, Mike de Bruijn)



Bel Air Aviation took delivery of this AW139 in 2013. OY-HVB was photographed by Mike de Bruijn while overflying Texel Airport on 26 July 2020.

F-009	F-35A	322sq	*Bolt1	21. D-GLBA	DA42	European Flight Training Centre
25. H38	A109BA	17sq	BAF317	PH-HCF	Cabri G2	HeliCentre
D-662	CH-47D	298sq	dep Grizzly92	PH-HOK	S.11-1	Jans
28. SX-BBJ	B737-7BC	Amjet Executive	30 AMJ37	22. N111DV	PA-46-350P	D. Visser dep
29. PH-XXV	B-25N	SKHV		PH-CGC	Do228-212	Kustwacht NCG01
30. G-781	C-130H	336sq (spec mks)	*NAF71	23. F-AZPH	SV-4	Erhardt 25
Q-05	AH-64DN	301sq	arr Redskin05	26. PH-RBC	EC120B	HeliAir
5B-DDA	Fokker 70	TUS Airways	arr	27. OY-HVB	AW139	Bel Air Aviation *BBX101
				PH-JBR	Ce208B	Paracentrum Texel arr
				28. PH-DTS	DA42	Twinstar Beheer
				29. PH-DKI	P68C	Zeeland Air
				PH-PXZ	AW139	Nationale Politie ZXP26
				30. PH-CGC	Do228-212	Kustwacht NCG01
				PH-ELP	EC135T2	ANWB - MAA Lifeliner1
				31. OO-GOD	R44	C & C Invest
				PH-HCC	Cabri G2	HeliCentre
				PH-PWW	DA62	P.O.R.T. Aviation

Woensdrecht traffic started September 2020 with the arrival of a Scandinavian B737, reported destined to join Icelandairs fleet in the near future. On the 14th a former Ukraine Air International B737 departed Woensdrecht for Newquay in the UK. This Boeing was destined for Malaysian start-up Love Fly, however this jet was not taken up by the airline for some reason. Another sad story is the arrival of both Cypriot Fokker 70s. The Fokker 70 on 21 September arrived from Maastricht after a former instructor ceased the airplane because he still had salary credit from the airline and after payment the plane was released again. The latter Fokker 70 arrived from Groningen after some months of parking there. The Hellenic BBJ1 was former Privajet and Netherlands Government leased 9H-BBJ, returning for some quick TLC at the maintenance department of Fokker Aircraft Services.

Credits: Johan Havelaar, Scramble MB.

## Texel

July 2020						
01. 2-ZEuz	Beech C90A	Zeusch aviation		02. PH-HOW	H145	RAV Fryslân – MAA August 2020
PH-DKI	P68C	Zeeland Air		03. PH-DKI	P68C	Zeeland Air Medic01
02. PH-CGC	Do228-212	Kustwacht	NCG01	PH-ULK	AS355N	HeliAir
03. PH-VCC	DA62	Cav-Okay		04. N955SH	PA-46-350P	Peter Yarrow
06. D-HOAG	H145	Wiking Helikopter Service	WHS2AG	PH-DKI	P68C	Zeeland Air
PH-DTS	DA42	Twinstar Beheer		PH-SLO	S.11-1	Sloots
PH-PXY	AW139	Nationale Politie	ZXP25	05. PH-ULK	AS355N	HeliAir
07. D-HOAH	H145	Wiking Helikopter Service	WHS2AH	06. PH-DTS	DA42	Twinstar Beheer
10. PH-DKI	P68C	Zeeland Air		07. G-988	C-130H	336sq *Monk1
PH-PXF	EC135P2+	Nationale Politie	ZXP06	PH-DKI	P68C	Zeeland Air
11. N13FY	AT-6A	Hanno Wesdorp		PH-PWW	DA62	P.O.R.T. Aviation
PH-CGC	Do228-212	Kustwacht	NCG01	PH-TXN	AT-6A	Wings Over Holland
12. OO-VBA	Bell 407	Rudy Clements		09. N545WP	A75N1	T. Fassin 14
PH-CGC	Do228-212	Kustwacht	Rescue01	N988MD	AS350B3	Marine 1
PH-FVD	R44	Rotarywings		PH-BSU	Ce208B	Paracentrum Texel arr
PH-TOX	A75N1	T. van der Meulen		10. G-275	C-130H-30	336sq *Rogue22
13. N183TY	R44	Ruijgrok		G-988	C-130H	336sq *Rogue21
14. PH-PXZ	AW139	Nationale Politie	NCG04	OO-FSV	DA62	Degroote Trucks & Trailers
15. OE-XXL	R44	Heli & Co		PH-JBR	Ce208B	Paracentrum Texel dep
16. PH-LPH	EC120B	H.P.L. Metals		11. D-GLBA	DA42	European Flight Training Centre
PH-PXZ	AW139	Nationale Politie	NCG04	OE-XXL	R44	Heli & Co
17. D-GAUL	PA-34-220T	Canosa		14. PH-ECE	EC120B	Heli Holland Holding
PH-BSU	Ce208B	Paracentrum Texel	27	PH-PXA	EC135P2+	Nationale Politie ZXP01
18. PH-EUE	AW139	CHC Helic. Netherlands	HNL16B	17. PH-VCC	DA62	Cav-Okay
PH-JBR	Ce208B	Paracentrum Texel	dep	19. PH-HCD	Cabri G2	HeliCentre
PH-SHO	EC155B1	Heli Holand Offshore	HHE61B	PH-PXZ	AW139	Nationale Politie NCG04
PH-SHP	AW139	CHC Helic. Netherlands	HNL07B	PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart
20. PH-VCC	DA62	Cav-Okay		20. D-GLBA	DA42	European Flight Training Centre
				21. N9912H	A75N1	The Old Crow – Hans Nordsiek 23
				PH-PXX	AW139	Nationale Politie ZXP24
				22. OO-CAS	Bell 407	EMT
				OO-CEO	R44	Telesco
				OO-STX	EC120B	ILPAM
				23. N46U	PA-46-310P	Kromer 24
				OO-CAS	Bell 407	EMT
				OO-CEO	R44	Telesco
				OO-STX	EC120B	ILPAM
				PH-HCF	Cabri G2	HeliCentre
				PH-VCC	DA62	Cav-Okay



Sylt Air was founded in 1963 as Friesenflug. Toon Cox captured P68C D-GFLY at Budel Airport on 11 September 2020.

24.PH-HCC	Cabri G2	HeliCentre		D-IEFD	Ce525 (M2)	E-Aviation	EFD2F
PH-HCF	Cabri G2	HeliCentre		25.D-CECH	Ce560XLS+	Atlas Air Service	f/v ATL7H
PH-PXX	AW139	Nationale Politie	ZXP24	D-ITAN	Ce525	Transavia Flug	
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart		27.PH-GWS	Falcon 7X	Exxaero	arr XRO430
25.OE-XXL	R44	Heli & Co		30.CS-PHH	EMB505	NetJets Europe	NJE465Q/383U
27.N504DT	PA-46-350P	Erdtracht	28	D-IMRB	Beech C90GTI	E-Aviation	2x EFD1B
N8233	DH.82	Classic Wings					
30.PH-ECE	EC120B	Heli Holland Holding					
PH-FVD	R44	Rotarywings					
31.PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart					

Credit: Texel Airport.

### Twente

				September 2020			
01.D-CHRA	Ce525C	E-Aviation	EFD4A	01.HK-5255	Lj45	SARPA	tdy 30
N195JR	Beech 95	Buddy Management		N389KA	Lj35A	Fundashon Mariadal	tdy 30
PH-GWS	Falcon 7X	Exxaero	dep XRO289	N5324J	Ce340A		tdy 30
PH-IWS	Falcon 7X	Exxaero	dep XRO290	03.HK-5139	B737-476(F)	Aer Caribe	
02.PH-GWS	Falcon 7X	Exxaero	11 XRO289/429	04.LV-IWP	ERJ135BJ		
PH-IWS	Falcon 7X	Exxaero	12 XRO290/435	05.HK-4411	BAe31	SARPA	
10.CS-LAU	Ce680A	NetJets Europe	f/v NJE744H/622F	N31ZV	Lj31A	Ezair International	tdy 30
CS-PHO	EMB505	NetJets Europe	11 NJE239W/400W	15.HK-4411	BAe31	SARPA	
11.CS-PHO	EMB505	NetJets Europe	12 NJE179B/982D	17.HK-5139	B737-476(F)	AerCaribe	
12.PH-GWS	Falcon 7X	Exxaero	19 XRO429/30	22.PH-FBH	AW139	DCCG	2x *
16.CS-DXO	Ce560XLS	NetJets Europe	NJE910N/414C	25.HK-4541	BAe31	SARPA	
17.D-IEFD	Ce525 (M2)	E-Aviation	EFD2F	30.N765CL	Lj31A		
18.CS-PHL	EMB505	NetJets Europe	NJE213L/575W				
D-ITAN	Ce525	Transavia Flug	f/v				
20.CS-PHD	EMB505	NetJets Europe	NJE310H/727W				
21.D-IFHD	Ce525 (M2)	E-Aviation	EFD2D				
22.CS-PHA	EMB505	NetJets Europe	23 NJE372R/285Y				
CS-PHD	EMB505	NetJets Europe	NJE564R/385D				
23.D-CAWR	Ce560 Encore+	Aerowest	f/v				
24.CS-PHB	EMB505	NetJets Europe	NJE389R/458N				
CS-PHO	EMB505	NetJets Europe	NJE511W/006Q				

Credit: EHTW spotters.

### Flamingo (Bonaire, Dutch Caribbean)

				September 2020			
				01.HK-5255	Lj45	SARPA	tdy 30
				N389KA	Lj35A	Fundashon Mariadal	tdy 30
				N5324J	Ce340A		tdy 30
				03.HK-5139	B737-476(F)	Aer Caribe	
				04.LV-IWP	ERJ135BJ		
				05.HK-4411	BAe31	SARPA	
				N31ZV	Lj31A	Ezair International	tdy 30
				15.HK-4411	BAe31	SARPA	
				17.HK-5139	B737-476(F)	AerCaribe	
				22.PH-FBH	AW139	DCCG	2x *
				25.HK-4541	BAe31	SARPA	
				30.N765CL	Lj31A		

TUJ:

PH-TFK	03, 05, 17, 19, 26	PH-TFM	24
PH-TFL	04, 10, 11, 12, 18, 25		

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

Two fuel stopping bizjets were the only highlights. The helicopter on the 22nd just passed by twice on a patrol flight from East to West and vice versa

Credit: Danny de Kiewit.



PC-12/47E D-FTON arrived at Budel Airport on 31 July 2020. It was transferred to the Dutch register as PH-SFF and and such departed from Budel to its home base Amsterdam on 28 August 2020. The Pilatus is being operated by a company called Silver Flight. (15 September 2020, Leo Hoogerbrugge)

# Movements Belgium



The Textron Longitude demonstrator was re-registered from N703DL to N703CX in March 2019. The Cessna 700 paid a short visit to Antwerp on 9 September 2020 and Walter Van Brempt caught the jet on its arrival.

## Antwerp

			September 2020				
01. G-ERFX	ERJ135BJ	Sirio UK		OK-EMA	Ce680	Smartwings	14
OO-HCE	AS355N	Heli & Co	02	OO-MAP	PC-24	EAPC	13
02. H22	A109BA	1w		13. CS-DOI	Ce525	Taespejo Portugal	17
H27	A109BA	1w		D-FNJP	PC-12/47E	Air Alliance Express	12
F-HJFP	PC-12/47E	Get1Jet	03	I-VICC	P68B	AFOC Germany	16
LX-FLG	PC-12/47E	Jetfly Aviation	03	OO-PCI	PC-12/47E	EAPC	
OO-KTN	A109S	Katoennatie		OO-VMF	Ce560XLS+	Air Service Liège	15
OO-STE	AS350B3e	Stephex Stables		PH-DWS	ERJ135LR	Air Charters Europe	16
XA-CHG	G550	Operaciones Aviacore	07	14. D-IZRH	Ce525	Luxaviation Germany	
03. D-CCCB	Lj35A	DRF - Deutsche Rettungsflugwacht		F-HHAB	TBM-850	Altias	15
G-MRFX	EMB550	Sirio UK		I-GAUS	P68	AFOC Germany	18
M-ARTY	PC-12/47E	Creston (UK)	2x	OO-MJM	SV-4E	J. de Naeyer	22
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		15. D-CJMK	Ce560XLS+	Air Hamburg	f/v 16
OE-XLD	R44	LXR	f/v	D-IPCH	Ce525A	Jetkontor	
OO-HMW	EC120B	Helimo		OO-ACC	Ce525A	Air Service Liège	18
04. OK-MYS	Ce510	Aeropartner	05	OO-OMG	EC120B	VC Wings	
OO-GEE	PC-12/47E	Blue Sky Aviation	08	OO-VMF	Ce560XLS+	Air Service Liège	16
OO-PCI	PC-12/47E	EAPC		16. H24	A109BA	1w	
05. D-CAWO	Ce560XLS+	Aerowest Flugcharter		H46	A109BA	1w	
N217TS	PA-46-350P	Laukatel Air		F-GUPM	DA42	Aeroplano	
OO-ACC	Ce525A	Air Service Liège		F-HGPE	EMB505	Pan Europeene A/S	
06. D-BJMS	Falcon 50EX	Pro Jet	08	OK-PTT	PC-12/47E	Petr Turek	17
D-ICBA	Ce525A	Proair Aviation		OO-PAS	H135	Heli Business	f/v
N217TS	PA-46-350P	Laukatel Air		PH-MFX	Ce650	JetNetherlands	
OE-GMF	Ce525B	Avcon Jet	07	17. ST46	SF260D	CC Air	
OK-MYS	Ce510	Aeropartner	07	9H-SKI	P180	Kemmunnett	f/v 18
OO-IDE	Ce525	Air Service Liège	07	CS-DXN	Ce560XLS	NetJets Europe	
PH-DWS	ERJ135LR	Air Charters Europe	10	D-IRUP	Ce551	R+P Flugcharter	18
07. G-BWVZ	DHC-1	D. Campion		LX-JFS	PC-12/47E	Jetfly Aviation	18
N183TY	R44	Schuybroek Aviation		M-INTY	G280	Hampshire Aviation	
OE-FOG	Ce510	GlobeAir		PH-JCV	PC-12/47E	NextGen Aviation	del 18
OO-ACC	Ce525A	Air Service Liège	08	SE-RMB	Ce525B	Industri-flyg	f/v
OO-ACO	Ce510	Air Service Liège	2x	18. D-CEHM	Ce560XLS+	Stuttgarter Flugdienst	
PH-WMM	Ce525	ASL	f/v	D-ICBA	Ce525A	Proair Aviation	
XA-CHG	G550	Operaciones Aviacore	16	G-AJHS	DH-82A	Flying Wires	30
08. ST43	SF260D	CC Air		M-INTY	G280	Hampshire Aviation	
D-CEER	Beech B200GT	Aelia	10	N183TY	R44	Schuybroek Aviation	
N127QR	Beech 300LW	A. Ruijgrok	10	OO-GEE	PC-12/47E	Blue Sky Aviation	
09. H35	A109BA	1w		OO-JOE	R44	J & G	19
N703CX	Ce700	Textron Aviation	f/v 10	PH-FJK	Ce525B	ASL	
OO-IDE	Ce525	Air Service Liège		PH-ULK	AS355N	HeliAir	f/v
OO-VMF	Ce560XLS+	Air Service Liège	11	PH-UNC	Falcon 7X	JetNetherlands	19
10. ST41	SF260D	CC Air		19. D-CSOS	Lj45	Jetcall	
D-FAST	Ce208	Business Wings	11	OO-ACC	Ce525A	Air Service Liège	
D-FNJP	PC-12/47E	Air Alliance Express		OO-ATO	Cabri G2	Diatrans	
G-LDGF	DA42NG	Twinstar4Hire	f/v	OO-ESV	SV-4B	L. Cousement	
G-MINJ	DA42	Barkley Consulting	f/v dep	OO-JOE	R44	J & G	29
M-ETAL	P180	GFG Aviation	f/v	PH-MFX	Ce650	JetNetherlands	02
N703CX	Ce700	Textron Aviation	11	20. CS-LTN	Ce680A	NetJets Europe	f/v 21
11. CS-DOL	Ce525B	Valair	12	M-TINK	Falcon 8X	TAG Aviation	
D-CKJM	Ce560XLS+	Air Hamburg	f/v 12	OO-GEE	PC-12/47E	Blue Sky Aviation	22
N628PH	PA-46-600TP	Alkimo	f/v 12	PH-FJK	Ce525B	ASL	
PH-DWS	ERJ135LR	Air Charters Europe	13	PH-UNC	Falcon 7X	JetNetherlands	21
PH-JRC	ERJ135BJ	JetNetherlands	14	SE-RMB	Ce525B	Industri-flyg	
12. CS-LTC	Ce680A	NetJets Europe	13	21. H28	A109BA	1w	
G-TWOP	Ce525A	Centreline		CS-LTK	Ce680A	NetJets Europe	
				D-CEHM	Ce560XLS+	Stuttgarter Flugdienst	26
				F-HFTV	Beech 200	Aero Sotravia	22

OK-PMB	PA-46-500TP	Piper OK	
OO-DTE	EC120B	Heliventure FTO	
OO-HMW	EC120B	Helimo	
PH-UNC	Falcon 7X	JetNetherlands	24
22.D-IHKW	Ce525	Eisele Flugdienst	2x
F-HVLJ	Ce525A	Valljet	f/v 23
I-VICC	P68B	AFOC Germany	24
LX-JFX	PC-12/47E	Jetfly Aviation	23
OE-FCL	DA42NG	Flight Charter	f/v 23
OO-GEE	PC-12/47E	Blue Sky Aviation	24
OO-OMG	EC120B	VC Wings	
23.CS-LTM	Ce680A	NetJets Europe	
D-CSCE	EMB505	Luxaviation Germany	24
F-HGET	PC-12/47E	Get1Jet	
F-HVLJ	Ce525A	Valljet	25
I-VICC	P68B	AFOC Germany	tst
OE-GJM	Ce560XLS	Pink Sparrow	f/v
OO-STF	R44	Lymar	
24.H46	A109BA	1w	
G-REXA	Beech B200GT	RVL Aviation	f/v
OO-EYE	RC690B	Reni Aviation	del
OO-GEE	PC-12/47E	Blue Sky Aviation	27
OO-HMW	EC120B	Helimo	25
25.H38	A109BA	1w	
OK-PCC	PC-12/47E	T-Air	27
OO-ACC	Ce525A	Air Service Liège	
OO-HSM	AS355F1	Helimo	
OO-IDE	Ce525	Air Service Liège	
26.D-IAAY	EMB500	Arcus Air	
OO-ACO	Ce510	Air Service Liège	
27.OO-ACO	Ce510	Air Service Liège	
OO-GEE	PC-12/47E	Blue Sky Aviation	29
OO-STE	AS350B3e	Stephex Stables	
PH-UNC	Falcon 7X	JetNetherlands	
28.D-IRUP	Ce551	R+P Flugcharter	
F-GJFA	Beech B200	Aero Sotravia	arr tdy
HA-TAG	Saab 340A(F)	Fleet Air International	
OE-FIW	DA42	DeVleminck Air Service	f/v
XA-CHG	G550	Operaciones Aviacore	arr
29.CH09	C-130H	20sq	
CS-DXU	Ce560XLS	NetJets Europe	
D-CQAJ	Lj35A	Quick Air Service	
F-GJFA	Beech B200	Aero Sotravia	tst
M-ARTY	PC-12/47E	Creston (UK)	30
N127QR	Beech 300LW	A. Ruijgrok	arr
OO-ACC	Ce525A	Air Service Liège	30
OO-JOE	R44	J & G	07
30.LX-JDV	Ce525 (M2)	Flying Group Luxembourg	01
M-GFGC	P180	Greensill Capital	
N806GJ	BAe125-800XP2	Critical Care Medflight	f/v
OO-ACO	Ce510	Air Service Liège	
OO-PCI	PC-12/47E	EAPC	
OO-STE	AS350B3e	Stephex Stables	2x

Last month we briefly mentioned the Mexican Gulfstream. Universal Weather and Aviation manages the bizjet when

it is not being used by its operator Operaciones Aviacore. Operaciones Aviacore is part of the Grupo Financiero Banorte which paid \$691,730.00 for the Gulfstream G550. The departing Diamond 42 on the 10th is former HB-LUW. Although registered in the UK, it is listed at a Belgian address. On the 17th a new PC-12 for NextGen Aviation arrived from Ostend. The PC-12NGX will replace the PC-12 with registration OO-JCV. Former PH-FMI was delivered from Teuge on the 24rd as OO-EYE. The Helimo helicopter on the 25th was subject of a news story when it was hijacked and forced to fly to a prison in Brussels reportedly to try and pick up a prisoner.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

				September 2020
01.166377	C-37B	VR-1		arr
9H-DFS	Falcon 50	Harmony Jets		02
CS-LTG	Ce680A	NetJets Europe		
D-CTIL	Lj35A	Air Alliance Express		
F-HGPE	EMB505	Pan Européenne A/S		
N111QS	Global 5000	NetJets		
N500J	G550	Johnson & Johnson		dep
OE-FAT	Ce510	GlobeAir	dep GAC373P	
OE-GDF	EMB505	Speedwings		dep
YU-SPC	Ce560XLS+	Prince Aviation		dep
02.280	PC-12/47E	104sq		
9H-FCM	ERJ190BJ	Air X Charter	03	AXY322/3
CS-DVZ	Ce550	Taespejo Portugal		03
CS-PHM	EMB505	NetJets Europe		
G-VLUX	A350-1041	Virgin Atlantic	f/v	VIR505/6
OE-FZE	Ce510	GlobeAir		
VT-CPA	G550	Poonawalla Aviation		03
03.D-CQAA	Lj45	Quick Air		
F-HPUR	BAe125-800XP	Valljet		dep
F-HSBL	EMB500	Pan Européenne A/S		
LX-PCF	PC-24	Jetfly Aviation		04
VT-CPA	G550	Poonawalla Aviation		
YU-FNR	C525	Eagle Express	06	EES300
04.CS-TFR	Lj45XR	Omni Aviation		
D-IGST	Raytheon 390	Peak Air		06
G-VPOP	A350-1041	Virgin Atlantic		VIR505/6
OE-FDT	Ce510	GlobeAir		
OE-FZD	Ce510	GlobeAir		
05.166377	C-37B	VR-1		dep
CS-CHK	CL-350	NetJets Europe		06
D-CROG	EMB505	Air Hamburg		
G-VMAP	B787-9	Virgin Atlantic		VIR505/6
OE-FBD	Ce510	GlobeAir		06
YU-BNA	Falcon 50	Serbian Government		06
06.T.18-2/45-41	Falcon 900B	451 Esc		07
D-CDSO	Ce550 Bravo	Heli-Flight		
LX-PCF	PC-24	Jetfly Aviation		07
OE-FNP	Ce510	GlobeAir		
OE-FWF	Ce510	GlobeAir		



Originally delivered to NetJets as a BAe125-800XP, this jet was converted to BAe125-800XP2 around 2007. In May 2020 the operator for N806GJ was changed to Critical Care Medflight. (Antwerp, 30 September 2020, Paul Soons)



Ellinair took delivery of this Airbus in June 2018. SX-EMY is a former USA 3000 / Frontier A320. (Liège, 23 September 2020, Bart Massart)

TF-FIR	B757-256	Icelandair	ICE1556/0557	16.T.18-2/45-41	Falcon 900B	451 Esc	
07.14+05	Global 5000	FBS BMVg		9H-OPE	Global 6000	VistaJet Malta	
F-HSBL	EMB500	Pan Européenne A/S		F-HIPE	EMB505	Pan Européenne A/S	
OH-JRJ	PC-12/47E	Hendell Aviation		N800J	G650ER	Johnson & Johnson	17
OO-ABA	A340-313E	Air Belgium	15 ABB320P/SLM3004	T7-ME2	A321-271NX	MEA	
YU-SRB	ERJ135BJ	Government of Serbia		17.T.18-5/45-44	Falcon 900B	451 Esc	
08.14+04	Global 5000	FBS BMVg		9H-ALL	Ce525A	Luxwing	
D-CFLY	Ce560XLS+	Air Hamburg		CS-GLE	GLEX	NetJets Europe	
D-ILCG	Ce525A	ProAir Aviation		F-HPUR	BAe125-800XP	Valljet	18
G-CIFE	Beech B200	2 Excel Aviation		LX-JFW	PC-12/47E	Jetfly Aviation	dep JFA59X
09.D-CFLY	Ce560XLS+	Air Hamburg		N400J	G650ER	Johnson & Johnson	dep
D-FNAH	PC-12/47E	Fresena Flug		OE-FHK	Ce510	GlobeAir	18
F-HASJ	Ce510	Astonjet		OH-DNG	PC-12/47E	Hendell Aviation	18
G-CIFE	Beech B200	2 Excel Aviation		OO-FAE	Falcon 7X	21sq	arr
G-VJAM	A350-1041	Virgin Atlantic		OY-VAY	CL-605	ExecuJet Scandinavia	
PH-PKF	Falcon 2000LXS	ASL		YU-BNA	Falcon 50	Serbian Government	
T7-BGD	CL-800	Bancroft Specialty Logistics	10	18.D-IBCG	Ce525A	ProAir Aviation	
10.135L-484	ERJ135BJ	352 MMYP		D-ITRA	Ce525	Transavia Flug	
D-CBBS	EMB505	PAD Aviation Service	11 PVD49A	F-GGVG	SA226T(B)	Airlec Air Space	
I-OUNI	Falcon 900EX	Comp. Aeronautica Ital.		G-VLUX	A350-1041	Virgin Atlantic	VIR505/6
M-SEVN	CL-605	Pektron Group	11	I-OUNI	Falcon 900EX	Comp. Aeronautica Ital.	
OE-FCO	Ce510	GlobeAir	11	N551SW	Global Express		19
OY-IUV	G200	FlexFlight	11	OE-FHK	Ce510	GlobeAir	
11.D-CAHO	Ce560XLS+	Air Hamburg		19.D-CONE	Lj35A	Air Alliance Express	
D-ISKO	Raytheon 390	Peak Air		HZ-AR26	B787-10	Saudia	SVA3071/3070
F-HIPE	EMB505	Pan Européenne A/S		OO-TNN	B737-45D(F)	FedEx	Arr TAY942
G-VLUX	A350-1041	Virgin Atlantic	VIR505/6	TF-AMP	B747-481(F)	Magma Aviation	ABD394/320
LX-FLG	PC-12/47E	Jetfly Aviation		20.C-215	CL-604	Esk 721	
LX-FLH	PC-12/47NGX	Jetfly Aviation		15+02	A319-115X	FBS BMVg	
LX-PCF	PC-24	Jetfly Aviation	12	258	Lj45	102sq	22 IRL258
OE-FKF	Ce525A	Fly Tyrol	13	MM62210	Falcon 900EX	93° Gruppo TS	IAM3101
12.OY-GFS	Falcon 2000LXS	Air Alsie	13	T.18-5/45-44	Falcon 900B	451 Esc	arr
RA-89117	RRJ-95B	Severstal	SSF9535/6	102005	Tp102C	TSFE	21
13.D-AHOS	ERJ135BJ	Air Hamburg	15	9H-VFH	CL-605	VistaJet Malta	21
D-CBBS	EMB505	PAD Avn Service	15 PVD49A/57A	D-IGVA	Ce525	Luxaviation Germany	
F-HIJD	Ce525A	D-Aeris		F-HBDX	EMB505	Jetkey Invest	21
G-VNYL	B787-9	Virgin Atlantic	VIR505/6	LX-JFH	PC-12/45	Jetfly Aviation	arr
LX-JFA	PC-12/47E	Jetfly Aviation		OE-FZE	Ce510	GlobeAir	22
OE-FCO	Ce510	GlobeAir		21.3085	A319-115X	241.dlt	
OE-FDT	Ce510	GlobeAir		237/F-RAFD	Falcon 2000LX	ET00.060	
OE-FWF	Ce510	GlobeAir		15+02	A319-115X	FBS BMVg	
OK-HAR	Ce560XL	Aeropartner	15	678	G-V	352 MMYP	
OY-GFS	Falcon 2000LXS	Air Alsie	arr	606	Falcon 7X	MH 59. Sz.D. R	
RA-89135	RRJ-95B	Severstal	14 SSF9539/40	MM62244	Falcon 900EX	93° Gruppo TS	2x
14.605	A319-112	MH 59. Sz.D. R		L1-01	Falcon 2000EX	Slovenian Air Force	2x
2-JSEG	Eclipse 500	Truly Classic LP	17	T.18-1/45-40	Falcon 900B	451 Esc	dep
9H-VCM	CL-350	VistaJet Malta		OM-BYC	Fokker 100	Government of Slovakia	
N400J	G650ER	Johnson & Johnson	15	PH-NNX	Ce750	JetNetherlands	
OY-VAY	CL-605	ExecuJet Scandinavia	15	SU-MAN	BAe125-850XP	Alkan Air	arr
15.CS-GLE	GLEX	NetJets Europe		22.2801	A319-115X	241.sdl	
F-HMAU	EMB500	Lei Moa	17	MM62029	Falcon 50	306° Gruppo TS	
LX-JFW	PC-12/47E	Jetfly Aviation		L1-01	Falcon 2000EX	Slovenian Air Force	
LX-PCB	PC-24	Jetfly Aviation	16 JFA37X/51F	102005	Tp102C	TSFE	
OE-FHA	Ce510	GlobeAir		9H-NYC	ERJ190BJ	Air X Charter	23 AXY2215/20
OE-FRM	Ce510	GlobeAir	dep	F-HEND	Ce510	Astonjet	
SE-RMR	Ce560XLS	Svenskt Industriflyg	JET5	HB-FXM	PC-12/45	Pilatus Flugzeugwerke	

LX-PCD	PC-24	Jetfly Aviation	23	D-AHRN	Falcon 900EX	Heron Aviation	01
M-YNNS	G650	Jet Aviation Business Jets	2x	D-AJET	ERJ135BJ	Air Hamburg	
OE-FFB	Ce510	GlobeAir		D-BOOK	Falcon 2000LXS	Bertelsmann	
OE-FRM	Ce510	GlobeAir	dep	HB-ALR	ATR72-212F	Zimex Aviation	
OE-GUN	Ce560XL	Salzburg Jet Aviation	23	I-TOPD	Beech 400A	Executive Aircraft Management	
OH-WII	CL-604	Jetflite		N600GK	Ce525	Fair Wind Air	
PH-BCH	B737-800	KLM	div KLM1650	OK-KUK	Ce510	Aeropartner	30
23.T.18-1/45-40	Falcon 900B	451 Esc		SX-FDK	Ce650	Life Line Aviation	arr
9H-LXX	Global XRS	VistaJet Malta		YU-PMK	Ce560XLS+	Air Pink	30
CS-DGW	Ce525B	Valair		30.102004	Tp102C	TSFE	arr
CS-DXW	Ce56XLS	NetJets Europe		9H-OPE	Global 6000	VistaJet Malta	arr
CS-GLG	GLEX	NetJets Europe		CH-CHI	CL-350	NetJets Europe	
CS-PHE	EMB505	NetJets Europe		D-IPVD	Ce525A	Transavia Flug	
D-ILCG	Ce525A	ProAir Aviation	24	G-VLUX	A350-1041	Virgin Atlantic	VIR505/6
F-HGIM	Ce680A	Airairles		HB-JIN	Falcon 900EX	Jet Aviation Business Jets	
G-VPOP	A350-1041	Virgin Atlantic	VIR505/6	HZ-AR26	B787-10	Saudia	SVA3071/3070
LX-PCD	PC-24	Jetfly Aviation	24	N737GG	B737-8KT	Jet Stream Aviation	
OE-FCB	Ce510	GlobeAir	25	PH-PKF	Falcon 2000LXS	ASL	
OE-FRM	Ce510	GlobeAir	arr				
OE-GJM	Ce560XLS	Pink Sparrow	24				
24.2801	A319-115X	241.sdl					
L1-01	Falcon 2000EX	Slovenian Air Force					
84-00165	C-12U-3	1-214th AVN					
CS-DXW	Ce56XLS	NetJets Europe					
D-IMME	Ce551	Heli-Flight					
HB-JIN	Falcon 900EX	Jet Aviation Business Jets					
LX-JFH	PC-12/45	Jetfly Aviation	dep				
LX-JFH	PC-12/45	Jetfly Aviation	arr				
25.D-INOB	Ce525A	Atlas Air Service					
D-IPPY	P180	Airgo Flugservice	28 XGO5BR/4LC				
F-HGET	PC-12/47E	Getonejet		01.84-0096	C-21A	76th AS	
F-HPUR	BAe125-800XP	Valljet		04.CH07	C-130H	20sq	*
HB-JSS	Falcon 7X	CAT Aviation		08.FB15	F-16BM	2w	*
LX-LAA	Lj45	Luxembourg Air Rescue		ST42	SF260D	CC Air (grey c/s)	*
OE-FHA	Ce510	GlobeAir	26	09.LX-N90459	E-3A	NAEW&CF	*
OE-FZB	Ce510	GlobeAir		UR-82029	An-124-100	Antonov Design Bureau	
OY-RIB	P180	Danish Crown		10.CH05	C-130H	20sq	*
PH-LAU	Falcon 900EX	Exxaero		CH07	C-130H	20sq	*
UK67001	B767-33PER(F)	Uzbekistan Airways	div UZB3573/4	T-054	A330MRTT	MMF	*
26.D-IGVA	Ce525	Luxaviation Germany		11.CH05	C-130H	20sq	*
G-KELT	A320-251N(X)	Acropolis Aviation	01 DRC001	ST43	SF260D	CC Air (grey c/s)	*
OE-GBD	IAI1125SPX	Tyrol Air Ambulance		14.CH12	C-130H	20sq	*
27.F-HPUR	BAe125-800XP	Valljet		15.CH12	C-130H	20sq	*
G-VNEW	B787-9	Virgin Atlantic	VIR517/8	ST41	SF260D	CC Air (grey c/s)	*
G-VWOO	B787-9	Virgin Atlantic		16.H24	A109BA	17sq (demo c/s)	*
OK-BEE	Beech 400A	JetBee Czech	28	H46	A109BA	17sq	*
PH-VBG	Falcon 2000EX	JetNetherlands		OO-FAE	Falcon 7X	21sq	17
28.14+03	Global 5000	FBS BMVg		17.CH05	C-130H	20sq	*
ZE701	BAe146 CC2	32(TR)sq		FA68	F-16AM	2w	*
4L-GAA	CL-850	Gov'ment of Georgia	30 TGZ1703/4	FA72	F-16AM	2w	*
9H-VFH	CL-605	VistaJet Malta	29	FA87	F-16AM	2w	*
F-HEND	Ce510	Astonjet		FA101	F-16AM	2w (demo c/s)	*
HZ-ATR	B737-9FGER	Al-Atheer Aviation	29	FA132	F-16AM	2w	*
N604GF	CL-604	Gafi		FA133	F-16AM	2w	*
OE-FZA	Ce510	GlobeAir		H24	A109BA	17sq (demo c/s)	*
YU-PZM	Ce560XLS+	Air Pink		H29	A109BA	17sq (demo c/s)	*
29.14+03	Global 5000	FBS BMVg		RN04	NH90-NFH	40sq	*
9H-VJF	Global 6000	VistaJet Malta	arr	RN05	NH90-TTH	18sq	*

The Icelandair on the 6th was a football charter. The ASL Belgium Boeing 737 (in FedEx colours) on the 19th was a maintenance visitor. On the 22nd an Amsterdam diversion. The Uzbekistan Airways Boeing on the 25th was an Ostend diversion.

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

### Kleine Brogel

September 2020

01.84-0096	C-21A	76th AS	
04.CH07	C-130H	20sq	*
08.FB15	F-16BM	2w	*
ST42	SF260D	CC Air (grey c/s)	*
09.LX-N90459	E-3A	NAEW&CF	*
UR-82029	An-124-100	Antonov Design Bureau	
10.CH05	C-130H	20sq	*
CH07	C-130H	20sq	*
T-054	A330MRTT	MMF	*
11.CH05	C-130H	20sq	*
ST43	SF260D	CC Air (grey c/s)	*
14.CH12	C-130H	20sq	*
15.CH12	C-130H	20sq	*
ST41	SF260D	CC Air (grey c/s)	*
16.H24	A109BA	17sq (demo c/s)	*
H46	A109BA	17sq	*
OO-FAE	Falcon 7X	21sq	17
17.CH05	C-130H	20sq	*
FA68	F-16AM	2w	*
FA72	F-16AM	2w	*
FA87	F-16AM	2w	*
FA101	F-16AM	2w (demo c/s)	*
FA132	F-16AM	2w	*
FA133	F-16AM	2w	*
H24	A109BA	17sq (demo c/s)	*
H29	A109BA	17sq (demo c/s)	*
RN04	NH90-NFH	40sq	*
RN05	NH90-TTH	18sq	*



Virgin Atlantic Airways operates semi-regular flights into Brussels with Boeing 787 equipment. In September they also operated flights with the Airbus A350. G-VLUX was caught on camera by Wout Goossens on its first visit to Brussels on 2 September 2020.



The H145M is the militarised version of the popular H145 helicopter. Jos Schoofs photographed this specimen when it arrived at Kleine Brogel Air Base on 22 September 2020. As can be seen it still carries its factory registration.

ST43	SF260D	CC Air (grey c/s)		09.ST41	SF260D	CC Air	2x *
F-012	F-35A	322sq	*	10.FA77	F-16AM	10w	2x *
T-054	A330MRTT	MMF	*	17.FA123	F-16AM	10w	*
18.FA130	F-16AM	2w	*	FA127	F-16AM	10w	*
H35	A109BA	17sq	*	FA131	F-16AM	10w	*
20.UR-82073	An-124-100	Antonov Design Bureau		FA136	F-16AM	10w	*
22.CH07	C-130H	20sq	*	18.ST41	SF260D	CC Air	*
D-HCBR	H145M	Eurocopter Deutschland tdy 02 RDF6		21.H28	A109BA	17sq	
24.H46	A109BA	17sq	*	22.FA57	F-16AM	2w (D-Day mks)	2x *
ST46	SF260D	CC Air (grey c/s)	*	FA101	F-16AM	2w (demo c/s)	*
L-04	PC-7M	131EMVOsq	*	FB15	F-16BM	10w/OCU	*
25.CH09	C-130H	20sq	*	23.275	AW139	301sq	*
H38	A109BA	17sq	*	24.H38	A109BA	17sq	*
28.CH09	C-130H	20sq	*	25.FA77	F-16AM	10w	*
29.CH07	C-130H	20sq	*	FA94	F-16AM	10w	*
CH09	C-130H	20sq	*	FA123	F-16AM	10w	*
30.CH13	C-130H	20sq	*	FA136	F-16AM	10w	*
FB15	F-16BM	2w		H29	A109BA	17sq (demo c/s)	
				29.CH07	C-130H	20sq	
				H38	A109BA	17sq	
				ST41	SF260D	CC Air	*
				30.FA127	F-16AM	10w	*
				FA136	F-16AM	10w	*
				ST48	SF260D	CC Air	*
				L-05	PC-7	131EMVOsq	2x *

On the 9th and 20th Kleine Brogel got visit of a Antonov 124. It came to the base to collect cargo for the upcoming deployment to Jordan. 16 September brought the second Falcon 7X for the Belgian Air Force to Kleine Brogel arriving from Lelystad On 17 September Kleine Brogel was the host for the change of command of the commander of the Belgian Air Force. For this occasion some special formations could be seen: A330MRTT T-054 with two Belgian F-16s, a formation of four based F-16AM's and a formation from the 2 Wing of Florennes. Also a RNLAF F-35 made a brief visit. On 22 September a Airbus Helicopters H145M, believed to be destined for the Hungarian Air Force, arrived at Kleine Brogel for trials at the nearby Pampa Range.

Credits: Toon Cox, Edwin Huskens, Jos Schoofs.

### Koksijde

September 2020		
01.FA131	F-16AM	10w
02.FB15	F-16BM	10w/OCU
H22	A109BA	17sq
H27	A109BA	17sq
ST06	SF260M+	CC Air (Red Devils c/s)
ST42	SF260D	CC Air (grey c/s)
03.ST41	SF260D	CC Air
04.FB15	F-16BM	2w
08.H46	A109BA	17sq

The September movements of Koksijde show the regular training and overflight visitors. Two foreign movements, one Irish AW139 heading towards Liege and one 131EMVOsq Pilatus PC-7.

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

### Liège

September 2020		
01.CS-LTD	Ce680A	NetJets Europe dep NJE8RJ
G-OFOM	BAe146-100	Formula 1 - Flight Ops FOR1
UR-CGW	An-12BP	Meridian dep
UR-CQE	An-26B	Vulkan Air dep
03.UR-CGW	An-12BP	Meridian arr
05.D-ACLG	B737-46J(F)	CargoLogic Germ. 07 GCL770P/1P
LX-FDI	PC-12/47E	Jetfly Aviation
LX-NEW	PC-12/47E	Jetfly Aviation
06.N267CB	Beech B200	SFH
UR-CGW	An-12BP	Meridian dep

08.D-CEFO	Ce560XLS+	Air Hamburg	09 AHO353G/444
09.CS-CHD	CL-350	NetJets Europe	10 NJE706P/150T
D-IGST	Raytheon 390	Peak Air	
F-HGET	PC-12/47E	Getonejet	10
OK-OWN	ERJ135BJ	ABS Jets	
11.G-CMBC	Ce550 Bravo	Regency Jet	
N146MM	Ce525	Qualitair	
12.D-CTIL	Lj35A	Air Alliance	
G-NPTC	B737-83N(F)	West Atlantic	dep NPT738P
13.9H-VJF	Global 6000	VistaJet Malta	14
CS-GLC	Global 6000	NetJets Europe	NJE313Y/037B
CS-GLZ	Global 5000	NetJets Europe	
CS-LTH	Ce680A	NetJets Europe	
D-CUGF	Ce525B	Atlas Air Service	14 ATL4U
D-IGST	Raytheon 390	Peak Air	
F-HJFP	PC-12/47E	Getonejet	
OK-OWN	ERJ135BJ	ABS Jets	
14.9H-VJP	Global 6000	VistaJet Malta	
G-PKHA	PC-12/47E	Pilatus Beheer	
15.701	AW139	Cyprus Air Force	tst CY701
9H-VCM	CL-350	VistaJet Malta	
16.CS-PHD	EMB505	NetJets Europe	NJE3NX
G-JOTS	BAe146-RJ100	JOTA Aviation	18 ENZ234/5
G-PKHA	PC-12/47E	Pilatus Beheer	
OE-FPP	Ce510	GlobeAir	
OK-OKV	PA-42-720	Air Bohemia	
17.OK-OKV	PA-42-720	Air Bohemia	
19.F-GPXR	SA226T	Pixair Survey	20
20.A7-BAN	B777-3DZER	Qatar Airways	QTR8028
21.UR-CAJ	An-12BK	Meridian	22
22.UR-CGW	An-12BP	Meridian	
23.275	AW139	301sq	arr
280	PC-12/47E	104sq	arr IRL280
SX-EMY	A320-214	Ellinair	25 ELB1914
24.F-GPXR	SA226T	Pixair Survey	tdy 27
F-HTRY	P180	Airrailes	
SP-TTA	Beech 400A	Smart Jet	
25.F-HCPE	P180	Pan Europeenne A/S	
F-HMAU	EMB500	LEI Moa	
OE-FCB	Ce510	GlobeAir	
SP-TTA	Beech 400A	Smart Jet	
28.A7-BAN	B777-3DZER	Qatar Airways	QTR8026
OK-RLV	G280	Avcon Jet	arr
29.D-IPPY	P180	Airgo Flugservice	30 XGO4LG/MK
30.CS-DLD	Falcon 2000EX	NetJets Europe	
HA-LSA	A320-232	Wizz Air	02 WZZ9001/2
OY-NPF	SA227DC	North Flying	
PH-NNX	Ce750	JetNetherlands	02
RA-67230	CRJ200LR	Severstal	
SP-ESC	B737-8AS	Enter Air	01 ENT64SD/67BP

The Ellinair on the 23rd was a football charter from Belgrade with the FK Vojvodina team for their Europa League game against Standard.

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

## Ostend-Bruges

			September 2020
			NJE7JD/944W
01.CS-DXO	Ce560XLS	NetJets Europe	FTL812/821
EC-GPS	SA227AC	Flightline	
OO-JCV	PC-12/47E	NextGen Aviation	dep
OO-JCV	PC-12/47E	NextGen Aviation	02
SP-MRB	Saab 340A	Sky Taxi	dep IGA503
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	dep SMF101
TF-AMP	B747-481(F)	Air Atlanta Icelandic	dep ABD325
02.H22	A109BA	17sq/VLOC	arr i/a
H27	A109BA	17sq	
9H-SAN	Lj60	Air CM Global	RJR006/
A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8007
ER-BBJ	B747-412F	Aerotrans Cargo	ATG6617/2241
OH-ZRH	PC-12/47E	Global Airlift Solutions	03
03.D-ASBG	Falcon 900LX	Airservice Bremgarten	
ER-BBJ	B747-412F	Aerotrans Cargo	04 ATG2242/1
PH-CPI	EMB500	NextGen Aviation	04
RA-76951	Il-76TD-90VD	Volga-Dnepr	dep VDA3563
UK-67002	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4
04.A7-BFR	B777-FDZ	Qatar Airways Cargo	05 QTR8132
HA-KAM	ATR42-320(F)	Fleet Air Int'l	05 FRF801/800
PH-CPI	EMB500	NextGen Aviation	
SP-KPH	Saab 340A(F)	Sprintair	05 SRN151/152
05.A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8142
ER-BBJ	B747-412F	Aerotrans Cargo	07 ATG2242/1
F-GHOC	Beech B200	Aero Vision	OFL05C
F-HGET	PC-12/47E	Get1jet	06
G-SOVB	Lj45	Sovereign Air	
HA-BIK	Ce402		
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4
06.A7-BFE	B777-FDZ	Qatar Airways Cargo	QTR8132
07.D-ASBG	Falcon 900EX	Airservice Bremgarten	
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4
08.9H-WIT	PC-12/47E	NextGen Aviation (Malta)	09
D-FALK	Ce208	Businesswings	JMP221/222
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1
OH-ZRH	PC-12/47E	Global Airlift Solutions	09
09.D-ASBG	Falcon 900EX	Airservice Bremgarten	
EC-GJM	SA227BC	Flightline	FTL922/931
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1
HA-KAM	ATR42-320(F)	Fleet Air Int'	10 FRF801/800
OY-NDP	Ce525A	Blackbird Air Charter	BBB10
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	10 SMF602/101
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4
10.9H-WIT	PC-12/47E	NextGen Aviation (Malta)	
D-FUNC	Ce208B	IAS Itzehoer Airservice	FNK2
PH-VBG	Falcon 2000EX	JetNetherlands	
11.A7-BFI	B777-FDZ	Qatar Airways Cargo	QTR8132
D-IAAW	EMB500	Arcus Air	AZE61HX/71HY
D-IROL	Do228-100	Businesswings	JMP902/453
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242
F-HGET	PC-12/47E	Get1jet	
12.2-EMBR	EMB505	Ortac Operations	ORT56E
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4



This former American Trans Air and China Southern Boeing 737 was converted to freighter in 2018. It was delivered to ASL Airlines Belgium in December 2018 as OE-IMD. (Liège, 13 September 2020, Ton Jochems)



Delivered to British Airways as G-DOCT this Boeing 737 was acquired by Titan Airways as G-POWS. It was converted to freighter in 2019. (Ostend, 30 September 2020, Nik Deblauwe)

13. A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8144	TC-MKA	Ce550 Bravo	BonAir Havacilik	26
PH-VBG	Falcon 2000EX	JetNetherlands		26. A7-BAJ	B777-3DZER	Qatar Airways	f/v QTR8028
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4	A7-BAY	B777-3DZER	Qatar Airways	f/v QTR8028
14. ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1	27. A7-BAB	B777-3DZER	Qatar Airways (OW c/s)	QTR8026
OH-ZRH	PC-12/47E	Global Airlift Solutions	16	ER-BAM	B747-409(F)	Aerotrans Cargo	28 ATG2242/1
OK-NFU	ATR72-212A	CSA	16 CSA6906/7	N5346J	Ce340A		28
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	15 SMF602/101	UR-EMC	EMB190STD	Ukraine International	AUI3271/2
15. 2-EMBR	EMB505	Ortac Operations	ORT56E	28. A7-BAW	B777-3DZER	Qatar Airways	f/v QTR8028
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1	A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8444
16. 9H-WIT	PC-12/47E	NextGen Aviation (Malta)		A7-BFL	B777-FDZ	Qatar Airways Cargo	QTR8144
A7-BAL	B777-3DZER	Qatar Airways	QTR8028	D-IFFF	CeF406	Air Taxi Europe	29 TWG244/144
OH-ZRH	PC-12/47E	Global Airlift Solutions	18	D-INCS	Ce525	Jetkontor	29 JKH321
PH-JCV	PC-12/47NGX	NextGen Aviation	f/v	ER-BBJ	B747-412F	Aerotrans Cargo	30 ATG6632/1
UK-67002	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4	G-MFAB	PA-46-500TP	Andrew Brakewell	
17. ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1	LY-FLT	B737-522	KlasJet	KLJ9480/9481
PH-JCV	PC-12/47NGX	NextGen Aviation		OK-SEM	Ce680	Travel Service	
18. A7-BFN	B777-FDZ	Qatar Airways Cargo	QTR8132	PH-MYX	Ce650	Air Service Liège	
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1	UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4
OE-FME	AC690A	Meixner Aerial Surveys	19	29. A7-BEA	B777-3DZER	Qatar Airways	f/v QTR8028
SP-MRB	Saab 340A	Sky Taxi	IGA522/523	G-RVLX	CeF406	RVL Aviation	REV659P/659
UK-67002	B767-33PER(F)	Uzbekistan Cargo	19 UZB3573/4	OH-ZRH	PC-12/47E	Global Airlift Solutions	30
19. A7-BAN	B777-3DZER	Qatar Airways	f/v QTR8024	PH-NNX	Ce750	JetNetherlands	
A7-BFO	B777-FDZ	Qatar Airways Cargo	20 QTR8142	UR-EMG	ERJ190STD	Ukraine International	AUI3177/8
20. A7-BES	B777-3DZER	Qatar Airways	QTR8026	TC-MKA	Ce550B	BonAir Havacilik	
ER-BAM	B747-409(F)	Aerotrans Cargo	21 ATG4453/2241	30. D-IEMO	Raytheon 390	Exxaero	01
ER-BBJ	B747-412F	Aerotrans Cargo	ATG2242/1	ER-BAM	B747-409(F)	Aerotrans Cargo	ATG2242/1
UR-EMC	EMB190STD	Ukraine International	AUI3271/2	ES-NSA	Saab 340B(F)	Nyxair	NYX218P/218C
21. CS-TRJ	A321-231	21sq	BAF631	EJ-CORE	ERJ135BJ	Gainjet Ireland	2x GJI65R
A7-BEK	B777-3DZER	Qatar Airways	QTR8028	G-POWS	B737-436(F)	Titan Airways	AWC187Y/878
A7-BFJ	B777-FDZ	Qatar Airways Cargo	QTR8144	LY-FLT	B737-522	KlasJet	01 KLJ9482/948P
ER-BBJ	B747-412F	Aerotrans Cargo	22 ATG2242/6631	PH-JCV	PC-12/47NGX	NextGen Aviation	01
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	01 SMF602/101
UR-WRJ	A321-231	Windrose Airlines	24 WRC7771/2				
22. ER-BAM	B747-409(F)	Aerotrans Cargo	23 ATG2242/1				
OY-NDP	Ce525A	Blackbird Air Charter	BBB12				
PH-CPI	EMB500	NextGen Aviation					
T7-PRM	G200	ICS Aero SM	ICF201				
23. A7-BBH	B777-2DZLR	Qatar Airways	QTR8028				
D-CAPB	Ce560	Aerowest					
ER-BBJ	B747-412F	Aerotrans Cargo	24 ATG6632/1				
G-CEGP	Beech B200	Alto Aerospace	24				
HA-KAO	ATR72-202(F)	Fleet Air International	FRF900/901				
N5346J	Ce340A		dep				
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/4				
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	SMF602/101				
24. A7-BAB	B777-3DZER	Qatar Airways (OW c/s)	QTR8028				
D-CAPB	Ce560	Aerowest	arr				
G-RVLY	CeF406	RVL Aviation	REV658/658P				
M-CLAB	CL-300	Shamrock Trading	30				
OE-FMO	Eclips 550	Mali Air	MAE191/192				
OE-FMO	Eclips 550	Mali Air	25 MAE194/195				
SP-KPH	Saab 340A(F)	SprintAir	SRN172/771				
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	25 SMF103/101				
TF-BBH	B737-4Y0(F)	Bluebird Cargo	BBD254				
25. A7-BAA	B777-3DZER	Qatar Airways (OW c/s)	QTR8028				
OK-SEM	Ce680	Smartwings					

#### EgyptAir Cargo:

SU-GCE 04, 14, 17, 29 SU-GCJ 20, 24, 30  
 SU-GCF 02, 07, 09, 11, 23, 27<sup>2</sup>

#### TUI Belgium:

OO-JEB 01, 03, 04, 05 OO-TNC 29<sup>2</sup>, 30<sup>2</sup>  
 OO-JEF 02, 05, 07<sup>2</sup>, 08<sup>2</sup>, 09<sup>2</sup>, 10, 11<sup>3</sup>, 13<sup>2</sup>, 14, 15<sup>2</sup>, 16<sup>2</sup>, 18<sup>3</sup>, 20<sup>2</sup>, 21, 22<sup>2</sup>,  
 23<sup>2</sup>, 25<sup>3</sup>, 28<sup>2</sup>, 29  
 OO-TEA 05<sup>2</sup>, 06<sup>2</sup>, 07<sup>2</sup>, 08<sup>2</sup>, 09<sup>2</sup>, 10 OO-TUV 03<sup>2</sup>, 04<sup>2</sup>

On the 2nd the aviation college next to the airport received a new instructional airframe in the shape of a 17sq A109BA with accompanying H27 as crew ferry. The CSA ATR72 brought Rapid Wien for their football match against KAA Gent on 15 September and the local club ended victorious. Qatar Airways and Qatar Airways Cargo mixed various cargo flights to Ostend, using their converted B777-200LR and B777-300ER next to the B777F. Aerotrans Cargo also increased their flight operations hauling cargo between Kazakhstan and Belgium.

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

# Paramaribo-Zanderij 2020 Part 3



Viva Air Colombia was operating a repatriation charter to return Colombian and Ecuadorian nationals back to Bogota and Quito respectively. Airbus A320 HK-5275 was used for this flight. (Paramaribo, 2 July 2020, Andrew Muller)

## Johan Adolf Pengel (Paramaribo, Surinam)

July 2020			
01. 8R-GRB	BN-2A-26	Roraima Airways	
HK-5275	A320-214	Viva Air Colombia	VVC322/5
OO-ABD	A340-313E	Air Belgium	SLM993/4
02. N821SY	B737-8FH	Sun Country Airlines	03 SCX8651/2
05. N144PK	G-IV	Jet Edge	10
06. HI1053	ERJ145ER	Sky High Aviation	
07. 8R-GRC	BN-2A-27	Roraima Airways	
OO-ABD	A340-313E	Air Belgium	08 SLM993/4
08. HK-5197	B737-476(F)	AerCaribe	ACL1153
09. 8R-GRB	BN-2A-26	Roraima Airways	
10. N619PR	PA-31-350	Lorenzos Of America	
11. N619PR	PA-31-350	Lorenzos Of America	12
12. PZ-HDF	R44	Pegasus Air Services	
13. N811TJ	B737-306(F)	iAero Airways	SWQ700/1
RA-24648	Mi-8AMT	Ruskiye Vertol. Sistemy (a/w)	18
14. 8R-GRB	BN-2A-26	Roraima Airways	
OO-ABA	A340-313E	Air Belgium	15 SLM993/4
16. 8R-GRB	BN-2A-26	Roraima Airways	
N821SY	B737-8FH	Sun Country Airlines	17 SCX8661/2
18. PZ-TSK	Ce208B	Blue Wing Airlines	
RA-76511	IL-76TD-90	Volga-Dnepr	19 VDA3645/70
21. 8R-GRB	BN-2A-26	Roraima Airways	
OO-ABE	A340-313E	Air Belgium (a/w)	22 SLM993/4
22. N297PJ	G-IV	Journey Aviation	
23. 8R-GHU	Beech 1900D	Trans Guyana Airways	TGY5031
8R-GRB	BN-2A-26	Roraima Airways	
C-GCDS	Global Express	Execaire	
24. PP-CRP	DA42NG	Solus Participacoes	
28. 8R-GRB	BN-2A-26	Roraima Airways	
OO-ABE	A340-313E	Air Belgium (a/w)	29 SLM993/4

29. N811TJ	B737-306(F)	iAero Airways	SWQ700/1
30. 8R-GRB	BN-2A-26	Roraima Airways	
31. C-GCDS	Global Express	Execaire	

Amerijet International:  
N347CM 03 N396CM 13, 17

Northern Air Cargo:  
N351CM 15, 21, 28 N379CX 07

All the Air Belgium flights operated on behalf of SLM to Amsterdam. KLM just had a few flights as the country is still more or less closed. Therefore also no GOL, COPA, Caribbean Airlines and TUI movements. A nice VIVA repatriation visitor however on the 1st to and from Colombia via Barbados. The visitor on the 6th was also a repatriation flight to the Dominican Republic. The Piper on the 10th could be a resident of local airfield Zorg en Hoop now, as it arrived from there for a return trip to Grenada. The all white Mil arrived on the 13th, also from Zorg en Hoop. It was most probably picked up by the Il-76 on the 18th which did a return Houston-Paramaribo-Houston flight. The Execaire Global transported Canadian gold mine workers. The Diamond on the 24th was probably on delivery from Grenada to Boa Vista.

August 2020			
01. HI1052	ERJ145ER	Sky High Aviation	SHH9470/ -
04. 8R-GRB	BN-2A-26	Roraima Airways	
OO-ABD	A340-313E	Air Belgium	05 SLM993/4
06. 8R-GRB	BN-2A-26	Roraima Airways	
08. PR-CSC	Beech 58	Porto Seg. Incorpor. E Empr. Imob.	
PZ-TBH	Ce208B	Gum Air	
11. 8R-GRC	BN-2A-27	Roraima Airways	
OB-2059-P	DC-8-73	Skybus Cargo Charter	



Officially owned by a company called Resc Investments III LLC, Gulfstream G-IV N144PK is part of the Jet Edge charter fleet. (Paramaribo, 6 July 2020, Andrew Muller)

OO-ABD	A340-313E	Air Belgium	12 SLM993/4	06.PZ-TCU	B777-212ER	Surinam Airways	arr SLM995P
13.8R-GRC	BN-2A-27	Roraima Airways		08.OO-ABB	A340-313E	Air Belgium	09
14.N817SY	B737-8K2	Sun Country Airlines	SCX8651/2	10.N48GL	G-IV	Phoenix Air Group	
OB-2059-P	DC-8-73	Skybus Cargo Charter		12.8R-GAH	Ce208	Trans Guyana Airways	
15.PR-PLO	EMB500	2ebr Participacoes		8R-GHU	Beech 1900D	Trans Guyana Airways	
PZ-TBN	DHC-6-310	Gum Air		HK-5307	A320-214	Viva Air Colombia	VVC322/5
18.8R-GRC	BN-2A-27	Roraima Airways		PZ-TBN	DHC-6-310	Gum Air	
OB-2059-P	DC-8-73	Skybus Cargo Charter		13.02-1108	C-17A	62nd AW	RCH350
OO-ABE	A340-313E	Air Belgium (a/w)	19 SLM993/4	15.OO-ABA	A340-313E	Air Belgium	16
20.8R-GRC	BN-2A-27	Roraima Airways		17.SAF153	SA316B	Surinam Air Force	
21.OB-2059-P	DC-8-73	Skybus Cargo Charter		01-0015	C-40B	1st AS	
23.PR-UQN	Bell 429	União Química Farm. Nacional		PZ-HCK	BK177	United Aviation Services	
25.8R-GRB	BN-2A-26	Roraima Airways		21.01-0193	C-17A	437th AW	RCH351
HK-5333-X	Beech B200	Global Service Aviation		22.OO-ABA	A340-313E	Air Belgium	23
OB-2059-P	DC-8-73	Skybus Cargo Charter		24.N808SY	B737-8BK	Sun Country Airlines	25 SCX8673/4
OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4	25.OB-2059P	DC-8-73	Skybus Cargo Charter	
26.N285XA	B737-4Q8	iAero Airways	SWQ2036/7	26.N619PR	PA-31-350	Lorenzos Of America	
27.8R-GRC	BN-2A-27	Roraima Airways		PZ-TBN	DHC-6-310	Gum Air	
N821SY	B737-8FH	Sun Country Airlines	28 SCX8671/2	27.HK-5329	ERJ145LR	SARPA	
28.OB-2059-P	DC-8-73	Skybus Cargo Charter		PZ-HRA	R44	Pegasus Air Services	
29.PZ-TBH	Ce208B	Gum Air		29.OO-ABA	A340-313E	Air Belgium	30
31.C-GCDS	Global Express	Execaire		PZ-TBH	Ce208B	Gum Air	

Amerijet International:  
N316CM 07

Northern Air Cargo:  
N351CM 04, 18, 26

N379CX 11, 19, 25

Air Belgium operated flights on behalf of SLM to Amsterdam. Due to the closure of the country there were very few other flights. Roraima does cargo runs to Georgetown. Highlight of course is the 52 year old DC-8 operating for Amerijet. The Bell on the 23rd was a delivery flight to Brasil. The Beech on the 25th was an ambulance flight to Bogota. Just like last month a bizzer on the last day of the month to pick up Canadian gold mine workers.

September 2020

01.OB-2059P	DC-8-73	Skybus Cargo Charter	
OO-ABE	A340-313E	Air Belgium	02
02.8R-GAQ	Beech 1900D	Trans Guyana Airways	
PZ-TCU	B777-212ER	Surinam Airways	tst
04.OB-2059P	DC-8-73	Skybus Cargo Charter	
PZ-TCU	B777-212ER	Surinam Airways	dep SLM996P
05.PR-CSC	Beech 58	Porto Seg. Incorp. E Empr. Imob.	
PZ-TBH	Ce208B	Gum Air	

Amerijet International:  
N319CM 11

N743AX 15, 18, 22

Northern Air Cargo:

N351CM 01, 08, 10, 15, 22, 29

N379CX 01

Roraima Airways:

8R-GRB 03, 08, 29

8R-GRC 10, 15, 17, 22, 24

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

Air Belgium like previous months continued to operate flights on behalf of SLM to Amsterdam. Fortunately there are still some cargo flights (with the Roraima aircraft now even in the numbers section), with the borders still being closed for passenger traffic. I would love to be a pallet on the Skybus DC8! The US Secretary of State visited on the 17th, with C-17's just before and after to prepare the visit. The C-40 came from Andrews AFB and continued with the minister after just 4 ½ hours to Georgetown.

Credits: Danny de Kiewit, Andrew Muller.



This new Bell 429 still tracked as C-GRQC on flight trackers but in fact already carried PR-UQN while on its delivery flight to Brazil, four days after it was captured on camera after it arrived at São Paulo-Congonhas. It will be operated by a company called União Química Farmaceutica Nacional, a Brazilian company active in the pharmaceutical market. (Paramaribo, 23 August 2020, Andrew Muller)



US Secretary of State Mike Pompeo was flown to Surinam by this Boeing C-40B. 01-0015 is seen here taxiing to taxiway Bravo for the departure flight to Guyana. The aircraft is being operated by the 1st Airlift Squadron which is part of the 89th Airlift Wing, 89th Operations Group, at Andrews AFB (MD). (Paramaribo, 17 September 2020, Andrew Muller)



Delivered to Air Belgium in March 2018 this Airbus A340 was operated all white until December 2019. At that time it was adorned with special 'Martinique and Guadeloupe' decals. On 17 August 2020 the aircraft was ferried to Oman for maintenance. OO-ABB returned to Charleroi on 3 September 2020 devoid of the special decals but adorned with the regular Air Belgium decals. (Paramaribo, 7 October 2020, Andrew Muller)



Former Lufttransport Beech B200 LN-LTA was acquired by Colombian company Global Service Aviation SAS in April 2020. HK-5333-X operated an ambulance flight when it was captured on camera. (Paramaribo, 25 August 2020, Raoul de Miranda)

# Military Movements Elsewhere



The US Secretary of Defence held talks with the Prime Minister of Malta at the end of September, combining the trip with a visit to the Tunisian Ministry of Defence. As usual, an interesting contingent of aircraft was used, of which C-32A 98-0002 in full livery was probably the highlight. (Malta, 1 October 2020, Shaun Psaila)

## Germany

Geilenkirchen		September 2020	
01. FB17	F-16BM	10w	* BAF451
	D-HEGE	AS332L1	Bundespolizei * BPO15
02. D-HEGE	AS332L1	Bundespolizei	* BPO15
	F-GZTZ	B737-8K5	ASL Airlines France TAY581/5015
	OE-LFB	B757-23A(PF)	ASL Airlines Belgium TAY502/5077
03. 604	A319-112	MH 59. Sz.D. REB.	HUAF266
	D-HSHC	EC120B	Bundespolizei BPO15
04. 45+85	Tornado IDS	TLG33	* Nitro1
	D-AOLG	Fokker 100	Avanti Air TAY5019/594
	OE-LFB	B757-23A(PF)	ASL Airlines Belgium TAY5018/501
07. FB15	F-16BM	2w	BAF261
	D-CASH	EMB505	Air Hamburg AHO266B
08. 605	A319-112	MH 59. Sz.D. REB.	HUAF271
	D-HEGE	AS332L1	Bundespolizei BPO117
	D-HSHB	EC120B	Bundespolizei BPO29
09. 99-00102	UC-35A-1	E/1-214th AVN	Duke46
10. 84-00165	C-12U-3	E/1-214th AVN	Duke79
	97-00105	UC-35A-1	Duke33
	D-AOLH	Fokker 100	Avanti Air TAY595/5017
14. OO-TNQ	B737-4MO	ASL Airlines Belgium	TAY502/5011
	OY-CRJ	CRJ200LR	Global Reach Aviation TAY5091/896
15. 10-20311	UH-60M	A/1-214th AVN	Duke65
	15-20741	UH-60M	A/1-214th AVN Duke86
16. D-HEGE	AS332L1	Bundespolizei	BPO101
18. OE-LFB	B757-23A(PF)	ASL Airlines Belgium	TAY5012/501
29. 14+05	Global 6000	FBS BMVg	GAF676
	D-HLTK	EC155	Bundespolizei BPO13
30. 14+05	Global 6000	FBS BMVg	GAF676
	D-HEGD	AS332L1	Bundespolizei BPO20
	D-HEGL	AS332L1	Bundespolizei BPO20
	F-GZTD	B737-73V	ASL Airlines France TAY581/5015
	OE-LFB	B757-23A(PF)	ASL Airlines Belgium TAY5078/971

Credits: Rolf Flinzner, Scramble messageboard.

Nörvenich		September 2020	
28. MM7190/51-57	AMX	103°Gr	
	MM7192/51-70	AMX	103°Gr
	MM62195/46-61C-130J-30		50°Gr TM
	MM7314/51-03	F-2000A	132°Gr
	MM7353/51-05	F-2000A	132°Gr
	MM7020/6-77	Tornado ECR	155°Gr ETS
	MM7030/6-72	Tornado ECR	155°Gr ETS
	MM7053/6-101	Tornado ECR	155°Gr ETS
	MM7054/6-100	Tornado ECR	155°Gr ETS
	MM7062/6-74	Tornado ECR	155°Gr ETS
	MM7066/6-43	Tornado ECR	155°Gr ETS

Credits: MAR, Scramble messageboard.

Nürnberg		September 2020	
01. 50+86	C-160D	WTD61	* Dixi16
	84-00165	C-12U-3	E/1-214th AVN Duke15
02. 84-00156	C-12U-3	E/1-214th AVN	Duke69
	84-00162	C-12U-3	E/1-214th AVN Duke23
	84-00165	C-12U-3	E/1-214th AVN Duke62
	09-72097	UH-72A	JMRC * Army72097
03. 06-8611/RS	C-130J-30	37th AS	Herky308
	93-26477	UH-60L	A/6-101st AVN * Army26477
	09-72098	UH-72A	JMRC * Army72098
05. 84-00165	C-12U-3	E/1-214th AVN	Duke69
	EZ-S721	S-92A	Gvmt of Turkmenistan 06
07. 77+05	H145M	THR30	* Joker43
08. 15+02	A319-133X	FBS BMVg	* GAF847
	15+03	A319-133X	FBS BMVg * GAF850
	76+08	H145M	HSG64 GAF908
	84-00162	C-12U-3	E/1-214th AVN * Duke79
	97-00102	UC-35A	E/1-214th AVN Duke36
	09-72097	UH-72A	JMRC * Army72097
	09-72098	UH-72A	JMRC * Army72098
09. 84-00165	C-12U-3	E/1-214th AVN	Duke15
	09-72098	UH-72A	JMRC * Army72098
	EZ-S720	S-92A	Gvmt of Turkmenistan
10. 50+86	C-160D	WTD61	* Dixi01
	77+05	H145M	THR30 * Joker84
	T-721	Beech B350C	LTDB SUI721
11. 54+21	A400M	LTG62	GAF727
	50+86	C-160D	WTD61 Dixi13T
	14+05	Global 6000	FBS BMVg * GAF676
	84-00157	C-12U-3	E/1-214th AVN Duke56
	97-00102	UC-35A	E/1-214th AVN Duke33
	08-05543	AH-64D	1-3rd AVN *
12. 84-00165	C-12U-3	E/1-214th AVN	Duke56
13. ZZ343	Voyager KC2	10/101sq	RRR2166/67
14. 54+21	A400M	LTG62	GAF183
	54+26	A400M	LTG62 * GAF621
15. 54+18	A400M	LTG62	* GAF634
	13-08132	CH-47F	B/1-214th AVN * Grit03
16. 77+01	H145M	THR30	* Joker84
	T-752	CL-604	LTDB * SUI752
17. 54+29	A400M	LTG62	* GAF687
	76+08	H145M	HSG64 * Hawk419
	T-721	Beech B350C	LTDB SUI721
18. 77+01	H145M	THR30	* Joker12
	17-08238	CH-47F	B/6-101st AVN Army08238
	99-26831	UH-60L	A/6-101st AVN Army26831
21. 97-00102	UC-35A	E/1-214th AVN	Duke28
22. 15+01	A319-133X	FBS BMVg	GAF883
23. 99-00102	UC-35A	E/1-214th AVN	Duke58
	13-08437	CH-47F	B/1-214th AVN * Grit08

24.15+04	A321-231	FBS BMVg	GAF884	03.605	A319-112	MH 59. Sz.D. REB.	HuAF263
54+20	A400M	LTG62	GAF684	95-0104	C-17A	155th AS TN ANG	05 RCH845
97-00105	UC-35A	E/1-214th AVN	Duke58	00-0171/AK	C-17A	144th AS AK ANG	04 RCH433/825
25.77+03	H145M	THR30	Joker82	00-0178	C-17A	89th AS AFRC	RCH877
26.07-8608/RS	C-130J-30	37th AS	* Herky679	00-0180	C-17A	758th AS AFRC	07 RCH718/268
27.15-5831/RS	C-130J-30	37th AS	Herky674	01-0196	C-17A	167th AS WV ANG	dep RCH491
99-00102	UC-35A	E/1-214th AVN	Duke24	02-1100	C-17A	155th AS TN ANG	04 RCH883
28.10+23	A310-304	FBS BMVg	* GAF802	03-3115	C-17A	183rd AS MS ANG	04 RCH488/497
15-5822/RS	C-130J-30	37th AS	Herky600	04-4128	C-17A	305th AMW	dep RCH543
84-00156	C-12U-3	E/1-214th AVN	Duke24	04-4128	C-17A	305th AMW	04 RCH543/151
84-00157	C-12U-3	E/1-214th AVN	Duke48	05-5143	C-17A	89th AS AFRC	04 RCH300
29.10+25	A310-304MRTT	FBS BMVg	GAF804	05-5146/HH	C-17A	535th AS HI ANG	04 RCH330
54+21	A400M	LTG62	GAF631	07-7182	C-17A	437th AW	04 RCH1815
T-785	Falcon 900	LTDB	SUI785	10-0215	C-17A	437th AW	04 RCH812
30.10+24	A310-MRTT	FBS BMVg	GAF805	93-1040	C-130H	700th AS AFRC	Herky67/673
77+04	H145M	THR30	* Joker13	06-4634	C-130J-30	19th AW	04 RCH101
T-752	CL-604	LTDB	SUI561	11-5734	C-130J-30	19th AW	04 RCH320
84-00157	C-12U-3	E/1-214th AVN	Duke24	60-0337	KC-135T	6th ARW	dep RCH803
				99-26831	UH-60L	A/6-101st AVN	* Army26831
				04.86-0013	UH-60M	A/1-214th AVN	*
				00-0177	C-5M	436th AW	05 RCH801
				00-0181	C-17A	137th AS NY ANG	RCH984/821
				03-3116	C-17A	167th AS WV ANG	05 RCH814
				04-4128	C-17A	183rd AS MS ANG	05 RCH820
				05-5142	C-17A	305th AMW	07 RCH151/Bandage46
				18-1942	C-37B	729th AS AFRC	05 RCH258
				93-1040	C-130H	99th AS	05 SAM316
				16-5855	C-130J-30	700th AS AFRC	07 Herky673/67
				16-5859	C-130J-30	19th AW	05 RCH706
				16-5883	C-130J-30	19th AW	05 RCH322
				17-5865	C-130J-30	19th AW	05 RCH704
				05.95-0104	C-17A	19th AW	05 RCH705
				02-1101	C-17A	155th AS TN ANG	07 RCH845/897
				03-3118	C-17A	758th AS AFRC	06 RCH805
				03-3125	C-17A	183rd AS MS ANG	06 RCH554
				05-5143	C-17A	305th AMW	dep RCH439
				07-7180	C-17A	89th AS AFRC	06 RCH300
				07-7185	C-17A	437th AW	07 RCH925
				10-5700	C-130J-30	437th AW	06 RCH895
				15-5893	C-130J-30	19th AW	06 RCH708
				17-5897	C-130J-30	19th AW	06 RCH709
				60-0342	KC-135T	19th AW	06 RCH707
				06.94-0070	C-17A	6th ARW	06 RCH803
				99-0060	C-17A	167th AS WV ANG	07 RCH740
				00-0171/AK	C-17A	62nd AW	07 RCH376/334
				00-0172	C-17A	144th AS AK ANG	RCH825
				01-0189	C-17A	156th AS NC ANG	07 RCH153
				03-3125	C-17A	155th AS TN ANG	07 RCH550
				05-5142	C-17A	305th AMW	07 RCH439
				09-9207	C-17A	729th AS AFRC	RCH258
				07.86-0013	C-5M	437th AW	07 Bandage36/RCH871
				99-0060	C-17A	436th AW	12 RCH801
						62nd AW	08 RCH334

Credits: MAR, Scramble messageboard.

Ramstein September 2020

01.605	A319-112	MH 59. Sz.D. REB.	HuAF261	04.86-0013	C-5M	436th AW	05 RCH801
96-0006	C-17A	167th AS WV ANG	02 RCH795	00-0177	C-17A	137th AS NY ANG	RCH984/821
00-0183	C-17A	156th AS NC ANG	dep Bandage02	00-0181	C-17A	167th AS WV ANG	05 RCH814
01-0192	C-17A	137th AS NY ANG	02 RCH164	03-3116	C-17A	183rd AS MS ANG	05 RCH820
02-1100	C-17A	155th AS TN ANG	dep RCH883	04-4128	C-17A	305th AMW	07 RCH151/Bandage46
02-1100	C-17A	155th AS TN ANG	02 RCH883	05-5142	C-17A	729th AS AFRC	05 RCH258
02-1107	C-17A	156th AS NC ANG	dep RCH248	18-1942	C-37B	99th AS	05 SAM316
03-3124	C-17A	437th AW	02 RCH960	93-1040	C-130H	700th AS AFRC	07 Herky673/67
06-6156	C-17A	60th AMW	03 RCH655	16-5855	C-130J-30	19th AW	05 RCH706
07-7177	C-17A	436th AW	05 RCH804	16-5859	C-130J-30	19th AW	05 RCH322
07-7183	C-17A	437th AW	02 RCH970	16-5883	C-130J-30	19th AW	05 RCH704
17-46038	KC-46A	22nd ARW	02 RCH046	17-5865	C-130J-30	19th AW	05 RCH705
92-0552	C-130H	700th AS AFRC	dep Jump67	05.95-0104	C-17A	155th AS TN ANG	07 RCH845/897
92-0552	C-130H	700th AS AFRC	07 Jump67/RCH556	02-1101	C-17A	758th AS AFRC	06 RCH805
92-3284	C-130H	96th AS AFRC	02 Herky14/Jump68	03-3118	C-17A	183rd AS MS ANG	06 RCH554
93-1040	C-130H	700th AS AFRC	dep Herky68	03-3125	C-17A	305th AMW	dep RCH439
93-1040	C-130H	700th AS AFRC	02 Herky68/Jump67	05-5143	C-17A	89th AS AFRC	06 RCH300
57-1440/D	KC-135R	351st ARS	02 Quid11	07-7180	C-17A	437th AW	07 RCH925
900530	C-26D	AOD Sigonella	dep CNV6331	07-7185	C-17A	437th AW	06 RCH895
02.177704	CC-177	429sq	03 CFC4031	10-5700	C-130J-30	19th AW	06 RCH708
605	A319-112	MH 59. Sz.D. REB.	HuAF262	15-5893	C-130J-30	19th AW	06 RCH709
85-0001	C-5M	436th AW	10 RCH874	17-5897	C-130J-30	19th AW	06 RCH707
86-0024	C-5M	60th AMW	03 RCH822	60-0342	KC-135T	6th ARW	06 RCH803
79-1711	KC-10A	305th AMW	RCH890	06.94-0070	C-17A	167th AS WV ANG	07 RCH740
00-0180	C-17A	758th AS AFRC	dep RCH718	99-0060	C-17A	62nd AW	07 RCH376/334
02-1098	C-17A	305th AMW	RCH100	00-0171/AK	C-17A	144th AS AK ANG	RCH825
10-0217	C-17A	62nd AW	04 RCH324	00-0172	C-17A	156th AS NC ANG	07 RCH153
165151	C-20G	CFLSW Det Sigonella	Catbird1	01-0189	C-17A	155th AS TN ANG	07 RCH550
92-3284	C-130H	96th AS AFRC	04 Jump68/RCH225	03-3125	C-17A	305th AMW	07 RCH439
93-1040	C-130H	700th AS AFRC	03 Jump67	05-5142	C-17A	729th AS AFRC	RCH258
57-1440/D	KC-135R	351st ARS	03 Quid11	09-9207	C-17A	437th AW	07 Bandage36/RCH871
15-20736	UH-60M	5-101st AVN	Army20736	07.86-0013	C-5M	436th AW	12 RCH801
				99-0060	C-17A	62nd AW	08 RCH334



On 18 September 2020, both the tenth anniversary of the European Air Transport Command and the city's liberation day were commemorated with a flypast over Eindhoven. A400M 0089/ F-RBA0, was among the transports arriving during the day, to join the formation in the evening. (Manolito Jaarsma)

02-1101	C-17A	758th AS AFRC	08 RCH805	03-3118	C-17A	183rd AS MS ANG	14 RCH880
10-0215	C-17A	437th AW	08 RCH712	07-7183	C-17A	437th AW	14 RCH809
92-0552	C-130H	700th AS AFRC	10 RCH556/170	10-0221	C-17A	437th AW	15 RCH610
01-1461	C-130J-30	115th AS CA ANG	08 RCH114/Herky57	95-6711	C-130H	130th AS WV ANG	15 E10E4/Herky689
09-05601	AH-64D	1-3rd AVN		14.00-0185/AK	C-17A	144th AS AK ANG	15 RCH813
09-05604 +1	AH-64D	1-3rd AVN	Blood06	01-0193	C-17A	437th AW	15 RCH835
08.105/XK	TBM-700A	ET00.043	CTM3886	06-6165	C-17A	436th AW	RCH375
94-0070	C-17A	167th AS WV ANG	09 RCH740	01-1461	C-130J-30	115th AS CA ANG	15 Herky688/11
95-0104	C-17A	155th AS TN ANG	10 Bndge47/RCH897	10-20311	UH-60M	A/1-214th AVN	Duke86
00-0177	C-17A	137th AS NY ANG	09 RCH821	900530	C-26D	AOD Sigonella	15 CNV6414
00-0180	C-17A	758th AS AFRC	09 RCH268/237	15.98-0057	C-17A	137th AS NY ANG	16 RCH836
07-7181	C-17A	437th AW	10 RCH886	00-0174/AK	C-17A	144th AS AK ANG	16 RCH888
07-7185	C-17A	437th AW	09 RCH895	00-0176	C-17A	155th AS TN ANG	17 RCH811
93-1040	C-130H	700th AS AFRC	10 Herky67/RCH171	00-0180	C-17A	758th AS AFRC	20 RCH858/421
84-00162	C-12U-3	E/1-214th AVN	Duke64	00-0183	C-17A	156th AS NC ANG	16 RCH812/858
10-20276	UH-60M	A/1-214th AVN	Duke86	01-0188	C-17A	137th AS NY ANG	16 RCH410
900530	C-26D	AOD Sigonella	CNV6407	04-4128	C-17A	305th AMW	arr RCH889
09.CE01	ERJ135LR	21sm	BAF610	04-4136	C-17A	305th AMW	18 RCH380/639
2710	L-410UVP	242.tsl	CEF120	09-9205	C-17A	437th AW	16 RCH223
ET-199	F-16BM	Esk730	10 DAF3269	10-0217	C-17A	62nd AW	16 RCH810
LJ-1	Lj35A	TükiLLv	FNF217	10-0221	C-17A	437th AW	16 RCH610
110/XP	TBM-700A	ET00.041	CTM3819	95-6711	C-130H	130th AS WV ANG	17 Herky689/68
146/XR	TBM-700A	ET00.041	CTM0031/3831	13-08443	CH-47F	B/6-101st AVN	Army08443
606	Falcon 7X	MH 59. Sz.D. REB.	HuAF626	92-26437	UH-60L	A/6-101st AVN	Army26437
679	G-V	122sq	IAF215	900530	C-26D	AOD Sigonella	CNV6414
MM62286	P-180AM	14°Gr	10 IAM1496	169793	C-40A	VR-57	16 CNV4326
02/blue	L-410UVP	Lithuanian AF	10 LYF345	16.90-0534	C-17A	437th AW	17 RCH538
1931	C-27J	Slovak AF	10 SQF021	07-7172	C-17A	60th AMW	19 RCH816
TR.20-01/403-11	Ce560	403Esc	10 AME0310	09-9205	C-17A	437th AW	18 RCH223
100001/001	OS-100B	72 ASC sq	10 SVF637	10-0221	C-17A	437th AW	17 RCH610
T-786	PC-24	LTDB	SUI003	00-9001	C-32B	150th SOS NJ ANG	17 Malt78
93-004	Ce650	212Filo	10 TuAF122	09-6207	MC-130J	67th SOS	Smug42
ZE701	BAe146 CC2	32(TR)sq	10 RRR1243	13-08443	CH-47F	B/6-101st AVN	Army08443
85-0002	C-5M	436th AW	11 RCH869	14-20697	HH-60M	C/6-101st AVN	Army20697
85-0003	C-5M	436th AW	18 RCH834/723	17.93-0603	C-17A	89th AS AFRC	18 RCH822
97-0048	C-17A	89th AS AFRC	10 RCH807	94-0069	C-17A	167th AS WV ANG	18 RCH215
00-0175	C-17A	305th AMW	18 RCH445/103	00-0184	C-17A	758th AS AFRC	18 RCH152
01-0189	C-17A	155th AS TN ANG	10 RCH550	01-0188	C-17A	137th AS NY ANG	18 RCH410
04-4134	C-17A	305th AMW	10 RCH687	01-0189	C-17A	155th AS TN ANG	18 RCH820
95-6711	C-130H	130th AS WV ANG	13 RCH175/E10E4	02-1111	C-17A	62nd AW	RCH834
95-6712	C-130H	130th AS WV ANG	14 RCH176/Herky67	03-3123	C-17A	167th AS WV ANG	18 RCH390
57-1493/D	KC-135R	351st ARS	Evac10E2	07-7179	C-17A	60th AMW	18 RCH861
75-0558/OK	E-3G	552nd ACW	17 Brolly3	09-9210	C-17A	62nd AW	18 RCH887
10.00-0171/AK	C-17A	144th AS AK ANG	11 RCH857	00-9001	C-32B	150th SOS NJ ANG	20 Malt78
00-0176	C-17A	155th AS TN ANG	11 RCH840	75-0558/OK	E-3G	552nd ACW	21 Brolly3
03-3119	C-17A	183rd AS MS ANG	11 RCH841	14-20682	HH-60M	C/6-101st AVN	Army20682
04-4134	C-17A	305th AMW	12 RCH687	165151	C-20G	COMNAVEUR	Catbird1
05-5143	C-17A	89th AS AFRC	11 RCH850	164994/AX	C-130T	VR-53	CNV6516
07-7182	C-17A	437th AW	11 RCH1815	18.5699	C-130J-30	335Skv	NOW335D
57-1493/D	KC-135R	351st ARS	11 Evac10E2	86-0018	C-5M	337th AS AFRC	19 RCH818
11.607	Falcon 7X	MH 59. Sz.D. REB.	HuAF627	98-0057	C-17A	137th AS NY ANG	RCH836
ZE708	BAe146 C3	32(TR)sq	12 RRR1911	00-0174/AK	C-17A	144th AS AK ANG	19 RCH899
89-1190	C-17A	167th AS WV ANG	12 RCH867	07-7183	C-17A	437th AW	RCH809
97-0048	C-17A	89th AS AFRC	RCH553	09-9205	C-17A	437th AW	19 RCH223
00-0180	C-17A	758th AS AFRC	13 RCH824/445	95-6711	C-130H	130th AS WV ANG	21 Herky68
00-0183	C-17A	156th AS NC ANG	13 RCH511/812	95-6712	C-130H	130th AS WV ANG	21 Herky67
03-3118	C-17A	183rd AS MS ANG	12 RCH880	01-1461	C-130J-30	115th AS CA ANG	21 Herky690/746
07-7181	C-17A	437th AW	12 RCH852	62-3544	KC-135R	150th SOS NJ ANG	19 RCH112
910502	C-26D	AOD Naples	CNV6111	15-20744	UH-60M	A/1-214th AVN	Duke03
01-1461	C-130J-30	115th AS CA ANG	14 Herky67/688	19.90-0534	C-17A	437th AW	20 RCH870
84-23936	UH-60A+	C/1-214th AVN	Duke40	98-0054	C-17A	437th AW	21 RCH677
09-72106	UH-72A	JMRC	Army72106	01-0189	C-17A	167th AS WV ANG	21 RCH820
163841	UC-12M	CMEF HQ Bahrain	13 CNV515	09-9211	C-17A	62nd AW	20 RCH415
12.85-0008	C-5M	436th AW	27 RCH830	20.01	C-17A	HAW	Bartok53
00-0176	C-17A	155th AS TN ANG	14 RCH840/811	5699	C-130J-30	335Skv	NOW335E
00-0182	C-17A	167th AS WV ANG	13 RCH815	97-0048	C-17A	89th AS AFRC	21 RCH563
01-0193	C-17A	437th AW	RCH835	03-3123	C-17A	167th AS WV ANG	21 RCH390
03-3115	C-17A	183rd AS MS ANG	13 RCH264	05-5147/HH	C-17A	535th AS HI ANG	21 RCH564
03-3119	C-17A	183rd AS MS ANG	13 RCH841	09-9205	C-17A	437th AW	RCH223
05-5143	C-17A	89th AS AFRC	13 RCH850	168981	C-40A	VR-61	21 CNV6619
05-5148/HH	C-17A	535th AS HI ANG	14 RCH855	21.00-0185/AK	C-17A	144th AS AK ANG	22 RCH348
10-0217	C-17A	62nd AW	14 RCH421/810	01-0192	C-17A	137th AS NY ANG	22 RCH793
10-0221	C-17A	437th AW	13 RCH610	05-5147/HH	C-17A	535th AS HI ANG	22 RCH564
13.5601	C-130J-30	335Skv	NOW335D	06-6168	C-17A	436th AW	arr RCH466
89-1190	C-17A	167th AS WV ANG	14 RCH806	09-9205	C-17A	437th AW	22 RCH223
03-3115	C-17A	183rd AS MS ANG	14 RCH264	95-6712	C-130H	130th AS WV ANG	Herky67/57

05-3146	C-130J-30	19th AW	22 RCH335	25.03	C-17A	HAW	27 Bartok51
06-4631	C-130J-30	19th AW	22 RCH435	5601	C-130J-30	335Skv	NOW335E
07-46312	C-130J-30	19th AW	22 RCH635	84-0060	C-5M	60th AMW	29 RCH833
57-1440/D	KC-135R	351st ARS	Quid11	00-0183	C-17A	156th AS NC ANG	26 RCH852
75-0558/OK	E-3G	552nd ACW	25 Brolly3	01-0197	C-17A	156th AS NC ANG	26 RCH389
13-08132	CH-47F	B/1-214th AVN	Grit14	06-6157	C-17A	60th AMW	26 RCH801
15-20744	UH-60M	A/1-214th AVN	Duke86	14-5788	C-130J-30	19th AW	26 RCH100
15-20759	HH-60M	C/6-101st AVN	Army20759	75-0558/OK	E-3G	552nd ACW	arr Brolly3
900530	C-26D	AOD Sigonella	22 CNV6421	97-00105	UC-35A	E/1-214th AVN	Duke59
22.84-0061	C-5M	436th AW	24 RCH885	26.84-0061	C-5M	436th AW	29 RCH832/840
87-0042	C-5M	60th AMW	RCH151	86-0018	C-5M	337th AS AFRC	03 RCH818
94-0069	C-17A	167th AS WV ANG	23 RCH107	00-0180	C-17A	758th AS AFRC	30 RCH617/975
95-0104	C-17A	155th AS TN ANG	23 RCH849	00-0184	C-17A	758th AS AFRC	27 RCH152
01-0189	C-17A	155th AS TN ANG	23 RCH820	07-7186	C-17A	437th AW	27 RCH983
01-0192	C-17A	137th AS NY ANG	23 RCH793	09-9208	C-17A	437th AW	27 RCH859
03-3119	C-17A	183rd AS MS ANG	23 RCH135	27.93-0603	C-17A	89th AS AFRC	28 RCH257
07-7188	C-17A	437th AW	dep RCH424	05-5142	C-17A	729th AS AFRC	28 RCH333
09-9211	C-17A	62nd AW	23 RCH415	05-5143	C-17A	89th AS AFRC	28 RCH713
10-0218	C-17A	62nd AW	23 RCH837	63-8029	KC-135R	141st ARS NJ ANG	RCH463n/s
95-6711	C-130H	130th AS WV ANG	28 Herky68/RCH175	168981	C-40A	VR-61	28 CNV6627
95-6712	C-130H	130th AS WV ANG	28 Herky57/RCH176	28.H29	A109BA	1w	BAF317
01-1461	C-130J-30	115th AS CAANG	25 Herky746/RCH136	H38	A109BA	1w	BAF319
14-5791	C-130J-30	19th AW	23 RCH195	85-0008	C-5M	436th AW	29 RCH830
16-5849	C-130J-30	19th AW	23 RCH196	86-0026	C-5M	60th AMW	29 RCH440
17-5867	C-130J-30	19th AW	26 RCH202	87-0029	C-5M	60th AMW	29 RCH847
90-0813/SP	F-16CM	480th FS	*	94-0070	C-17A	167th AS WV ANG	29 RCH397
91-0407/SP	F-16CM	480th FS	*	00-0177	C-17A	137th AS NY ANG	29 RCH657
96-0083 +1	F-16CM	480th FS	*	05-3145	C-130J-30	19th AW	29 RCH105
23.ZE708	BAe146C3	32(TR)sq	RRR1325	900530	C-26D	AOD Sigonella	29 CNV6328
00-0180	C-17A	758th AS AFRC	24 RCH491/221	900531	C-26D	AOD Naples	29 CNV6128
01-0189	C-17A	155th AS TN ANG	24 RCH820	29.ZZ174/174	C-17A	99sq	RRR6644/6645
03-3118	C-17A	183rd AS MS ANG	24 RCH621	84-00181	C-12U-3	202nd MI Bn	Rebel81
04-4130	C-17A	305th AMW	27 RCH617	01-0187	C-17A	62nd AW	30 RCH104/851
04-4131	C-17A	305th AMW	RCH803	02-1100	C-17A	155th AS TN ANG	01 RCH864
09-9205	C-17A	437th AW	24 RCH223	05-5142	C-17A	729th AS AFRC	30 RCH333
09-9208	C-17A	437th AW	24 RCH843	11-0550	C-37B	99th AS	30 SAM716
05-0932	C-40C	73rd AS AFRC	24 Avalon03	57-1474/D	KC-135T	351st ARS	30 Quid27
59-1513/D	KC-135T	351st ARS	24 Quid32	58-0113/D	KC-135R	351st ARS	30 Quid89/26
09-20183	UH-60M	5-101st AVN	Army20183	165151	C-20G	COMNAVEUR	Catbird1
24.03	C-17A	HAW	Bartok51	30.87-0028	C-5M	60th AMW	01 RCH147
00-0180	C-17A	758th AS AFRC	25 RCH221/617	96-0005	C-17A	137th AS NY ANG	01 RCH643
02-1100	C-17A	155th AS TN ANG	28 RCH862/864	00-0180	C-17A	758th AS AFRC	01 RCH975
02-1101	C-17A	758th AS AFRC	25 RCH748/491	02-1112	C-17A	183rd AS MS ANG	RCH860
03-3118	C-17A	183rd AS MS ANG	25 RCH621	04-4130	C-17A	305th AMW	01 RCH531
03-3119	C-17A	183rd AS MS ANG	25 RCH135	06-6160	C-17A	60th AMW	01 RCH819
10-0217	C-17A	62nd AW	25 RCH349	10-0215	C-17A	437th AW	arr RCH106
97-00102	UC-35A	E/1-214th AVN	Duke77	57-2605/D	KC-135R	351st ARS	Evac10E2
13-5776	MC-130J	67th SOS	Smug42	97-00105	UC-35A	E/1-214th AVN	Duke77
90-0813/SP	F-16CM	480th FS	*	165151	C-20G	CFLSW Det Sigonella	Catbird1
90-0829/SP	F-16CM	480th FS	*	900531	C-26D	AOD Naples	CNV6130
91-0403/SP	F-16CM	480th FS	*				
91-0343/SP	F-16CM	480th FS	*				

Credits: MAR, Scramble messageboard.



Open Skies was the theme again for Anton van Ruiten when he framed Romanian An-30 1105 arriving in Nörvenich on 17 September 2020. Operating as 'OSY32T', it was actually on a mission under said treaty. Remarkably, the Antonov would go on to carry out observation flights over Russia on behalf of Germany and France later that month.



Even the COVID-19 crisis can have some positive effects spotting-wise. On 22 September 2020, Strategic Airlift Capability C-17 01 was used to carry a load of virus test sets from Eindhoven to Dubai. Patrick Speters was among those at parking P4 to snap the Pápa-based heavy on arrival.

Spangdhallem		September 2020		58-0100/D	KC-135R	351st ARS	30 Quid24/89
01.LX-N90447	E-3A	NAEW&CF	* Nato40	59-1513/D	KC-135T	351st ARS	30 Quid22
87-0029	C-5M	60th AMW	02 RCH802	30.86-0025	C-5M	436th AW	01 RCH882
03.84-0061	C-5M	436th AW	dep RCH202	<u>Credits:</u> MAR, Scramble messageboard.			
04-4128	C-17A	305th AMW	RCH543	<u>Wiesbaden</u>			
84-0126	C-21A	76th AS	* Valor42	17.11-00281	MC-12S	15th MI Bn	September 2020
07-8609/RS	C-130J-30	37th AS	04 Herky751/752	19.14+07	Global 6000	FBS BMVg	18
84-00156	C-12U-3	E/1-214th AVN	Duke64	28.N86	CL-601	FAA	*
84-00157	C-12U-3	E/1-214th AVN	Duke79	30.11-00287	MC-12S	nn	02
97-00102	UC-35A	E/1-214th AVN	* Duke06	<u>Credits:</u> MAR, Scramble messageboard.			
04.FB17	F-16BM	10w	* BAF471	<u>Ireland</u>			
04-4128	C-17A	305th AMW	RCH151	Shannon			
07-8609/RS	C-130J-30	37th AS	Herky752	01.02-0042	C-40B	1st AS	September 2020
05.07-8609/RS	C-130J-30	37th AS	Herky752	04.11-5737	MC-130J	67th SOS	
14.FB15	F-16BM	2w	* BAF225	05.165507	E-2C	USN del to FrNavy	
15.93-0603	C-17A	89th AS AFRC	16 RCH983	06.164994	C-130T	USN	
00-0182	C-17A	167th AS WV ANG	16 RCH815	08.02-0042	C-40B	1st AS	
03-3126	C-17A	305th AMW	19 RCH800	165836	C-40A	USN	
16.05-5142	C-17A	729th AS AFRC	17 RCH535	09.14+03	Global 5000	FBS BMVg	*
08-8192	C-17A	62nd AW	17 RCH470	163841	UC-12M	USN	
17.08-8192	C-17A	62nd AW	18 RCH470	11.98-0001	C-32A	1st AS	
08-8197	C-17A	62nd AW	18 RCH595	12.09-5707/DM	HC-130J	79th RQS?	King5
10-20314	UH-60M	A/1-214th AVN	Duke26	13-5782/FT	HC-130J	71st RQS?	King4
18.95-0104	C-17A	155th AS TN ANG	19 RCH849	13.02-0042	C-40B	1st AS	
05-5142	C-17A	729th AS AFRC	19 RCH535	98-0001	C-32A	1st AS	
06-6164	C-17A	60th AMW	19 RCH844	16.14+05	Global 6000	FBS BMVg	*
08-8197	C-17A	62nd AW	21 RCH595	169793	C-40A	USN	
19.86-0018	C-5M	337th AS AFRC	25 RCH818	19.18-1942	C-37B	99th AS	
86-0030	KC-10A	305th AMW	21 RCH263/Hoist98	20.02-0202	C-40C	201st AS DC ANG	
01-0197	C-17A	156th AS NC ANG	20 RCH875	05-0932	C-40C	73rd AS AFRC	
20.79-1949	KC-10A	305th AMW	22 RCH180/Hoist98	21.11-00265	MC-12S	US Army	Elvis55
21.0224	M-28B/PT	8.BLTr	PLF116	F-RARF	A330-223	ET00.060	*
86-0030	KC-10A	305th AMW	25 Hoist98	23.05-0932	C-40C	73rd AS AFRC	
07-7172	C-17A	60th AMW	22 RCH877	09-00646	MC-12S	US Army	30 Elvis33
10-0217	C-17A	62nd AW	22 RCH846	25.F-RARF	A330-223	ET00.060	*
22.79-1949	KC-10A	305th AMW	23 Hoist98	28.08-00329	MC-12W	US Army	30 Elvis11
01-0187	C-17A	62nd AW	23 RCH826	29.11-0550	C-37B	99th AS	
01-0197	C-17A	156th AS NC ANG	23 RCH879	30.T-054	KC-30A	MMF	*
23.79-1949	KC-10A	305th AMW	24 Hoist98/99	<u>Credits:</u> MAR, Scramble messageboard.			
24.LX-N90456	E-3A	NAEW&CF	* Nato40	<u>Portugal</u>			
0224	M-28B/PT	8.BLTr	PLF115	Lajes, Azores			
79-1949	KC-10A	305th AMW	25 Hoist99	01.ZM416/416	Atlas C1	24/70sq	September 2020
00-0180	C-17A	758th AS AFRC	RCH221	02.CS-TRJ	A321-231	21sm	RRR4594
01-0196	C-17A	167th AS WV ANG	25 RCH395	06.1289/SU-BAV	VC-130H	4sq/16sq	BAF631
25.FB24	F-16BM	10w	* BAF461	165832	C-40A	VR-58	07 EGY1120
79-1949	KC-10A	305th AMW	26 Hoist99/RCH701	08.165832	C-40A	VR-58	CNVV4481
86-0030	KC-10A	305th AMW	26 Hoist98/RCH700	09.164996/RU	C-130T	VR-55	09 CNV4481
26.96-0005	C-17A	137th AS NY ANG	27 RCH643				
00-0171/AK	C-17A	144th AS AK ANG	28 RCH854				
29.57-1440/D	KC-135R	351st ARS	30 Quid23				
57-1493/D	KC-135R	351st ARS	30 Quid25				



20. A6-HHH G650 Gvmt of Dubai 23 DUB15 ZM333 Phenom T1 45sq \* CWL32  
 30. A6-MRM B737-8EC Gvmt of Dubai DUB5 18. 86-0018 C-5M 68th AS AFRC RCH818  
 05-0932 C-40C 73rd AS AFRC Spar32  
 59-1486 KC-135R 92nd/141st ARW RCH984

Credits: MAR, Scramble messageboard.

Lakenheath September 2020  
 02. XX203/CF Hawk T1A 100sq \* Pirate11  
 22. ZK560 Chinook HC6 7sq SHF485  
 28. 87-0350/AV F-16CM 510th FS dep Buzzard11-14  
 87-0355/AV F-16CM 510th FS dep Buzzard11-14  
 88-0491/AV F-16CM 510th FS dep Buzzard11-14  
 88-0521/AV F-16CM 510th FS dep Buzzard31-34  
 88-0525/AV F-16CM 510th FS dep Buzzard21-24  
 88-0532/AV F-16CM 510th FS dep Buzzard21-24  
 88-0541/AV F-16CM 510th FS dep Buzzard21-24  
 89-2001/AV F-16CM 510th FS dep Buzzard41-42  
 89-2008/AV F-16CM 510th FS dep Buzzard31-34  
 89-2023/AV F-16CM 510th FS dep Buzzard31-34  
 89-2044/AV F-16CM 510th FS dep Buzzard11-14  
 89-2057/AV F-16CM 510th FS dep Buzzard31-34  
 90-0709/AV F-16CM 510th FS dep Buzzard41-42  
 89-2178/AV F-16DM 510th FS dep Buzzard21-24  
 29. 08-8601/RS C-130J-30 37th AS Herky71  
 07-7171 C-17A 305th AMW RCH282

Credits: MAR, Scramble messageboard.

Marham September 2020  
 01. ZK036/FL Hawk T2 25sq arr VYT25  
 ZK018/I Hawk T2 4sq dep VYT55  
 04. 166765/QB KC-130J VMGR-352 06 Raider35  
 08. ZM335 Phenom T1 45sq \* CWL36  
 ZM333 Phenom T1 45sq \* CWL52  
 ZM337 Phenom T1 45sq \* CWL48  
 09. 91-0320/LN F-15E 494th FS \* Duster21  
 00-3004/LN F-15E 494th FS \* Duster22  
 10. ZH867/867 Hercules C4 24/47sq Albert01  
 ZM305 Prefect T1 3 FTS \* CWL11  
 ZM308 Prefect T1 3 FTS \* CWL77  
 14. XX232 Hawk T1 Red Arrows Red1  
 15. ZK315 Typhoon FGR4 41sq 16 Rebel57  
 91-0329/LN F-15E 494th FS \* Duster81  
 16. GZ100 AW109SP 32(TR)sq RRR1309  
 18. GZ100 AW109SP 32(TR)sq RRR1309  
 22. ZK364 Typhoon FGR4 nn \* Typhoon37  
 ZK374 Typhoon FGR4 nn \* Typhoon39  
 ZM335 Phenom T1 45sq \* CWL44  
 10x F-35B VMFA-211 dep for carrier ops  
 23. ZJ120 Merlin HC4 845NAS Furious45  
 24. ZJ120 Merlin HC4 845NAS Furious45  
 ZK425 Typhoon FGR4 3sq \* Typhoon22  
 ZK011/B Hawk T2 4sq VYT36/Cutlass

Credits: MAR, Scramble messageboard.

Mildenhall September 2020  
 01. ZH101/01 Sentry AEW1 8/23sq \* NATO30  
 ZK321/321 Typhoon FGR4 nn \* Typhoon07  
 16-5840/RS C-130J-30 37th AS Herky675  
 02. ZZ416 Shadow R1 14sq \* Serpent46  
 ZJ946 Typhoon FGR4 nn \* Typhoon33  
 08-8194 C-17A 62nd AW 03 RCH505  
 03. 86-0032 KC-10A 305th AMW 04 Gold61  
 84-0192 KC-10A 305th AMW 04 Gold71  
 09. ZZ174/174 C-17A 99sq \* RRR835  
 04-4134 C-17A 305th AMW RCH687  
 166765/QB KC-130J VMGR-352 15 Raider38  
 10. 07-8608/RS C-130J-30 37th AS 11 Herky750  
 11. ZZ330 Voyager KC2 10/101sq 13 RRR700  
 01-1461 C-130J-30 115th AS CA ANG Herky67  
 62-2667/OF WC-135W 55th Wg 17 Cobra55  
 166377 C-37B VR-1 12 VV500  
 14. ZZ416 Shadow R1 14sq \* Snake46  
 02-1111 C-17A 62nd AW RCH214  
 95-3058 C-146A 524th SOS RCH1046  
 15. 99-00102 UC-35A E/1-214th AVN Duke24  
 16. 85-0034 KC-10A 305th AMW 17 RCH429  
 63-8018 KC-135R 173rd ARS NE ANG RCH140  
 91-0329/LN F-15E 494th FS \* Ginis82  
 00-3003/LN F-15E 494th FS \* Ginis81

18. 86-0018 C-5M 68th AS AFRC RCH818  
 05-0932 C-40C 73rd AS AFRC Spar32  
 59-1486 KC-135R 92nd/141st ARW RCH984  
 19. 83-0081 KC-10A 305th AMW 23 RCH234  
 84-0192 KC-10A 305th AMW 20 RCH244  
 62-3526 KC-135R 173rd ARS NE ANG 20 Spur81  
 62-3553 KC-135R 6th ARW RCH240  
 63-8887 KC-135R 6th ARW 20 Spur80  
 21. 16-5862 MC-130J 9th SOS 22 RCH1031  
 62-3526 KC-135R 173rd ARS NE ANG 22 Spur81  
 63-8887 KC-135R 6th ARW 22 Spur80  
 91-0308/LN F-15E 494th FS \* Jungle61  
 00-3000/LN F-15E 494th FS \* Jungle62  
 23. 04-4130 C-17A 305th AMW RCH617  
 83-0009/OK E-3C 552nd ACW Shuck80  
 24. ZH888/888 Hercules C5 24/47sq \* Comet128  
 87-0042 C-5M 60th AMW 25 RCH802  
 25. 87-0042 C-5M 60th AMW 26 RCH802  
 26. T.23-06/31-26 A400M Ala 31 27 AME3190  
 87-0121 KC-10A 305th AMW 27 RCH182  
 27. ZZ174/174 C-17A 99sq 28 RRR6689  
 87-0122 KC-10A 305th AMW 28 Wooden01  
 28. T.23-06/31-26 A400M Ala 31 AME3190  
 91-0318/LN +1 F-15E 494th FS \* Harley41  
 62-4125/OF RC-135W 55th Wg 02 Olive56  
 29. 04-8153 C-130J-30 815th AS AFRC 30 RCH704  
 05-8152 C-130J-30 815th AS AFRC 30 RCH703  
 05-8156 C-130J-30 815th AS AFRC RCH685  
 05-8158 C-130J-30 815th AS AFRC 30 RCH537  
 06-8159 C-130J-30 815th AS AFRC 05 RCH545  
 29. 08-8601/RS C-130J-30 37th AS \* Herky71  
 30. 04-4130 C-17A 305th AMW RCH531  
 30. 17-46030 KC-46A 22nd ARW RCH046  
 57-1435 KC-135R 191st ARS UT ANG 01 RCH880

Credits: MAR, Scramble messageboard.

Northolt September 2020  
 02. XW237 Puma HC2 Benson Wg Kukri1  
 ZJ957 Puma HC2 Benson Wg Kukri2  
 16. ZM402 Atlas C1 24/70sq RRR4494  
 18. 253 CN235M-100 101sq IRL253  
 20. 258 Lj45 102sq 2x IRL258  
 23. 280 PC-12/47E 104sq IRL280  
 25. ZJ956 Puma HC2 Benson Wg SHF343  
 26. ZM402 Atlas C1 24/70sq RRR4495  
 30. 166375 C-37A CFLSW Det Sigonella 01 VV100  
 166377 C-37B VR-1 01 VM101

Credits: MAR, Scramble messageboard.

Prestwick September 2020  
 01. ZJ223 Apache AH1 3/4 Regiment dep Machete  
 ZJ226 Apache AH1 3/4 Regiment dep Machete  
 ZK560 Chinook HC6 7sq Lifter  
 ZK562 Chinook HC6 7sq Lifter  
 ZH889/889 Hercules C5 24/47sq \* Comet100  
 ZZ336 Voyager KC3 10/101sq RRR901/902  
 03. CH11 C-130H 20sm 04 BAF656  
 ZM402/402 Atlas C1 24/70sq \* RRR472  
 ZM406/406 Atlas C1 24/70sq \* RRR474  
 ZE701 BAe146 CC2 32(TR)sq NOH99  
 ZM333 Phenom T1 45sq CWL33  
 ZM335 Phenom T1 45sq CWL35  
 ZZ343 Voyager KC2 10/101sq RRR2304  
 N44U Beech Be200T Dynamic AVN 07 N44U  
 04. KAF342 C-17A 41sq 05 KAF3217  
 09-0655 MC-12W 185th SOS OK ANG JM26  
 05. 164996/RU C-130T VR-55 CNV6505  
 06. 130601 CC-130J-30 436sq 07 CFC4203  
 164996/RU C-130T VR-55 CNV6505/06  
 07. KAF342 C-17A 41sq 09 KAF3217  
 ZZ173/173 C-17A 99sq RRR6692  
 XX198/CH Hawk T1A 100sq Savage01  
 XX203/CF Hawk T1A 100sq Aggressor02  
 XX318/CG Hawk T1A 100sq Aggressor03  
 08. ZZ334 Voyager KC3 10/101sq RRR2138  
 95-6711 C-130H 130th AS WV ANG 09 RCH175



# Civil News



Airbus received certification from the European Airworthiness authority for their higher-weight A330-900 early October. This new 251t MTOW option increases the range of the aircraft to 7,200km, which is 1,200km more than aircraft with the current highest MTOW option of 242t. Existing 242t MTOW aircraft can not be upgraded to the 251t level due to the requirements of structural changes to the fuselage and wings. Airbus commenced flight-testing of the higher-weight version at the end of February this year, using MSN 1967 with test registration F-WWCE. (Airbus)

## Manufacturers News

### Airbus

Airbus achieved deliveries of 57 aircraft during September, although order activity remained practically non-existent. Its delivery figure is the highest for any single month so far in 2020, exceeding the 55 achieved in February, just before the onset of the COVID-19 crisis. The only order change registered was the reduction of Macquarie Financial Holdings' order for forty A220-300s, which has been revised to 37. Airbus has total orders for 545 A220-300s and a further 94 for the smaller A220-100. The manufacturer kept its net order figure at 300 for the first nine months of the year – which is actually more than double the 127 it had achieved at the same point in 2019, when the commercial business was heavily affected by cancellations. Airbus' deliveries so far this year total 341 aircraft, including 32 A350s and nine A330s, plus 282 A320-family jets and eighteen A220s. This figure is just over 40% lower than the 571 deliveries carried out over the same period in 2019.

#### A220

On 22 October Airbus delivered its first US-manufactured A220. The happy customer to receive this aircraft was Delta Air Lines. The assembly line is located at Airbus' US-site at Mobile (AL), that is also producing A320-family aircraft. Ground breaking for the A220-line took place in January 2019 and production started in August last year. This first A220-300 flew for the first time in June 2020. The aircraft, A220-300 N302DU, is also the first A220-300 for Delta Air Lines, which already has 32 A220-100s in the fleet. In total the airline has ordered 95 A220s, making it the largest customer for the type.

#### ACJ TwoTwenty

On 6 October, Airbus' corporate jet division formally unveiled an executive version of its A220-100 twinjet, which will be able to operate across a range of up to 5,650nm (10,500 kilometres). The aircraft – which will be branded the ACJ TwoTwenty, a deviation from prior corporate jet designations – will be able to operate sectors such as London-Los Angeles and Tokyo-Dubai. The standard A220-100 typically has a range of 5,111nm with 120 passengers, and that range tops out at some 7,871 kilometres with minimum payload and

maximum fuel. Its fuel capacity is 21,805 litres, about 17.2t. The ACJ TwoTwenty will have five additional tanks enabling carriage of another 5.6t of fuel. The jet will take advantage of a planned increase in maximum take-off weight for the A220-100 to 63t, which has been scheduled for the second half of 2021. The aircraft will also be certified for 180min extended twin-engined operations (also known as ETOPS), “allowing more direct routes”. Airbus has selected VIP aircraft specialist Comlux, which has a completion centre in Indianapolis (IN), as its exclusive outfitter for the first fifteen cabins of the TwoTwenty programme. The new ACJ TwoTwenty will feature a high end VIP cabin interior, featuring 73m<sup>2</sup> of floor space across six zones, providing accommodation for up to eighteen passengers. Airbus claims that the aircraft will be able to use the same airports as competing business jets, but provides three times the cabin space while generating one-third less operating cost.

Immediately after the launch of the ACJ TwoTwenty, Airbus won its first six orders for the aircraft. While Comlux has revealed an order for two aircraft, four further jets were ordered by undisclosed customers. Entry into service of the first ACJ TwoTwenty by Comlux Aviation is targeted for early 2023.

#### A321PCF

On 13 October Oregon based 321 Precision Conversions completed the first flight of its Airbus A321-200PCF freighter. The type is a former passenger A321 converted to a freighter, capable of carrying 27t of payload. The “maintenance test flight” precedes the start of A321-200PCF regulatory certification flights, a process that Precision Conversions expects to be completed with “brisk progression”. Precision Conversions is working toward receiving a supplemental type certificate for the type from the Federal Aviation Administration, and certifications from European and Chinese regulators. Precision Conversions is a joint venture between aircraft modification specialist Precision Aircraft Solutions, also based in Oregon, and air freight company Air Transport Services Group, based in Ohio. Several other companies are also developing converted A321 freighters. One of those

is Elbe Flugzeugwerke, a joint venture between Airbus and ST Engineering that developed the A321P2F. The European authorities granted that jet a supplemental type certificate in February. San Diego-based PacAvi International launched a converted A321F in 2014.

#### A330neo

Early October, Airbus' higher weight A330-900 obtained certification from the European airworthiness authority, enabling operators to take advantage of greater range. The aircraft, the larger variant of the A330neo family, has a maximum take-off weight of 251t. The increased capability gives the A330-900 an additional 1,200 kilometres of range compared with the 242t version. The manufacturer intends to obtain similar 251t certification next year for the smaller A330-800. French carrier Corsair will be the first carrier to introduce the new version.

Airbus commenced flight testing of the higher weight version at the end of February this year, using MSN 1967. The aircraft has undergone modifications, including a strengthened landing gear and other structural reinforcements, which Airbus describes as "weight-neutral" – adding that it retains 99% spares commonality. "Modifications to the nose and main landing gear have also enabled Airbus engineers to extend their time-before-overhaul," it says, stretching the interval from ten to twelve years.

#### Boeing

For the month of September, Boeing delivered just eleven aircraft, considerably down on the 25 twin-aisle jets it delivered in September 2019, bringing total aircraft deliveries for the year to 98, again greatly reduced from the 301 aircraft delivered in the first nine months of 2019. This has caused considerable cash flow problems for Boeing as the majority of the price paid for each jet is on delivery. The impact of the COVID-19 pandemic has dramatically hit sales for both Boeing and European rival Airbus. September also witnessed three further 737 MAX cancellations, two of which were from the BOC Aviation leasing company. That brings the total 2020 cancellations for the MAX variant to 1,006, though this figure is reduced to 436 aircraft when including aircraft order conversions for the MAX and 448 for all Boeing jets.

#### B737 MAX

European regulators (EASA) will publish a draft airworthiness directive (AD) in November, which should enable the Boeing

737 MAX to return to service in the bloc before year-end. EASA believes that changes made by Boeing to the twinjet have now rendered it "safe". A final review of documentation related to the draft AD is now under way; once it is published in November there will be four weeks for public comment. Although EASA will insist on the addition of a third angle-of-attack (AoA) sensor – a software-based system to work alongside the current pair of mechanical sensors – this will not be ready before 2022. It will form part of the certification requirements on the 737-10 and will be retrofitted onto the existing fleet. The third sensor would enable the 737 MAX to reach "even higher safety levels".

#### B787

On 1 October, Boeing officially announced that it will consolidate the production of all their 787 production to their Charleston-site in South Carolina. Rumours about this move were already floating since Boeing announced a strategic review of the programme in July. The strategic review was prompted by the current COVID-19 pandemic which has severely impacted the aviation industry and forcing Boeing to reduce the production rate of the B787. Currently, Boeing produces 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. It is expected that the last B787s will roll off the line in Seattle (WA) next year when the production rate will reach six aircraft per month.

#### Dassault

##### Falcon 6X

Dassault Aviation has announced that the roll-out of their first Falcon 6X prototype will take place on 8 December 2020, at their Bordeaux facility. At this moment prototype numbers 1 and 2 are completed, ready to start with the aerial and ground flight testing programme. Number 3 is nearing completion and this frame will also be the first Falcon 6X featuring a full cabin outfit. The first flight is expected in Q1 2021 and customer deliveries are expected from Q1 2022 onwards.

The Falcon 6X programme is replacing the 5X which was cancelled back in 2018 after engine-performances did not meet up to expectations. Improved endurance, new Pratt & Whitney PW812D turbofans and a stretched cabin have evolved into the 6X.



The ACJ TwentyTwo is a new aircraft type in Airbus' Corporate Jet portfolio. This aircraft is based on the A220-100 and can accommodate eighteen people. The aircraft was unveiled at 6 October and Airbus immediately won six orders for the aircraft. Entry into service of the first ACJ TwentyTwo by Comlux Aviation is targeted for early 2023. Besides the ACJ TwentyTwo, Airbus offers ACJ versions from the A319neo the 320neo, the A330neo and the A350-900. (Airbus)

## Gulfstream

### G700

The G700 flight test fleet is expanding in October 2020. Since the first flight on 14 February 2020 over 600 flying hours have been produced and prototype number 4 and 5 have completed the test programme. On 2 October 2020 N705GD (MSN **87005**) a.k.a. prototype 4, made her first flight out of Gulfstreams Savannah (GA) facility, successfully completing a near two hours flight. Three weeks later, on 23 October to be precise, N703GD (MSN **87007**) a.k.a. prototype number 5, took to the skies for the first time. This G700 flew over three hours, reaching altitudes of FL480 (48,000 feet) and improving the maximum operating speed up to Mach 0.935. This particular airframe will be dedicated to testing of the avionics suite of the G700. In the meantime the cold weather test and evaluation programme has been passed at the Eglin AFB (FL) facility.

### Embraer

Brazilian manufacturer Embraer reported 28 airplanes delivered in their Q3 2020 results. Their year total of the first three

quarters combined shows 59 airplanes delivered. Compared to 2019 their results were 44 jets delivered in Q3 and 117 in the first three quarters. The Q3 2020 deliveries comprise six EMB175s and one EMB190-E2 in the commercial airline division. In the business jets division three EMB500 Phenom 100s, sixteen EMB505 Phenom 300s and two EMB545 Praetor 500s where delivered.

### Textron Aviation

#### Ce408 SkyCourier

After reporting the first flight of the second Cessna 408 (P1) in Scramble 496, the third and final prototype of the SkyCourier test flight division made its first flight on 28 September 2020. Referred by Textron as P2 the turboprop is listed as N408PX (MSN **408-0002**) and configured as the second passenger model. This concluded the test flight division to one cargo frame and two passenger frames. P2 will mostly be used for testing and validating the avionics on the Cessna 408, fluid testing for the purpose of fire resistance and extreme weather testing, including the hot/cold trials, at the climate chamber at the Eglin AFB (FL) facility.

## Airliner News



The first U.S. built Airbus A220 was delivered to its customer Delta Air Lines on 22 October. The aircraft is MSN 55070, and is seen here taking off still wearing its test registration C-GPCA. It was registered as N302DU after delivery at Delta's home base Atlanta (GA). It is also the first A220-300 in Delta's fleet. (Airbus)

## Europe

### The Netherlands

On 25 October, KLM said goodbye to the B747-400 and with that ending of 49 years of passenger-flights with this iconic aircraft. The last two Jumbos arrived from Shanghai-Pudong. The first to land was PH-BFV, which arrived at Schiphol at 17:06 as KL894. The second and last KLM B747-400 landing took place at 21:09 when PH-BFW arrived as KL896. Of course, it's not the real end of B747-operations in KLM-colours as the airline continues to fly three B747-400Fs that are operated by subsidiary Martinair. In total KLM operated 42 passenger B747s; seventeen B747-200s, three B747-300s and 22 B747-400s. In other news, KLM decided to park twelve aircraft at Groningen Airport Eelde. Two A330s and ten B737s will be stored at the airport and KLM made this choice to free up space at Schiphol and because parking at Groningen is cheaper. The first planes which were ferried over were A330-200 PH-AOE and B737-800 PH-BGC. Both arrived 28 October around lunchtime.

### Belgium

With passenger demand low and expensive heavy maintenance needed, Air Belgium decided to half the fleet and

temporarily put two of their four A340-300s in long-term storage. The aircraft involved are OO-ABD and OO-ABE and both will be stored until at least the next summer season at Tarbes-Lourdes.

### Denmark

On 15 October, SAS took delivery of their first of three A321neoLRs. The plane, which is c/n **9541** and registered SE-DMO, was flown from Hamburg-Finkenwerder to Copenhagen-Kastrup as SK9156. It is leased from Air Lease Corporation and we think it looks quite nice! For those who are interested, the delivery flight was flown using a ten percent sustainable fuel blend. Airbus gives their customers the option to use this more environmentally friendly fuel for their deliveries and has been doing so since 2016. SAS has configured their newest member of the fleet with a total of 157 seats (22 SAS Business, twelve SAS Plus and 123 SAS Go) and is planning to use it for transatlantic routes from their bases at Copenhagen, Oslo and Stockholm.

### France

Newspaper La Tribune has reported that Transavia France is set to add eight leased B737-800s in 2021, which means a growth of 20% as the current fleet consists of 40 B737-800s. The aircraft are needed as Transavia is set to venture into

the French domestic market in November and will next year take-over several routes from mother Air France as well.

#### Germany

At the end of October, a conflict between the Dutch Inspection for Environment & Transport (ILT) and Twente Airport prevented Lufthansa's six stored B747-400s depart the airport. According to the ILT, the airport only had a permit to let widebodies land at the airport, but not depart and Twente Airport knew this when they let the Jumbos arrive. Twente Airport gambled that Lufthansa would park the aircraft for a long time and eventually decide to have them dismantled at the airport. The airline, however, decided otherwise and has sold the six B747-400s to GE Aviation Materials, which will scrap the planes in the US. But that also meant the planes would need to be able to depart and that was not possible with the current permit of Twente Airport. The airport was of another opinion and threatened to sue the ILT. Luckily, both parties found a solution and the airport received a one-off approval to let the planes depart. A first one is due to leave in the coming weeks, two before the end of the year and the final three before June 2021. The six B747-400s that are currently parked at Twente are D-ABTK/L and D-ABVO/P/S/X.

Lufthansa Cargo's newest B777F, D-ALFI, which was delivered to Frankfurt from Everett (WA) on 28 September, has received special decals for Cargo Human Care. Cargo Human Care was founded in 2007 by Lufthansa Cargo-employees and supports people in Kenya by providing access to education and medical care.

#### Greece

SKY express has ordered four new A320neos at Airbus and also signed a lease-agreement with Aviation Capital Group for two additional A320neos. It is unknown when the Athens-based airline is expecting to take delivery of the six airplanes. Currently, SKY express operates a fleet of six ATR42s and five ATR72s, so the A320neos are quite a big step up for the company.

#### Iceland

Icelandair has announced that they are set to retire seven B757-200s from their 23-strong B757-200-fleet. Three of the planes (TF-FIS/FIT/LLX) have been sold and will be converted into freighters for a new operator. The other four (TF-FIJ/ISF/ISL/ISY) are scheduled to fly to Roswell (NM) for scrapping. It's also been said that the airline is planning to store nine further B757s at Roswell (NM) as the airline doesn't have the need for this capacity. A decision about this is expected shortly. Once air travel recovers, Icelandair plans to add a

new type to the fleet. It confirmed these plans as recently as last August in a presentation to its shareholders. In January, Icelandair's CEO mentioned that its future fleet could consist of the B737MAX and A321neoLR.

#### Ireland

According to the Irish Independent, Ryanair is closing in on a deal with Boeing for additional B737MAXs now that re-certification of the type is looking to happen in the next month. The airline is said to be planning to place an order of between 150 and 200 B737-10s. If the deal goes forward it will definitely be the largest order this year for an aircraft manufacturer. Currently, Ryanair has orders for 135 B737MAX200s, a special developed variant of the B737-8 that is able to carry up to 197 passengers. This aircraft features an extra evacuation door. The airline was due to receive their first MAX in April this year, but the grounding of the type has, of course, prevented that. Now, deliveries are planned for early next year and Ryanair expects to begin flying the MAX in February.

#### Italy

The Italian government has signed a decree in which it is planning to establish "Newco" as a successor for Alitalia. According to the country's minister of transport the official name of the company is ITA but will for now be referred to as Newco. The new airline will "represent a clear break" with the past, stoking discussions that ditching the Alitalia-brand is part of that clear break. Italy thinks a new flag-carrier will support Italy getting back on track after the Corona-crisis and plans for it to have a leading role in the European and international market. Earlier this year the government nationalized Alitalia after the airline was, once again, on the brink of collapse. It has been battling with financial issues for years and the government now wants to take this drastic action to resolve this. Newco's management team will now start discussions with the management team of Alitalia and unions regarding the staffing needs of the new airline. At this moment no decision has been made about the number of aircraft and types. However, a few months ago, Italian newspapers reported that the new airline was planning to focus its fleet around the A220, A320neo-family and B787. This because for these three types of aircraft Italian companies produce a significant number of components, which would benefit the Italian economy.

Neos is planning to lease two additional B787-9s via lessor AerCap. Both planes are to replace the airline's three B767-300ERs, which have been returned to their lessors. Neos already operates four B787-9s, as well as six B737-800s out



Boeing 757-200SF G-DHKO is an ex American Airlines Boeing 757-200SF which was converted to freighter and delivered to DHL Air in 2018. In September the aircraft received "As One Against Cancer" stickers. DHL As One is a charity organisation which consist of DHL employees which participate in sponsored charity events. (Leipzig-Halle, 4 October 2020, Frank Schuchardt)



Although a few British Airways 747-400s will be saved from scrapping and will be preserved, the majority will be dismantled. A line of BA 747-400s is seen here under dark clouds waiting at Kemble for an appointment with Mr. Axeman. What a sad sight. (4 October 2020, Simon Titchmarsh)

of their base at Milan-Malpensa. The two Dreamliners are former Norwegian aircraft and reportedly LN-LNT and -LNX. Delivery is expected late this year and early next year.

#### Malta

Air Atlanta Icelandic has announced it will establish a Maltese subsidiary called [Air Atlanta Europe](#). The airline thinks they will be able to gain better and more access to different markets with its new unit. The plan is to launch operations next year, first with a single B747-400F which will come from the Icelandic-mother company. Currently, Air Atlanta Icelandic operates a fleet of fourteen aircraft consisting of one A340-300 (operated for Air Madagascar), four B747-400s (stored) and nine B747-400Fs (all operated for third parties).

#### Russia

On 28 October the last civil flight with a Tu-154 was carried out in Russia. It was performed by [Alrosa Avia](#)'s RA-85757, which flew with 141 passengers from Mirny to Novosibirsk, a flight of three hours. It will be permanently withdrawn from use at Novosibirsk as the certificate of airworthiness is to expire in a few days. Alrosa Avia was the last airline operating the Tu-154 in Russia and this particular plane entered the fleet in 2002. The fleet will now consist of two B737-700s and four B737-800s. The airline also has orders for two SSJ95s (delivery date unknown) and three MC-21-300s (expected in 2023).

#### Slovakia

In August charter and ACMI-carrier [Go2Sky](#) announced it would cease operations and close-down due the Corona-pandemic and subsequent downfall in business demand. However, the company has now announced it has changed its mind after extensive talks with their investors and is preparing to resume operations in 2021. Currently their fleet consists of three B737-800s (OM-GTF/G/H), which are all parked at Piestany in Slovakia.

#### Turkey

[Turkish Airlines](#) has, relatively low-key, taken delivery of their first two A350-900s. TC-LGA, departed Toulouse on 22 October at 22:31 and arrived at Istanbul the following morning at 02:24. TC-LGB followed on 23 October and also left Toulouse very late at night, 23:27 to be precise. It arrived on 24 October at 03:15 at Istanbul. Both aircraft had been ready for quite some time, but delivery was deferred due to the Corona-pandemic. TC-LGA flew for the first time, as F-WZGN, on 13 March and was ready for delivery after its customer acceptance flight on 11 June. Instead of being delivered it was flown to Tarbes-Lourdes on 2 July for storage. It returned to

Toulouse on 25 August for final preparations for delivery. TC-LGB had its maiden flight, as F-WZGD, on 4 June. It flew again on 17 September after being stored at Toulouse and had its customer acceptance flights on 14 and 19 October. The two are the first of a total of 25 A350-900s ordered and are planned to be deployed first to Dubai and London-Heathrow. However, due to the current market situation, Turkish Airlines hasn't announced yet when they will start flying the type.

#### United Kingdom

On 8 October, [British Airways](#) officially said goodbye to the B747 when the last two B747-400s left London-Heathrow. The aircraft involved were G-CIVB, which was ferried to Kemble, and G-CIVY, which flew to St. Athan. The good news is that G-CIVB, flying in the retro Negus-livery, will be saved from scrapping and will be preserved at Kemble. Also, G-CIVW will be preserved and has been ferried to Dunsfold Aerodrome on 22 October where it will be used as a film-set, for trainings, events and be regularly open to the public. The airline has brought the retirement of the B747 forward due to the Corona-pandemic. It first flew with the Jumbo in 1971 (back when they were BOAC) and have once been the world's largest B747-400-operator with 57 in the fleet at one time.

The administrators of defunct [Flybe](#) have announced that they reached an agreement with Thyme Company in which the latter will buy the remaining assets of the airline, including the brand. According to a spokesperson of Thyme, they are planning to return to the skies in early 2021, but of course, first as a smaller carrier. An interesting detail is that Thyme is closely related to former Flybe-owner Cyrus Capital, which owned Flybe together with Virgin Atlantic and Stobart Aviation Group. Flybe went bankrupt in March this year after their income dropped significantly as the number of passengers declined due to the Corona-pandemic. It was the final straw for the already financial struggling carrier.

On 26 October, [Titan Airways](#) took delivery of their first of two A321neoLRs. G-XATW was flown from Hamburg-Finkenwerder to London-Stansted on this date. It is painted all-black without titles. Both new A321s are leased via lessor ALC and will replace the company's two B757-200s. One of the new Airbus will be outfitted with a 16 Business Class and 168 Economy Class-seats, while the other will feature 52 Business Class-seats. Titan Airways, which is named after their first aircraft, a Cessna 404 Titan, was founded in 1988 and is specialized in (ad-hoc) charter and ACMI-operations. It currently has a fleet of twelve aircraft consisting of one A318,

two A320s, five A321s (including the new LR), two B737-400s and two B757-200s.

## Africa

### Egypt

Egyptian media have reported that Air Cairo has signed lease-agreements for three new A320neos. The first is already planned to arrive this month, while number two will be delivered in March 2021 and the last one in November 2021. Air Cairo, of which 60% is owned by Egyptair, currently has a fleet of seven A320-200s. Egyptair itself also operates the A320neo and has eight of them in their fleet.

### Kenya

Astral Aviation is set to expand the fleet with five B767-200Fs and four ATPs. Two of the ATPs will be freighters. The first B767 will be leased via Cargo Aircraft Management and is to arrive next month. Two will follow in 2021 and the last two in 2022. The nine new aircraft will be deployed on cargo and passenger flights on mostly the African continent. Currently, Astral's fleet consists of one B727-200F, two DC-9-30Fs and one F27F. The company also wet-leases two B747-400Fs via Air Atlanta Icelandic which it operates out of Liege in Belgium.

## Asia

### China

In June China Express announced that they signed a Letter of Intent for 100 C919s and ARJ21s but didn't specify the breakdown of the order. In a stock market-filing the airline now announced it signed a firm order for 50 ARJ21s and 50 ARJ21 or C919s (the latter dependent on the airline's need). Deliveries of the new aircraft is expected to start this year, with the delivery of two ARJ21s. China Express plans to take on the whole order in a ten-year timeframe. Currently, the airline operates a fleet of two A320neos, eleven A320-200s and 38 CRJ-900s.

### Hong Kong

Cathay announced a large restructuring of the group in an effort to survive the effects of the Corona-pandemic. Next to the loss of up to 8,500 jobs, Cathay will also discontinue the Cathay Dragon-brand. It deems operating two separate full-service carriers not sustainable and sacrifices Dragon for the flagship Cathay Pacific. The airline also announced that they have deferred their order for 21 B777-9s to beyond 2025.

Cathay Dragon was originally launched as Hong Kong Dragon Airlines Limited in May 1985 but operated as Dragonair. It was the first real competitor of Cathay Pacific and faced strong opposition from the national airline as well as the

government. They started operations in July 1985 using the B737-200. Over the years they grew and in 1990 89% of its shares were bought by Cathay Pacific, Swire Group (owner of Cathay) and CITIC Pacific. As a result of this new ownership Cathay and Dragonair became much more aligned. However, over the years the shares held by Cathay and the Swire Group diminished and the airlines became bitter rivals again, especially when Dragonair launched dedicated cargo-flights with B747s. This came all to an end in September 2006 when Dragonair became a fully owned subsidiary of Cathay Pacific. It would retain its own status with a separate AOC. In January 2016 the Cathay Pacific Group announced they would rebrand Dragonair into Cathay Dragon in order to align the branding and products. The Cathay Dragon brand became active in November of that same year. The carrier operated a fleet of 38 aircraft; twelve A320s, eight A321s and 18 A330-300s.

### India

The administrators of bankrupt carrier Jet Airways have accepted a bid by Murari Jalan and Florian Fritsch. Their consortium bid was chosen by 99% over the a rival bid by a consortium led by new Indian carrier FlyBig. Once it gets final approval, the plan is to revive the airline, but no further details are currently unknown about the when and how. Currently, the airline still owns nine aircraft; one A330-200, two B737-800s, one B737-900 and five B777-300ERs. Jet Airways was founded on 1 April 1992 and went out of business on 22 May 2019.

### Indonesia

AirAsia X, based in Malaysia and a subsidiary of AirAsia, has decided to close its operations in Indonesia. Both aircraft in the fleet, A330-300s PK-XRA and -XRC have returned to Malaysia. AirAsia X Indonesia was established in 2014 as a joint venture between AirAsia X and local Indonesian investors. As foreign companies are not allowed to be a majority shareholder in companies, AirAsia X owned 49% of the shares. It started flying scheduled flights in 2015 and connected Bali with destinations in Australia, India, Japan, Malaysia, Saudi Arabia, Thailand and Taiwan. In January 2019 the airline, however, cut all scheduled flights due to financial difficulties and focused on charter flights. As this was also not very successful the airline ceased all flying in September 2019 and has been dormant since then. The closure of AirAsiaX Indonesia is part of AirAsia X's reorganisation as the company is facing strong headwinds and is having large financial issues. It proposed a restructuring plan for its Malaysian and Thai units to the lessors of their fleet, but so far no deal has been reached. A deal is crucial for the survival of the company which cur-



Airbus A330-300 PK-GHG was the third and so far the latest Airbus A330neo to be delivered to Garuda Indonesia. It was ferried from Toulouse to Jakarta Soekarno Hatta airport on 19 December 2019. In October 2020, the aircraft was painted in this "Ayo Pakai Masker (Wear Masks)" special colour scheme. Garuda has eleven more A330neo aircraft on order, which are scheduled to be delivered between 2021 and 2023. (Denpasar-Bali, 5 October 2020, Pascal Simon)



*Vietravel Airlines is a Vietnamese start-up leisure airline. The airline has been founded by the Vietravel group and the airline will be based at Hue Phu Bai international airport. The Vietravel Group invested \$42.9 million in the airline, which will start operations as a virtual airline in its first three year chartering Airbus A321s from a third party airline, starting as early as Q4 2020. The carrier's first two A321s were rolled out of the paint shop at Shannon late October 2020. These two A321-200s are ex Condor and Thomas Cook aircraft and will be leased from Avolon. Initially they would have been placed on a lease to Jet2, but due to the Corona crisis this airline had no longer any need for additional capacity, so a new lessee was found in Vietnam. OE-IDP is former G-TCDP of Thomas Cook and is seen here at Shannon, already wearing its full Vietravel colours. Besides these two A321s, Vietravel will also lease an ex Arkia A321 from lessor MG Aviation. (Shannon, 24 October 2020, Malcolm Nason)*

rently has a fleet of 23 A330-300 in Malaysia and twelve A330-300s and two A330-900s in Thailand.

#### Japan

The smallest AirAsia-branch, [AirAsia Japan](#), has ceased all operations with immediate effect. The airline has been struggling to attract a sufficient number of customers for its flights due to the Corona-pandemic. AirAsia Japan operated three A320s out of its base at Nagoya-Chubu. This was the second attempt of AirAsia in Japan. The first try was in 2012 when the airline was established at Tokyo-Narita as a joint-venture between AirAsia and All Nippon Airways. It was, however, rebranded a year later to Vanilla Air and is now merged into Peach. The second attempt was founded in 2014 and ended on 5 October 2020.

On 27 October, [All Nippon Airways](#) announced a restructuring of its business as a result of large losses inflicted by the Corona-pandemic. The plan is a mix of reducing the number of co-workers, aircraft, deferral of deliveries of new aircraft and the creation of a new airline in the group. Fleet-wise, ANA is planning to accelerate the phase-out of the B737-700, of which they have eight, and will phase out four of them this year. Also set for retirement are six B767s, eight B777-200s, two B777-300s and thirteen B777-300ERs. Earlier this year the airline already phased-out their final two B737-500s, which means ANA will phase-out a total of 35 aircraft in 2020. To limit their capital expenditure, ANA has deferred the delivery of one B777-300ER and their last A380 to 2021 and also decided to postpone the arrival of their first of 20 B777-9s from 2021 to at least 2023. As ANA expects a shift in travel patterns after COVID (less business travellers, more cost-conscious private travellers), the airline is planning to launch a third brand in the Group, which currently consists of full-service carrier ANA and low-cost carrier Peach. The third brand will use the Air Japan-subsiidiary and will be a lower-cost airline, placed between ANA and Peach. The new airline will be equipped with B787s, that will seat 300 passengers in two configurations. The yet unnamed brand will mainly focus on flights from Japan to destinations in Australia, New Zealand and Southeast Asia. It's currently unknown how many B787s will be transferred from ANA to the new airline, but the idea is to commence operations on 1 April 2022.

#### Malaysia

The future of [Malaysia Airlines](#) is in jeopardy now that lessors have not agreed to the proposed restructuring plan the

airline has put forward. The airline, which was already in a bad financial shape pre-COVID, is now fast running out of money and options to survive. The government of Malaysia has already said that it would not provide financial support. Malaysia Airlines is owned by the Malaysia Aviation Group, which in turn is owned by the Khazanah Nasional Investment Fund, Malaysia's investment vehicle.

One of the ways forward is to close down Malaysia Airlines and make [Firefly](#) the new national airline of the country, which is also owned by the Malaysia Aviation Group. If this route is chosen, Firefly will first add narrowbody-aircraft and in a later stage widebodies. Currently, the low-cost carrier operates a fleet of twelve ATR72s. A decision on the next steps is expected in the coming weeks.

### Middle East

#### Kuwait

On 29 October, [Kuwait Airways](#) took delivery of their first two A330-800s. The occasion also marked Airbus' first delivery of an A330-800. The aircraft, 9K-APF (1964) and 9K-APG (1969) left Toulouse shortly after each other for Kuwait. The airline has a total of eight A330-800s on order. In total their fleet now consists of 27 aircraft; seven A320s, three A320neos, five A330-200s, two A330-800s and ten B777-300ERs.

#### Lebanon

On 9 October, [MEA](#) became the proud receiver of MSN **10000** of the A320-family. The aircraft involved is an A321-271NX and registered as T7-MEC. It flew to Beirut on delivery on the same day, flying with the appropriate flight number MEA321. The aircraft is the third A321neo in MEA's fleet, which now consists of 18 aircraft, all from Airbus. There are six more A321neos scheduled to be delivered to the airline in the coming months. An interesting fact is that MEA also took delivery of MSN 5,000 in 2012, which is an A320. It took Airbus 23 years to reach 5,000 A320-family aircraft in 2012, but the next 5,000 only eight years.

#### Saudi Arabia

Lessor ALIF has decided to sue [Saudia](#) and is seeking to claim USD460 million from the national carrier for unpaid lease fees, damages and costs of 50 leased aircraft. The lawsuit was filed at the London High Court. The 50 planes, 30 A320neos and 20 A330-300s were ordered during the Paris Air Show in 2015 and financed via ALIF. The lessor now says that Saudia has stopped paying the leasing rates and also conducted un-

authorized engine changes and part swaps. Saudia has been heavily impacted by the slump in worldwide aviation due to Corona and has said that it expects to resolve the issue with the lessor and is in talks with them about it.

#### United Arab Emirates

Emirates has retired a first A380. The aircraft involved is A6-EDB, which has been delivered to the airline on 24 October 2008. It was ferried from Dubai to Tarbes-Lourdes on 27 October. The airline has said a few years ago that they would retire their A380s after twelve years of service. A6-EDB flew its last commercial flight on 23 February, flying back home from Muscat. It was ferried to Dubai-World Central on 28 February for storage but returned to Dubai on 25 March. It made two test-flights on 14 May and 21 October.

### North America

#### Canada

Air Canada has decided to move ahead with the acquisition of Air Transat. The deal, however, was amended significantly due to the Corona-pandemic. Air Canada will now pay 190 million Canadian dollars for the airline instead of the previously agreed 720 million Canadian dollars. The new deal will now be submitted to Air Transat's shareholders for approval. Air Transat's board has already said to their shareholders that they fully recommend and support the amended agreement. It also needs approval from regulators and other bodies like the Toronto stock exchange. Air Canada and Air Transat hope to have all the approvals and close the deal by February 2021.

On 13 October, Flair Airlines, introduced a new CEO, who has stated in an interview that he wants to grow the airline significantly in order to operate efficiently due the economy of scale. The idea is to grow the current fleet of three aircraft to around 50 in the coming few years. The low-cost carrier was founded in 2005 and has its hub at Edmonton International and flies to eleven destinations with their three B737-800s. The CEO also said that their B737-800s are "not the best aircraft that you can get your hands on" and that they would need a better type to fulfil their mission. Which aircraft that is remains to be seen, but according to him both Airbus and Boeing would be in contention for the expansion.

#### United States of America

After posting a USD 2.4 billion loss for the third quarter of 2020, American Airlines announced it has decided to defer the delivery of 18 B737-8s. Eight of the planes that were planned to be delivered in 2021 are now deferred to 2023 and ten that were scheduled for 2022 will now arrive between

2023 and 2024. Currently, American Airlines has 24 B737-8s in the fleet and has in total ordered 100 of them. Next to the deferral, the airline also decided to retire their fifteen A330-200s, meaning the airline is not operating the A330 anymore.

Lessor GECAS and Atlas Air have signed a lease-agreement for three B747-400s. The trio are former Virgin Atlantic-aircraft and will be used for passenger charters.

Delta Air Lines has announced more retirements. This time they have announced that they will phase-out all B717s, B767-300ERs and CRJ200s by 2025. The retirements are part of the airline's post-COVID strategy in which the airline plans to be a much smaller airline with a young and efficient fleet. At this moment Delta operates a fleet of 91 B717-200s. The majority of these are leased and on average almost 20 years old. Due to the Corona-pandemic, Delta has parked 47 B717s. A total of 54 B767-300ERs are part of Delta's fleet. All of them are owned by the airline and they are just shy of 25 years old on average. The airline has parked 38 B767-300ERs due to the current crisis. The CRJ-200s are operated by so-called "production carriers" like Endeavor and SkyWest. In total Delta Connection is operating 96 CRJ-200s. As Delta is shrinking, it expects that the remaining fleet and arriving new A220s, A330-900s and A350-900s will be sufficient for the medium-term.

Miami-based start-up Global Crossing Airlines, which will fly as GlobalX, has signed a lease-agreement with lessor Vallair for ten A321PFs. The goal is to have five A321PFs delivered by the end of 2021. Earlier this year, the new airline already signed for the acquisition of one A320 and one A321. Both should arrive before the end of this year. GlobalX is also thinking about adding A330s to the fleet at a later stage. According to the company's website, GlobalX is planning to operate charter and ACMI-flights out of Canada and the US to Caribbean and Latin-American destinations.

Like many airlines, Hawaiian Airlines has announced a loss for the third quarter of 2020. And, following others, the airline also announced a deferral of aircraft on order, in this case the order for ten B787-9s. The first Dreamliner is now expected to arrive in September 2020, instead of the first quarter of 2021. Hawaiian Airlines ordered the ten aircraft in March 2018, while cancelling their order for fifteen A330-800s.

The Corona-pandemic has forced Hawaiian Airlines also to announce the indefinite suspension of their Ohana by Hawaiian-service. Ohana operated passenger and cargo-flights between the Hawaiian islands with a fleet of four ATR42-500s and four ATR72-200s, all operated by Empire Airlines. It is unknown when Ohana will resume flights, but according to



Earlier this year TAROM took delivery of four brand new ATR 72-600s. All four are leased from Nordic Aviation Capital (NAC). It is the first batch of nine ATR 72-600s TAROM will lease from leading regional aircraft lessor NAC. With the introduction of the ATR 72-600 in their fleet, TAROM also unveiled a new colour scheme. YR-ATK is one of the first four ATR 72-600s and is seen here at Prague on 1 October (Ton Jochems).



This ATR72-500 SE-MDA is the sole ATR aircraft in the fleet of Air Leap. This aircraft has been flying with this Swedish registration since November 2008. Before it entered the fleet of Air Leap last summer it was operated by Golden Air and Braathens Regional. Air Leap is a Norwegian owned, Stockholm-Arlanda based regional airline providing scheduled services to destinations in Scandinavia. Air Leap plans to gradually expand its services to the domestic and regional routes formerly served by its defunct predecessor, NextJet. Besides this ATR Air Leap's fleet consists of three Saab 2000s and four Saab 340s. (Stockholm-Bromma, 17 September 2020, Andre Alders)

Hawaiian Airlines' CEO it looks quite a while before interisland travel recovers to a substantial and profitable level.

GECAS has announced that it signed a lease-agreement with Kalitta Air for three B777-300ERSFs. The trio is set to be delivered to the airline in 2023 and Kalitta is the first customer for this new variant of the B777. GECAS and Israel Aerospace Industries launched this passenger-to-cargo-conversion variant of the B777 last year with GECAS signing on for fifteen B777-300ERSFs. The lessor also took options to take another fifteen. The joint venture has given the nickname "Big Twin" to the project. A first B777-300ER is currently being converted by IAI. It is c/n **32789**, which is currently registered as N557CC by GECAS and is former A6-EBB of Emirates. It arrived at Tel Aviv on 4 June and is expected to make its first flight as a freighter in 2022. The modifications for the B777-300ERSF consists of adding a main deck cargo door, window plugs, a modified crew rest compartment, cargo lining, cargo barriers and reinforcement of the airframe itself.

During its third quarter earning call, the Chief Operating Officer of Southwest Airlines said that the airline is seriously considering and evaluating the possibility to add the A220 to its, currently all-Boeing fleet. According to the COO, there is a clear need in their fleet for a 140-150 seat aircraft, next to a 175-seat plane. At this moment the airline has been very focused on the B737MAX8, a 175-seat aircraft and getting it back in the air and secure a good new delivery schedule with Boeing. Southwest is evaluating both the B737MAX7 and the A220 and said in the same call that a possible addition to the fleet wouldn't be needed before 2025. The COO, however, also said that the time for thinking about a scenario of adding a new type to the fleet is now as the airline is not focused on growth due to the Corona-pandemic. As the airline has a surplus of aircraft, they have the time to decide it without the pressure of expansion. As a conclusion on this topic in the call, Southwest has said that they want to have the best 150-ish seat aircraft in the world in terms of performance, economics and fit. The interest of Southwest in the A220 has been rumoured before, even as far back to April 2019 when it was said that Southwest-employees were in Europe to visit an airline operating the type and get first-hand information. This exploration was partly prompted by the grounding of the MAX, which made the airline reassessing their all-Boeing fleet-strategy.

## Oceania

### Australia

Regional Express, better known as REX, has decided to venture into deploying larger aircraft on the domestic market. As a result of this decision the airline signed lease-agreements for six B737-800s. The first was due on 1 November, while the remaining five will join the fleet over the following four months. As of 1 March, next year, REX will start deploying their new jets on the Sydney-Melbourne route, going head-to-head with the Qantas Group and Virgin Australia. By the end of next year, they hope to fly more routes and have a total of ten B737-800s in the fleet. REX was founded in 2002 when a consortium acquired Hazelton Airlines and Kendell Airlines merged them and launched the Regional Express-brand. At this moment the carrier operates a fleet of 44 Saab 340s out of their main bases at Adelaide, Brisbane, Cairns, Melbourne, Perth, Sydney and Townsville. The airline is also in discussion with ATR to see if the Saabs can be replaced by ATRs in the future, although no order has been placed for this yet.

### Aircraft orders

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

#### Airbus 2020 firm orders

AerCap	25	A320neo
	25	A321neo
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
Air Senegal	8	A220-300
Avolon	8	A320neo
	1	A321neo
BOC Aviation	20	A320neo
CALC	40	A321neo
Cebu Aviation	5	A320neo
	10	A321neo
Lufthansa Technik (for Luftwaffe)	2	A321neo
Private	1	ACJ320neo
Spirit Airlines	47	A319neo
	33	A320neo
	20	A321neo
Unidentified	2	A320neo

Total	10 A350-900	370
<b>Boeing 2020 firm orders</b>		
Air Lease Corporation	3 B787-9	
All Nippon Airways	1 B787-9	
	11 B787-10	
Enter Air	2 B737-8	
EVA Air	3 B777F	
FedEx	4 B767-300F	
Oman Air	4 B787-9	
Republic of Korea Air Force	6 P-8A	
Royal New Zealand Air Force	4 P-8A	
Unidentified	3 B737-8	
	5 B767-300F	

UPS	2 B777F
US Navy	3 B787-9
	1 B747-8F
	8 P-8A
	7 B787-10
Total	67

#### ATR 2020 firm orders

Lessor Aviation	2 ATR72-600
PNG Air	3 ATR42-600S
Total	5

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

## Jetliners



Boeing 737-800 PK-GFQ is one of the 73 Boeing 737-800s in Garuda's fleet. It also received "Ayo Pakai Masker (Wear Masks)" colours in October. As many other countries around the world Indonesia saw a rise in COVID-19 cases in September and October. As of late October, the country counted 407,000 cases and 13,782 deaths. (Denpasar-Bali, 23 October 2020, Pascal Simon)

A319	-111	<b>3036</b>	G-EZBJ	easyJet, ex OE-LKN of easyJet Europe. Registered in the UK on 9 October.
	-111	<b>3176</b>	G-EZBY	easyJet, ex OE-LQH of easyJet Europe. Registered in the UK on 19 October.
	-115 (ACJ)	<b>3513</b>	9H-LIV	Comlux Aviation Malta, ex T7-ACJ of Comlux San Marino. Transferred to Malta on 6 October.
	-132	<b>4282</b>	YU-APL	Air Serbia, ex OE-IKE of Carlyle Aviation Partners. Delivered on 9 October. Former S5-AAP of Adria Airways.
	-132	<b>4301</b>	YU-APM	Air Serbia, ex OE-IKF of Carlyle Aviation Partners. Delivered on 9 October. Former S5-AAR of Adria Airways.
	-111	<b>4640</b>	G-EZGG	easyJet, ex HB-JYN of easyJet Switzerland. Registered in the UK on 30 September.
	-111	<b>4667</b>	G-EZGH	easyJet, ex HB-JYM of easyJet Switzerland. Registered in the UK on 21 September.
	-111	<b>4781</b>	G-EZGN	easyJet, ex OE-LSY of easyJet Europe. Registered in the UK on 30 September.
A320	-232	<b>1566</b>	9H-LOP	Lauda Europe, ex OE-LOP of LaudaMotion. Registered in Malta on 8 October.
	-232	<b>2161</b>	9H-LOY	Lauda Europe, ex OE-LOY of LaudaMotion. Registered in Malta on 1 October.
	-233	<b>2252</b>	9H-LOW	Lauda Europe, ex OE-LOW of LaudaMotion. Registered in Malta on 16 October.
	-232	<b>2288</b>	9H-LAJ	Lauda Europe, ex OE-LOJ of LaudaMotion. Registered in Malta on 9 October.
	-233	<b>2434</b>	4L-	Air Georgia, ex N492TA of AVIANCA El Salvador. Delivered on 21 October.
	-232	<b>2522</b>	9H-LOT	Lauda Europe, ex OE-LOT of LaudaMotion. Registered in Malta on 19 October.
	-214	<b>2656</b>	OE-LMT	LaudaMotion, ex 9M-AFC of AirAsia. Delivered on 10 October.
	-232	<b>2838</b>	9H-LOZ	Lauda Europe, ex OE-LOZ of LaudaMotion. Registered in Malta on 24 September.
	-232	<b>2859</b>	9H-LMB	Lauda Europe, ex OE-LMB of LaudaMotion. Registered in Malta on 14 October.
	-232	<b>2928</b>	9H-LOB	Lauda Europe, ex OE-LOB of LaudaMotion. Registered in Malta on 22 September.
	-214	<b>2994</b>	9H-LOI	Lauda Europe, ex OE-LOI of LaudaMotion. Registered in Malta on 29 September.
	-214	<b>3048</b>	9H-LON	Lauda Europe, ex OE-LON of LaudaMotion. Registered in Malta on 7 October.
	-232	<b>3259</b>	9H-IBJ	Lauda Europe, ex OE-IBJ of LaudaMotion. Registered in Malta on 23 September.
	-214	<b>3272</b>	9H-LOX	Lauda Europe, ex OE-LOX of LaudaMotion. Registered in Malta on 21 October.
	-214	<b>4234</b>	G-EZTV	easyJet, ex OE-IJP of easyJet Europe. Registered in the UK on 24 September.
	-214	<b>4865</b>	5A-BRA	Berniq Air, ex A9C-AN of Gulf Air. Delivered on 7 October.
	-214	<b>5081</b>	9H-LMI	Lauda Europe, ex OE-LMI of LaudaMotion. Registered in Malta on 22 September.
	-232	<b>6029</b>	P4-KBG	FlyArystan, ex P4-KBG of Air Astana. Transferred in October.
	-214	<b>6754</b>	G-EZOU	easyJet, ex OE-ICG of easyJet Europe. Registered in the UK on 12 October.
	-214	<b>6837</b>	G-EZOX	easyJet, ex OE-INQ of easyJet Europe. Registered in the UK on 15 October.
	-251N	<b>7979</b>	SE-DYM	SAS Scandinavian Airlines, ex EI-SIC of SAS Ireland. Reregistered on 14 October.
	-251N	<b>9393</b>	TC-NCK	Pegasus Airlines. Delivered on 21 October. Test registration was D-AUAL.
	-251N	<b>9488</b>	TC-NCM	Pegasus Airlines. Delivered on 22 October. Test registration was D-AUBV.
	-271N	<b>9555</b>	D-AIJA	Lufthansa. Delivered on 24 September. Test registration was D-AUBZ.
	-251N	<b>9576</b>	TC-NCP	Pegasus Airlines. Delivered on 22 October. Test registration was D-AVVF.
	-271N	<b>9581</b>	D-AIJC	Lufthansa. Delivered on 21 October. Test registration was D-AXAT.

A321	-251N	<b>10096</b>	TC-NCO	Pegasus Airlines. Delivered on 20 October. Test registration was F-WWIO.
	-251N	<b>10166</b>	TC-NCS	Pegasus Airlines. Delivered on 20 October. Test registration was F-WWBD.
	-271N	<b>10192</b>	HA-LJF	Wizz Air. Delivered on 5 October. Test registration was F-WWDH.
	-211	<b>2912</b>	YL-LCZ	SmartLynx, ex C-GJLT of Air Transat. Returned from lease on 5 October.
	-231	<b>4213</b>	VP-BVR	Ural Airlines, ex VN-A365 of Vietnam Airlines. Delivered on 5 October.
	-231	<b>4277</b>	VP-BVF	Ural Airlines, ex VN-A366 of Vietnam Airlines. Delivered on 25 October.
	-253NX	<b>9541</b>	SE-DMO	SAS Scandinavian Airlines. Delivered on 15 October. Test registration was D-AVZA.
	-271NX	<b>9553</b>	SX-NAA	Aegean Airlines. Delivered on 1 October. Test registration was D-AYAT.
-271NX	<b>10000</b>	T7-ME3	MEA - Middle East Airlines. Delivered on 9 October. Wears special decals to celebrate 10000 <sup>th</sup> A320 family aircraft ever produced. Test registration was D-AYAA.	
-271NX	<b>10032</b>	N2086J	jetBlue Airways. Delivered on 2 October. Test registration was F-WZMD.	
-271NX	<b>10099</b>	HA-LVO	Wizz Air. Delivered on 8 October. Test Registration was D-AVYH.	
-251NX	<b>10105</b>	CS-TJR	TAP Air Portugal. Delivered in retro colours on 27 October. Test registration was D-AZAO.	
-251N	<b>10150</b>	G-XATW	Titan Airways. Delivered in an all black TCS World Travel colopur scheme. Titan's first brand new aircraft. Test registration was D-AZAT.	
A330	-322F	<b>116</b>	EI-HEA	ASL Airlines Ireland, ex B-LDO of Air Hong Kong. Delivered on 15 October. Partial DHL colour scheme with small ASL Airlines titles.
-202	<b>882</b>	2-AMGL	Viking Leasing, ex TC-JIL of Turkish Airlines. Registered on behalf of the lessor on 29 September. Aircraft had been in storage at Istanbul from 18 December 2019 until 18 September when it was ferried to Nimes for continuous storage.	
-202	<b>901</b>	2-CJIM	Viking Leasing, ex TC-JIM of Turkish Airlines. Registered on behalf of the lessor on 29 September. Aircraft had been in storage at Istanbul from 10 February 2020 until 4 September when it was ferried to Nimes for continuous storage.	
-243	<b>1271</b>	OE-IPY	Avolon, ex ZS-SXU of South African Airways. Registered o behalf of the lease company on 22 September. Aircraft has been placed in storage at Teruel since 11 July.	
-243F	<b>1578</b>	HA-LHU	Wizz Air, ex A7-AFF of Qatar Airways. Delivered on 18 October. Operated on behalf of the Hungarian Ministry of Foreign Affairs and Trade.	
-743L Beluga XL	<b>1930</b>	F-GXLI	Airbus Transport International. Delivered to the in-house Airbus transport fleet on 26 October. Test registration was F-WWKY.	
A350	-941	<b>1953</b>	N406DX	Delta Air Lines. Delivered at Amsterdam-Schiphol on 24 September. Test registration was F-WWKE.
-941	<b>24</b>	N8936W	SkyWorks Leasing, ex PR-XTA of LATAM Airlines Brasil. Registered in the US on 16 October. Aircraft has been in storage at Victorville (CA) since 30 September.	
-941	<b>226</b>	OE-IPK	Avolon, ex ZS-SDC of South African Airways. Registered in behalf of the lessor on 12 October. Aircraft has been in storage at Teruel since 14 July.	
-1041	<b>368</b>	A7-ANO	Qatar Airways. Delivered on 22 October. Test registration was F-WWDV.	
-1041	<b>380</b>	B-LXM	Cathay Pacific Airways. Delivered on 25 September. Test registration was F-WZGQ.	
-1041	<b>382</b>	A7-ANQ	Qatar Airways. Delivered on 22 October. Test registration was F-WZHF.	
-1041	<b>399</b>	A7-ANR	Qatar Airways. Delivered on 22 October. Test registration was F-WZGX.	
-941	<b>403</b>	TC-LGA	Turkish Airlines. Delivered on 22 October. Turkish first A350. Test registration was F-WZGN.	
-941	<b>413</b>	B-LQF	Cathay Pacific Airways. Delivered on 14 September. Test registration was F-WZGE.	
-1041	<b>415</b>	G-VRNB	Virgin Atlantic Airways. Delivered on 23 September. Test registration was F-WZNY.	
-941	<b>421</b>	TC-LGB	Turkish Airlines. Delivered on 23 October. Test registration was F-WZGD.	
-1041	<b>432</b>	G-XWBG	British Airways. Delivered on 2 October. Test registration was F-WZGM.	
-941	<b>436</b>	9V-SHP	Singapore Airlines. Delivered on 15 October. Test registration was F-WZGF.	
-941	<b>439</b>	9V-SHQ	Singapore Airlines. Delivered on 15 October. Test registration was F-WZFC.	
-941	<b>445</b>	9V-SHR	Singapore Airlines. Delivered on 20 October. Test registration was F-WZFI.	
-941	<b>447</b>	9V-SHS	Singapore Airlines. Delivered on 20 October. Test registration was F-WZGW.	
BAe146	-RJ85	<b>E2346</b>	N377AC	Bank of Utah, ex EI-RJI of CityJet. Registered on 26 October. Parked at Marana (AZ). Destined for Aero Flite.
B737	-33ASF	<b>24789</b>	5X-GBT	Nile Jewel, ex F-GIXB of ASL Airlines France. Delivered on 26 September.
-4Q8SF	<b>25372</b>	EC-NLU	Swift Air, ex G-JMCR of West Atlantic. Delivered on 25 September as G-JMCR.	



Boeing 777-F D-ALFI is the latest addition to the fleet of Lufthansa Cargo. The aircraft was delivered to Lufthansa on 28 September. It made its first commercial flight to Chennai and Hong Kong on 11 October. The aircraft wears a special CargoHumanCare livery. CargoHumanCare is a humanitarian and medical aid project founded by Lufthansa Cargo Employees in cooperation with doctors from all over Germany. Its core commitment is giving people in need direct medical help and to give a home and a future to destitute and underserved orphans. (Frankfurt, 19 October 2020, Frank Schuchardt)

	-436SF	<b>25856</b>	EC-NLS	Swift Air, ex G-JMCJ of West Atlantic. Delivered on 21 October.
	-524	<b>26339</b>	N735E	Dynamic Aviation Group Inc., ex EW-253PA of Belavia - Belarusian Airlines. Registered on 15 October. Stored at Marana (AZ) since 2 July.
	-8ASBCF	<b>29938</b>	EI-DAC	ASL Airlines Ireland, ex N541CC of NAS Investments 10 LLC. Delivered on 18 October in full Prime Air colours.
	-8AS	<b>29939</b>	N235GE	Bank of Utah, ex EI-DAF of Ryanair. Registered on 30 September. Will be converted to freighter at Jinan, China.
	-83NBCF	<b>32609</b>	SE-RLK	West Air Sweden, ex G-NPTB of West Atlantic. Transferred on 11 October.
	-83NBCF	<b>32612</b>	SE-RLL	West Air Sweden, ex G-NPTC of West Atlantic. Transferred on 27 September.
	-83NBCF	<b>32615</b>	SE-RLM	West Air Sweden, ex G-NPTD of West Atlantic. Transferred on 12 October.
	-8ASBCF	<b>33544</b>	EI-DAD	ASL Airlines Ireland, ex N547CC of NAS Investments 10 LLC. Delivered on 23 September in full Prime Air colours.
	-7K2	<b>34170</b>	N732CE	TVPX Aircraft Solutions, ex PH-XRV of Transavia Airlines. Registered on 22 October.
	-8LJ	<b>41202</b>	VQ-BVU	Aeroflot, ex Rossiya - Russian Airlines. Transferred on 1 October.
B747	-433BDSF	<b>24998</b>	ER-BBC	Aerotrans Cargo, ex OM-ACB of ACG Air Cargo Global. Delivered on 6 October.
	-412BCF	<b>26547</b>	N756CA	National Airlines, ex N923BA of Boeing Aircraft Holding Co. Delivered on 9 October. Former B-KAF of Cathay Pacific. Aircraft has been stored at Marana (AZ) since April 2013.
	-4KZF	<b>36785</b>	OE-IFM	ASL Airlines Belgium, ex VQ-BIA of AirBridgeCargo. Delivered on 25 October.
	-8F	<b>65783</b>	N623UP	UPS - United Parcel Service. Delivered on 22 October. Line # 1561.
B767	-323ERBDSF	<b>25448</b>	N457AZ	Prime Air, ex N379AA of American Airlines. Delivered after freighter conversion on 19 July. Aircraft is operated by ATI - American Transport International.
	-323ERBDSF	<b>26996</b>	N349CM	Amerijet International, ex N384AA of American Airlines. Delivered after freighter conversion on 28 September.
	-306ER	<b>27614</b>	RA-73032	Azur Air, ex VQ-BSY of the same company. Reregistered in Russia late September.
	-316ERBDSF	<b>29228</b>	N393UP	UPS - United Parcel Service, ex N304CM of Cargo Aircraft Management. Delivered after freighter conversion at Tel Aviv on 1 October. Aircraft is former CC-CZTU of LATAM Airlines Chile
	-300F	<b>65908</b>	N372UP	UPS - United Parcel Service. Delivered on 13 October. Line @ 1220.
B777	-2H6ER	<b>28422</b>	Z-NBE	Zimbabwe Airways, ex 9M-MRQ of Malaysia Airlines. Delivered on 3 October.
	-36NER	<b>32788</b>	OE-ILS	GECAS - General Electric Capital Aviation Services, ex A6-EBE of Emirates. Registered on behalf of the lessor on 24 September. Aircraft was withdrawn from use by Emirates on 22 March.
	-300ER	<b>36320</b>	K7066	Government of India, ex VT-ALV of Air India. Delivered after cabin-outfitting at Fort Worth Alliance (TX) on 30 September.
	-300ER	<b>36321</b>	K7067	Government of India, ex VT-ALW of Air India. Delivered after cabin-outfitting at Fort Worth Alliance (TX) on 23 October.
	-300ER	<b>66582</b>	G-STBM	British Airways. Delivered on 1 October. First new triple seven for British Airways since six years!
	-F	<b>66623</b>	B-220E	China Cargo Airlines. Delivered on 21 October. Line # 1657.
	-F	<b>66624</b>	B-220F	China Cargo Airlines. Delivered on 25 October. These Chinese freighters were originally built for AirBridgeCargo (see photo caption Scramble 497 - Page 35). Line # 1660.
	-F	<b>66912</b>	D-ALFI	Lufthansa Cargo. Delivered on 28 September. Line # 1669.
B787	-10	<b>40054</b>	HZ-AR28	Saudia - Saudi Arabian Airlines. Delivered on 13 October. Line # 1024.
	-10	<b>60768</b>	A6-BMI	Etiihad Airways. Delivered on 14 October 2020. Line # 1032.
	-10	<b>63514</b>	B-17807	EVA Air. Delivered on 30 September. Line # 1002.
	-9	<b>65091</b>	ET-AYC	Ethiopian Airlines. Delivered on 1 October. Line # 1005.
	-9	<b>65813</b>	TC-LLN	Turkish Airlines. Delivered on 30 September. Line # 1007.
	-9	<b>65814</b>	TC-LLO	Turkish Airlines. Delivered on 30 September. Line # 1017.
	-8	<b>65992</b>	N872AN	American Airlines. Delivered on 6 October. Line # 1025.
	-9	<b>66139</b>	N25982	United Airlines. Delivered on 30 September. Line # 1030.
	-9	<b>66143</b>	N29984	United Airlines. Delivered on 30 September. Line # 1044.
	-9	<b>66140</b>	N23983	United Airlines. Delivered on 29 September. Line # 1038.
	-9	<b>66144</b>	N29985	United Airlines. Delivered on 24 October. Line # 1048.
CRJ	200LR	<b>7391</b>	OY-MIL	Global Reach Aviation, ex C-GBVU of Avmax Aircraft Leasing Inc. Delivered in October.
	200ER	<b>7622</b>	ES-MCR	Diamond Sky, ex EC-MJE of Air Nostrum. Delivered on 9 October.
ERJ	135BJ	<b>145644</b>	HB-JED	Nomad Aviation, ex B-99999 of Executive Aviation Taiwan. Registered on 23 October.



This summer Saudia Boeing 787-9 HZ-ARF was painted in a special G20 Saudi Arabia colour scheme. The 2020 G20 Riyadh summit will be the fifteenth meeting of the Group of Twenty (G20) and will be held in the capital city of Saudi Arabia on 21-22 November 2020. (Amsterdam-Schiphol, 18 October 2020, Walter Heukensfeld)



SAS has a fleet of eighteen CRJ900ERs. Fifteen of these jets are operated by Irish company CityJet and have Irish registrations. The three others are operated by Estonian company Xfly and wear ES-registrations. Xfly is an Estonian government-controlled airline which is part of its Nordic Aviation Group. Polish flag carrier LOT has a large minority shareholding. Xfly specialises in providing ACMI wet-leasing services to other airlines. Its original name was Regional Jet but the company was rebranded as Xfly at the end of February 2020. ES-ACG is one of three Xfly aircraft in SAS' fleet. It was painted in full SAS colours earlier this year. (Stockholm-Arlanda, 18 September 2020, Andre Alders)

190AR	<b>19000165</b>	I-EGOA	EGO Airways, ex D-AZFB of WDL Aviation. Delivered on 22 October. Leased from WDL Aviation.
190LR	<b>19000535</b>	G-LCAD	BA CityFlyer, ex EI-GSX of GY Aviation Lease 1707 Co. Ltd. Delivered on 16 October.
190LR	<b>19000539</b>	G-LCAE	BA CityFlyer, ex EI-GTF of GY Aviation Lease 1707 Co. Ltd. Delivered on 23 October.
190STD	<b>19000773</b>	F-HBLQ	Air France HOP. Delivered on 25 September.

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

## Commuters

ATR72	-202F	<b>224</b>	C-FVDO	Morningstar Air Express, ex EI-FXG of ASL Airlines Ireland. Operated for FedEx Express. Registered on 23 October.
	-212AF	<b>686</b>	SP-SPI	SprintAir, ex F-GVZV of HOP!. Delivered on 18 September.
	-212A	<b>727</b>	F-GRPQ	Air Corsica, ex YU-ALV of Air Serbia. Delivered on 17 August as F-WTBA. Registered on 2 October.
BN-2	2B-26	<b>2188</b>	G-BLNI	Air Alderney, ex G-BLNI of Islander Aircraft Ltd. Registered on 6 October.
DHC-8	-402	<b>4015</b>	C-GPAO	PAL Airlines, ex OE-LGB of Austrian Airlines. Registered on 19 October.
Saab 340	B/F	<b>223</b>	ES-NSG	NyxAir, ex G-LGNU of Loganair. Delivered on 7 October.

Credits: Airfleets, Planespotters and Skyliner.

## Propliners

Beech	C-45H	<b>AF-645</b>	N45SK	Ferried across the Atlantic in early October 2020 to arrive at its new home base Mainz Finthen Airport in Germany on 7 October.
Canadair	CL415EAF	<b>1082</b>	N417BT	Tanker 282, Bridger Aviation. Registered on 13 August 2020 and noted in action at a fire near Elum Lake (WA) on 3 September 2020.
Casa	212	<b>379</b>	N620AR	Ferried across the Atlantic and arrived at Antwerp on 30 August 2020. Will be based here and used for parachute flights. Normally parked inside the large hangar at the northside of the airfield.
DH	104	<b>04467</b>	N772S	Purchased by the Airline History Museum in Kansas City (KS). They will try to get it back in an airworthy state. Was converted to a Riley Turbo Executive 400 in 1966. Would be cool to see her fly in a vintage airline livery.
DHC	2	<b>904</b>	N4982U	High Adventure Air Charter. Written off near Soldotna (AK) on 31 July 2020, after a mid-air collision with a Piper PA-12.
	2	<b>1095</b>	N9RW	Fuselage noted at Iliamna (AK) in October 2020. Was recovered after a landing accident in the Kukalek River (AK) back in August 2018. Now the fuselage has been repaired and repainted, and will be awaiting a final rebuild in the future.
	2	<b>1496</b>	N588Z	Rebuilt in 2018 as C-FBQY after an accident in 2010, now exported to the USA, registered on 16 September 2020.
	C-7B	<b>217</b>	N91NC	A very interesting move in Tucson (AZ). Five DHC-4 Caribous were moved from the Western International boneyard to a compound of the Pima Air Museum, on 30 September and 1 October 2020. The move was organised by Carlos Gomez, from Miami (FL). Plans are still not finalised but the idea is to make two aircraft airworthy, to complete a third frame for preservation at the museum, and strip the last two for useful spares and scrap value. The three airframes that were still on their gears are expected to survive this are: N60NC/ex 62-4182 ( <b>124</b> ), N98NC/ex 62-4183 ( <b>125</b> ) and N91NC/ex 63-9755 ( <b>217</b> ). The last two were moved on a truck to the Pima compound and might be scrapped are: N92NC/ex 62-4150 ( <b>86</b> ) and N80NC/ex 63-9739 ( <b>186</b> ). The Caribous have been inside the scrapyard for about 25-35 years each. Let's hope the Caribous are a better investment than the YS-11 project of Conquest Air Cargo.
Douglas	C-47A	<b>12106</b>	N4991E	Preferred Air Parts took up this DC-3. We recently reported this DC-3 was in use as a billboard for the skydivers club at Lodi (CA). The fuselage was being prepared for ground transport to Kidron (OH) in October 2020.
	BT67	<b>13070</b>	N844TH	Basler Turbo Conversions, project #67, noted in grey colours, with a sticker registration at St. Mary's County Airport (MD) on 19 October 2020. Looks like it is going to a military owner.
	BT67	<b>13342</b>	N131PR	Registered to Theia Group on 10 September 2020. Conversion #64.
	C-47A	<b>19434</b>	PH-PBA	DDA Classic Airlines, will return to Schiphol Airport, where a part of hangar 32 will be available to the airplane and organisation. The former Martinair hangar is now in use by Jet Support.

C-47B	<b>25808</b>	HK-4045	In Scramble 493 we reported on this DC-3 being transported by road from Villavicencio to Bogota, Colombia. We can update on the final destination, Centro Commercial 'Nuestro Bogota', which is located just behind the Transmilenio Bus terminal for the airport. The Centro Commercial is expected to open in April 2021. In a computer generated promo video the DC-3 can be seen in the food court. Google Earth images show another smaller aircraft at the building location of the mall.	
C-54R	<b>27284</b>	N96358	Alaska Air Fuel, overran the runway at Yakataga Airport (AK) on 10 October 2020. The runway was known to be in poor condition, and a NOTAM was issued with the advice to limit the use to only general aviation traffic up to 5,000 pounds. Published images show severe damage, with the nose landing gear ripped out of the wheel well....sideways.	
Grumman	G-73	<b>J-21</b>	N775WA	Flew to the Yanks Museum at Chino (CA) on 17 and 18 October 2020. The Grumman Mallard had been hiding in a hangar at Edwards Range in Big Spring (TX) for decades. First recorded flight in over thirty years!
NAMC	YS-11A-306	<b>2073</b>	N774GS	Conquest Air Cargo. The YS-11 project has been abandoned and the registration of this YS-11 has been removed from the FAA register, noted as returned to Mexico.
Lockheed	C130H	<b>4337</b>	N140CG	Coulson, in the process of becoming a fire fighter, it has gotten its first civil registration on 10 August 2020. Ex Norwegian AF 955.
	LM-100J	<b>5854</b>	N71KM	Noted all white at Ft Worth Alliance (TX) early August 2020, delivered to an unreported oil company to carry drilling equipment.
Noorduyn	Norseman	<b>364</b>	N364FQ	Ex CF-FQI . Exported back to the USA again on 1 October 2020. This Norseman keeps being transferred from the C to the N register and back.
PBY	5A	<b>CV-283</b>	G-PBYA	After completing film work at Loch Ness in Scotland, the only airworthy PBY Catalina was unable to depart due to a failing engine starter. During the ground time awaiting repairs a boat impacted the PBY and damaged the hull and blister. The Catalina has been hoisted out of the water to be repaired in Inverness.

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



Any aircraft built in 1943 and still surviving in 2020 has a great story to tell, but C-47A TF-NPK's tale even took an unexpected turn more than 70 years after it left the factory. The old lady was saved from the axeman when DC-3 *Bristavinir*, meaning DC-3 Friends, took her over from Landgræðslan (the Department of Land Reclamation) when that agency withdrew her from service in 2005. The volunteer club keeps her air-worthy at her base with the Flugsafn Íslands (Aviation Museum of Iceland) in Akureyri. Jan Zocher photographed her there at her roadside parking on 11 August 2020.

## Fokker News

F27	-600	<b>10450</b>	D-FKB/AFC	WDL Aviation. Will soon be moved from its current storage location of Cologne-Bonn to Butzweiler Hof, the first airport in Cologne, dating back to 1911. The Friendship was D-AELM but got fake registration D-FKB on the left hand side and D-AFC on the right hand.
	-050	<b>20124</b>	5Y-JWH	Ex SE-KTC Amapola Flyg. Comparing its cancellation date from Sweden and the sighting of 5Y-JWH in September, leaves SE-KTC as the most likely candidate for the tie-up. However, confirmation is still required.
F28	-0070	<b>11536</b>	5B-DDA	Tus Airways. Ferried from Groningen-Eelde to Woensdrecht as 5BDDA. Was still painted as 5-BDDA, after the mix-up earlier when it arrived at Groningen.
	-0070	<b>11554</b>	VH-NUV	Alliance Airlines. Has been seen in Alliance colours at Norwich for more than a year, seemingly ready to be delivered at a moment's notice. However, it was seen on 16 October recently without engines and part of its tail removed. It is rumoured that corrosion was discovered in the wing spars and that the aircraft may be scrapped...

Credits: Merv Crowe, Skyliner.



On 16 September 2020, Andre Alders paid a visit to Sweden, which included a stop at Malmö-Sturup. Apart from a lot of Amapola Flyg Fokker 50s he also captured a very white looking Fokker 50 with registration 5Y-JWH. While pretty dull by the looks of it, it still raises a few questions, mainly which previous registration it used to carry. For now we think it is ex SE-KTC, but confirmation is highly appreciated!

## Bizjets

BAe	125-750	<b>HB-6</b>	D-CHAC	Noted at Düsseldorf on 12 March, ex CS-DUC.	
	125-800XP	<b>258645</b>	RA-02794	Noted at Zürich on 22 September, ex M-HSXP.	
	125-800XP	<b>258719</b>	RA-02734	Registered on 29 July, ex VP-BCW.	
	125-800XPi	<b>258786</b>	G-GDEJ	Sovereign Business Jets, re-registered from G-VOLA on 20 October.	
	125-800XPi	<b>258783</b>	RA-02762	Registered on 31 August, ex G-TLCL.	
	125-800XPi	<b>258834</b>	9H-WCF	Noted at Malta on 7 October, ex D-CTXC.	
	Cessna	500	<b>0324</b>	N324JC	Flamingo Accent USA, ex SE-RMG. Registered on 21 July.
		500	<b>0370</b>	HA-FIT	Jet Stream 2004, ex OE-FML. Noted at Nürnberg on 24 June.
		510	<b>0433</b>	YR-CMO	Conarg Aviation, ex YR-TRQ. Noted at Prague on 15 October.
		525	<b>0533</b>	S5-CEG	Noted at Ljubljana on 17 September, ex YU-FNR.
525		<b>1057</b>	SE-RVZ	EFS European Flight Service, registered on 9 October.	
525B		<b>0544</b>	SP-KCT	Jet Story, re-registered from SP-CUD. Noted at Warsaw-Chopin on 18 September.	
525C		<b>0307</b>	OE-GSX	Noted at Samedan on 15 February, operated by International Jet Management.	
560		<b>0562</b>	N652SJ	Planemarketing, ex LN-IDC. Registered on 17 July.	
560XLS		<b>5615</b>	N635TX	Textron Aviation, ex CS-DXH. Registered on 10 June.	
560XLS		<b>5621</b>	N622TX	Textron Aviation, ex CS-DXI. Registered on 10 June.	
560XLS		<b>5640</b>	N641TX	Textron Aviation, ex CS-DXL. Registered on 10 June.	
560XLS		<b>5801</b>	I-MDEA	Deafly, ex LX-DEA. Noted at Milan-Malpensa on 11 September.	
680		<b>0010</b>	N303TX	Textron Aviation, re-registered from N301QS on 22 July.	
680		<b>0013</b>	N347TX	Textron Aviation, re-registered from N346QS on 22 July.	
680		<b>0043</b>	N167SA	Epsilon International, ex XA-GAN. Registered on 26 June.	
680		<b>0312</b>	N1UA	Crimson Tide Foundation, re-registered from N7757B on 24 June.	
680		<b>0316</b>	N827SM	Blue Sky Aircraft Holdings, re-registered from N215WS on 25 June.	
680+		<b>0531</b>	N295JS	JS Jet Two, re-registered from N531JG on 19 June.	
700		<b>0029</b>	N806QS	NetJets, registered on 5 June.	
700		<b>0031</b>	N900BC	CSMS Management, registered on 5 August.	
700	<b>0033</b>	N233CL	Textron Aviation, re-registered from N808QS in June.		
750	<b>0103</b>	T7-CT1	Noted Fort Lauderdale-Executive 24aug20, ex N737FL.		
750	<b>0158</b>	N957TX	Textron Aviation, re-registered from N958QS on 18 June.		
750	<b>0160</b>	N348CF	Boss 8, re-registered from N3RC on 30 June.		
750	<b>0166</b>	N965TX	Textron Aviation, re-registered from N966QS on 8 July.		
750	<b>0183</b>	N938TX	Textron Aviation, re-registered from N938QS on 21 July.		
750	<b>0190</b>	N991TX	Textron Aviation, re-registered from N990QS on 25 June.		
750	<b>0195</b>	N946TX	Textron Aviation, re-registered from N946QS on 25 June.		
750	<b>0196</b>	N996TX	Textron Aviation, re-registered from N996QS on 20 July.		
750	<b>0198</b>	N998TX	Textron Aviation, re-registered from N998QS on 8 July.		
750	<b>0203</b>	N988TX	Textron Aviation, re-registered from N999QS on 18 June.		
750	<b>0210</b>	N904TX	Textron Aviation, re-registered from N904QS on 24 June.		
750	<b>0223</b>	N918TX	Textron Aviation, re-registered from N918QS on 21 July.		
750	<b>0285</b>	N941TX	Textron Aviation, re-registered from N940QS on 23 July.		
750	<b>0288</b>	N928TX	Textron Aviation, re-registered from N928QS on 10 July.		
750	<b>0290</b>	N927TX	Textron Aviation, re-registered from N927QS on 18 June.		
750	<b>0293</b>	N923TX	Textron Aviation, re-registered from N922QS on 25 June.		
750	<b>0296</b>	N913TX	Textron Aviation, re-registered from N914QS on 10 July.		
750+	<b>0515</b>	N515CX	E-Z-GO Division of Textron, re-registered from N300JQ on 22 July.		
750+	<b>0522</b>	N124MV	Voair, re-registered from N504WV on 23 July.		

Challenger	350	<b>20512</b>	N60CK	Jurie Jet, re-registered from N101UD on 26 June.
	350	<b>20635</b>	N131KC	Kilroy Realty, re-registered from N131KR on 18 June.
	350	<b>20806</b>	N707SG	Valley Jet II, re-registered from N350ER on 30 June.
	350	<b>20826</b>	N422CP	International Jet, re-registered from N350CX on 19 June.
	350	<b>20842</b>	N708Q	Bombardier Aerospace, re-registered from N708QS on 11 June.
	350	<b>20848</b>	PS-RUN	Delphos Participações, ex C-FAUF. Registered on 9 April..
	350	<b>20852</b>	N350EA	Bombardier Aerospace, ex C-GSWR. Registered on 16 July.
	350	<b>20855</b>	N131KR	Bombardier Aerospace, registered on 18 June.
	601-3A	<b>5052</b>	XB-WZN	Noted at Van Nuys on 21 October, ex XB-CAR.
	601-3A	<b>5129</b>	9H-ICY	Air CM Global, ex 2-BLUE. Noted at Guernsey on 25 August.
	604	<b>5372</b>	N372MZ	Zubi5372, re-registered from N976AM on 29 June.
	604	<b>5396</b>	P4-ACE	First noted on 18 October, ex N396B.
	604	<b>5632</b>	N632BA	Wilmington, re-registered from N722DE on 8 June.
	604	<b>5637</b>	N611AZ	Paloma & Joan, re-registered from N637TF on 14 July.
	605	<b>5761</b>	N777QV	Flexjet, re-registered from N777QX on 19 June.
	605	<b>5936</b>	N593JG	TVPX Aircraft Solutions, ex M-MSGG. Registered on 25 June.
	650	<b>6156</b>	C-GUAW	Bombardier, ex C-FAYD. Registered on 19 August.
	650	<b>6157</b>	N243QS	NetJets, ex C-FAZC. Registered on 26 June.
	650	<b>6158</b>	N697W	Bombardier Aerospace, ex C-FAKM. Registered on 22 June.
Eclipse	EA550	<b>550-0279</b>	2-RAYS	Addition to Scramble 497. Delivered to Evradale Ltd. On 7 September.
Embraer	500	<b>50000410</b>	D-IMTS	This brand new Phenom 100 (ex N410EE) was sold to Atlas Air Service GmbH.
	505	<b>50500133</b>	G-DCMT	This former Centreline Aviation Ltd. Phenom was sold to Voluxis Ltd.
Falcon	900	<b>26</b>	N122GB	TCC Air Services, re-registered from N926CJ on 8 July.
	900LX	<b>97</b>	N968RS	Meridian Air Charter, re-registered from N963RS on 7 July.
	900EX	<b>239</b>	RA-09610	Registered on 31 July, ex P4-RRR.
	900LX	<b>321</b>	N98FE	Dassault Falcon Jet, registered on 2 July. Registered to Allegheny Energy Service on 9 July.
	2000EX	<b>161</b>	N368MB	Affiliated Investments, re-registered from N411YF on 13 July.
	2000	<b>219</b>	N219F	Bank of America, ex C-GOCX. Registered on 10 June.
	2000EX	<b>108</b>	N78CL	BTE Equipment, re-registered from N560MS on 24 June.
	2000LX	<b>124</b>	N311JX	EHC Holdings II, ex N181MG. Registered on 6 July.
	2000LX	<b>210</b>	N681ZL	Zulu Lima, re-registered from N410SG on 11 June.
	2000LXS	<b>269</b>	F-HRSP	Dassault Aviation, exact date unknown. Is ex G-PULA and was cancelled on 21 October.
	2000LXS	<b>269</b>	VP-CJT	F-HRSP was cancelled and then became VP-CJT.
	2000LXS	<b>364</b>	N901TF	Dassault Falcon Jet, registered on 18 June. Delivered to Tyson Foods on 3 August.
	2000LXS	<b>366</b>	N366FJ	Dassault Falcon Jet, registered on 16 June.
Global	XRS	<b>9342</b>	T7-KIA	Delivered to Avcon Jet San Marino in August, ex VQ-BKI.
	XRS	<b>9349</b>	M-ONEY	Ex LX-ZED, exported to the Isle of Man on 26 June.
	5000	<b>9468</b>	M-JSTR	Cancelled from the USA on 20 October, registered on the Isle of Man on 21 October.
	5000	<b>9627</b>	N97AK	Exported from Switzerland to the USA on 21 October, ex HB-JRI of ExecuJet Europe.
	6000	<b>9490</b>	N8VB	Reregistered from N612FG on 10 August. Still with CBS Mass Media.
	6000	<b>9685</b>	N2121J	Reregistered from N2020Q on 20 October.
	6000	<b>9823</b>	CS-REU	Exported to Portugal on 30 September, ex N386BA.
	6500	<b>60006</b>	N80TE	Delivered to Bombardier on 23 October, ex C-GIAU.
	6500	<b>60004</b>	N412LX	Delivered to Bombardier on 29 September, ex C-GHYE.
	7500	<b>70024</b>	N7584G	Ex 9H-VIS of VistaJet Malta, to the USA on 10 October, possibly for XOJet.
	7500	<b>70032</b>	VP-CTO	Registered in the Cayman Islands in October, ex C-GDUW.
	7500	<b>70034</b>	N444WT	Delivered to Bombardier on 16 October, ex C-GDVO.
	7500	<b>70035</b>	OE-IRM	Delivered to ART Aviation on 29 September, ex C-GFJD.
	7500	<b>70039</b>	N646AK	Delivered to Bombardier on 28 September, ex C-GFJA.
Gulfstream	III	<b>343</b>	N343GC	Classic Rotors, re-registered from N221CM on on 26 June.
	IV	<b>1050</b>	N143LP	Baronhr, re-registered from N517ML on 22 June.
	IVSP	<b>1223</b>	N181BC	Jetran, re-registered from N257H on 1 July.
	IVSP	<b>1297</b>	913	Chilean Air Force, N1LW. Recently taken on strength as aerial photography aircraft.



Global Express XRS T7-KIA was delivered in August 2020 and is easily identifiable as the former VQ-BKI, with its distinctive colour scheme. It operated with Gama Aviation for nearly ten years and is now flown by Avcon Jet San Marino. (Zurich-Kloten, 1 October 2020, Roger Meier)



Citation Mustang OO-RKS is yet another addition to the Air Service Liège fleet. The company has been on an expansion spree with more aircraft to be added in the coming months. The Cessna 510 arrived at Rotterdam on 26 July 2020 as SP-KHK and was delivered with its Belgian registration from Rotterdam to Antwerp on 17 October 2020. (Antwerp, 26 October 2020, Walter Van Brempt)

	IVSP	<b>1441</b>	N950LF	Leonard Green & Partners, re-registered from N950LG on 16 July.
	G400	<b>1524</b>	LV-JQW	Baires Fly, ex N152GA. Delivered on 24 October.
	V	<b>579</b>	N168PK	PMB Global, re-registered from N866AB on 9 June.
	V	<b>648</b>	N481GV	Wilmington Trust, re-registered from N626UT on 10 June.
	G550	<b>5062</b>	N475BC	Proteus Energy, re-registered from N9AG on 22 July.
	G550	<b>5127</b>	XA-FPS	Servicios Aereos Estrella, ex N127CX. Noted at Geneva on 9 October.
	G550	<b>5448</b>	M-OJOM	CMP Leasing, ex N586RW. Registered on 24 September.
	G650ER	<b>6255</b>	VP-CEE	HK Bellawings Jet, ex N1872. Noted at Hong Kong on 11 July.
	G650ER	<b>6415</b>	N19HS	Starbucks, ex N615GA. Registered on 6 July.
	G650ER	<b>6418</b>	N618GA	TVPX Aircraft Solutions, registered on 18 June.
	G650ER	<b>6419</b>	N449MT	Wilmington Trust, ex N619GA. Registered on 3 June.
	G650ER	<b>6433</b>	VP-CLW	Sino Jet Management, ex N633GA. First noted on 26 September.
	G650ER	<b>6435</b>	N780TW	IBM, ex N635GS. Delivered on 7 October.
	G500	<b>72051</b>	N9SC	MCH Wilson, ex N551GD. Registered on 23 June.
	G500	<b>72057</b>	OE-IPM	MJet, ex N557GS. Registered in October.
	G600	<b>73019</b>	N100ED	DeBartolo Holdings, ex N619GD. Registered on 13 July.
	G600	<b>73021</b>	N10199	TVPX Aircraft Solutions, ex N621GD. Registered on 25 June.
	G600	<b>73023</b>	N886RW	Coca-Cola, ex N623GS. Registered on 11 June.
	G600	<b>73025</b>	N959RW	Coca-Cola, ex N625GD. Registered on 29 June.
	G600	<b>73026</b>	N626GD	DSMEJ II New AC Company, registered on 13 July.
	G600	<b>73032</b>	T7-YBH	TAG Aviation San Marino, ex N632GD. Noted at Minneapolis-St Paul (MN) on 23 September.
IAI	G150	<b>290</b>	C-FMDN	Imported into Canada by Sunwest Aviation on 28 September, ex N580MG.
	G280	<b>2018</b>	N209FB	Reregistered from N209FS on 8 June. Operated by Jet Edge.
	G280	<b>2072</b>	T7-CIF	Delivered to Jet4U in August, ex VP-CVH.
	G280	<b>2191</b>	N291GA	Delivered to Gulfstream Aerospace on 10 September.
	G280	<b>2199</b>	1251	Delivered to Philippine Air Force (251 PAS) on 17 September, ex N299GA.
	G280	<b>2200</b>	N280WS	Delivered to Gulfstream Aerospace in August, ex N200GA.
	G280	<b>2204</b>	N127SF	Reregistered on 9 September, ex N904GA.
	G280	<b>2213</b>	N213GA	Delivered to Gulfstream Aerospace on 5 August.
	G280	<b>2214</b>	N214GA	Delivered to Gulfstream Aerospace on 8 September.
Learjet	45	<b>45-291</b>	TC-RSE	Former N291LJ of Swick Global LLC was sold to Redstar Havacilik Hizmetleria AS in Turkey.
	75	<b>45-590</b>	SP-CUD	Former N4008G of Learjet Inc. was sold to Jet Story Sp.z.o.o. in Poland.
Pilatus	PC-24	<b>124</b>	LX-FCB	Ex 9H-FCB of NextGen Aviation (Malta) Ltd. was recently sold to Flying Group Luxembourg SA.
	PC-24	<b>171</b>	HB-VRL	Former HB-VZR of Pilatus Flugzeugwerke was sold to Birgma International SA.
	PC-24	<b>183</b>	VH-VTF	Exact operator/owner now known as Poolhurst Pty Ltd.
	PC-24	<b>190</b>	HB-VSH	Registered to Pilatus Flugzeugwerke in August.
	PC-24	<b>191</b>	HB-VSI	Registered to Pilatus Flugzeugwerke in August, later sold as:
	PC-24	<b>191</b>	C-FMHR	to Mark Anthony Group Inc.in October.
	PC-24	<b>193</b>	HB-VVD	Registered to Pilatus Flugzeugwerke in September.
	PC-24	<b>194</b>	HB-VSK	Registered to Pilatus Flugzeugwerke in September.
	PC-24	<b>195</b>	HB-VSL	Registered to Pilatus Flugzeugwerke in September.

## Bizprops

Beech	C90A	<b>LJ-1284</b>	LZ-HKB	Former D-IFRT was sold to a yet unknown operator in Bulgaria in August.
	350i	<b>FL-1225</b>	T7-TMB	This brand new King Air (ex N1225A) was sold to a yet unknown operator in the San Marino register.
Cessna	208	<b>00336</b>	F-HFDZ	Bail-Actea, ex G-MDJE. Registered on 29 May.
Gippsland	GA8-TC320	<b>12-182</b>	D-EPDZ	Noted at Magdeburg on 14 September 2019, ex SP-OSZ.
Pilatus	PC-12/47E	<b>1507</b>	PH-SFF	Operator in The Netherlands now known as Silver Flight BV.
	PC-12/47E	<b>1896</b>	SP-WBW	Ex HB-FQA of Pilatus Flugzeugwerke was sold to an unknown operator in Poland.
	PC-12/47E	<b>1933</b>	EW-500LL	Ex HB-FRL of Pilatus Flugzeugwerke was sold to an unknown operator in Belarus.
	PC-12/47E	<b>2011</b>	LX-FLH	Ex HB-FSD of Pilatus Flugzeugwerke was sold to Jetfly SA in Luxembourg.

	PC-12/47NGX <b>2014</b>	D-FLIR	Former HB-FSG of Pilatus Flugzeugwerke was sold to a yet unknown operator in Germany.
	PC-12/47NGX <b>2027</b>	N902SM	Ex HB-FST of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in August.
	PC-12/47NGX <b>2028</b>	N928GX	Ex HB-FSU of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in August.
	PC-12/47NGX <b>2029</b>	N707NG	Ex HB-FSV of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in September.
	PC-12/47NGX <b>2030</b>	PH-JCV	Operator now known as NetGen Aviation Groep NV.
	PC-12/47NGX <b>2037</b>	HB-FQD	Registered to Pilatus Flugzeugwerke in August.
	PC-12/47NGX <b>2038</b>	HB-FQE	Registered to Pilatus Flugzeugwerke in July.
	PC-12/47NGX <b>2039</b>	HB-FQF	Registered to Pilatus Flugzeugwerke in August, later sold to:
	PC-12/47NGX <b>2039</b>	N611MV	Pilatus Business Aircraft Ltd. in the US in September.
	PC-12/47NGX <b>2046</b>	HB-FQM	Registered to Pilatus Flugzeugwerke in August.
	PC-12/47NGX <b>2048</b>	HB-FQO	Registered to Pilatus Flugzeugwerke in August.
Piper	46-500TP <b>4697035</b>	OK-GYJ	ZORKO Production, ex OE-KGB. Registered on 15 July and cancelled on 7 August.
	46-500TP <b>4697125</b>	SP-SCC	Noted at Lodz on 11 August, ex HB-PJG.
	46-600TP <b>4698088</b>	G-KCMI	British European Aviation, ex N8007K. Registered on 22 September.
Raytheon	390 <b>RB-131</b>	OM-FWW	Former OK-FWW of LR Airlines sro was sold to Prumyslový Aereal Martinov sro, but is operated by Elite Jet sro.
	390 <b>RB-181</b>	D-ITOC	Former OM-AMY of of Tatra Jet sro was sold to Exxaero GmbH in August.
	390 <b>RB-233</b>	SP-RIO	Former SP-RDW of Jet Story was re-registered in August.
SOCATA	TBM-850 <b>460</b>	F-HBGE	TBM Aviation Ltd. sold its TBM-850 to Jomaho BV in June.



Jetfly Aviation took delivery of its first PC-12NGX in August and this can clearly be seen on the aircraft. It is likely more will follow after LX-FLH to replace some of the older PC-12s Jetfly still has. (Geneva, 6 September 2020, Robert Erenstein)

## 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 (some 140,000 records) consider using the advanced search options.

Near the bottom of the same page (Soviet Transport database on [www.scramble.nl](http://www.scramble.nl)) is a link to the Soviet Transports downloads page at the new and expanding [AirHistory.net](https://www.airhistory.net) website (<https://www.airhistory.net/info/soviet.php>). On the 'reference' tab on this site there you can find a sub-page 'Soviet Transport Data Files' and there you can find;

- free downloadable known production lists of the almost 250 types included in the 'Soviet Transports' database,
- these productions lists also include all known military transport aircraft and all known military Kamov and Mil helicopters,
- 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 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. This as a total rundown of all files in early 2019 shows a new book would equate over 1,800 pages, where it to be published in the same format, A4 with a small letter type.

An-2T	<b>1119 473 08</b>	"91" white	DOSA AF	Ovm	26aug20	in fake colours for parachute ground training
An-2T	<b>1G27-21</b>	HA-ANC	Bács-Kiskun A.C.	photo	21aug20	seen Sigüenza (Gaudalajara) on display
An-2R	<b>1G67-05</b>	RA-3105K	Radonezh	photo	14sep20	as a playing object in a kids playground at Gniezdzewo
An-2TP	<b>1G110-10</b>	no reg	no titles	photo	2019	preserved in a park at Sasovo
An-2TP	<b>1G119-10</b>	CCCP-02467	Aeroflot	photo	03oct20	pres. in a garden at Malaya Venya south of Izhevsk
An-2TP	<b>1G146-35</b>	ER-07206	FPS Moldova	photo	02jun19	active at Vadul lui Voda
An-2TP	<b>1G159-08</b>	RA-07733	MFYuA	photo	24jun19	'Tekhnopark Naukograd MFYuA' at the Moscow Financial and Judicial University
An-2R	<b>1G186-56</b>	RA-54908	Alrosa	MJZ	06nov16	engineless; canx between 21jul20 and 24sep20
An-2R	<b>1G186-57</b>	RA-54909	Alrosa	MJZ	28oct16	engineless; canx between 21jul20 and 24sep20
An-2R	<b>1G189-50</b>	RA-84583	Alrosa	l/n	02apr13	active; canx between 21jul20 and 24sep20

An-2R	<b>1G201-54</b>	RA-84736	Alrosa	MJZ	29oct16	canx between 21jul20 and 24sep20
An-2R	<b>1G209-29</b>	RA-81635	ASK Yushny Yastreb	Srd	17aug17	canx between 21jul20 and 24sep20
An-2R	<b>1G211-41</b>	N75AN	N75AN Inc.		16oct20	arrived in the Pima Air & Space Museum
An-2R	<b>1G221-56</b>	RA-40320	Alrosa	MJZ	29oct16	active; canx between 21jul20 and 24sep20
An-2	---	LZ-AN102	no titles	photo	1980	taken at Slakovtsi
An-2	---	"905" red	DOSAAF Rossii	photo	26aug20	preserved, see on-line database for details
An-2	---	"85" black	Azerbaijani Air Force	photo		in white c/s with dark blue flying surfaces and belly, n/t
An-2	---	four An-2s	Azerbaijani Border Guards	all	crashed	4 unmanned An-2 modifications were lost 27/29sep20
An-2	---	not known	Azerbaijani Border Guards	photo	18oct20	crashed Artsakh/Nagorny Karabakh when crashed
An-2	---	FAR12-01	Cuban Air Force		photo	
An-12B	<b>40 19 01</b>	"12" red	Soviet Air Force	Msb	07oct20	dismantled for removal to a new site in Lipki
An-24RV	<b>2 73 080 07</b>	RA-46479	Polyarnyye Avialinii	YKS	06oct20	now in Polar Airlines colours
An-24B	<b>0 99 023 10</b>	RA-93934	IrAero	PWE	20oct20	IrAero titles and motif on tail; in service
An-26Sh	<b>56 08</b>	"76" yellow	Ukraine Air Force	w/o	25sep20	on a training flight from and to Chuhuyiv
An-26	<b>69 08</b>	RF-36126	Russian Air Force		nov19	at Levashovo; c/n now known
An-26B	<b>140 01</b>	EP-THK	Tehran Airlines	AZD	15aug20	l/n AZD 07oct20; ex EP-SAK
An-26B	<b>140 02</b>	EP-THJ	Tehran Airlines	AZD	15aug20	l/n AZD 07oct20; ex EP-SAJ
An-26	<b>142 09</b>	9U-BBB	Optium Aviation	SOF	27oct20	left SOF for Alexandria; ex 087 Bulgarian AF
An-28	<b>1AJ 009-12</b>	28902	not known	photo	17oct20	black and white scheme, 'Kss Voyager' titles
An-30	<b>03 01</b>	RA-46634	Aeroflot	Mya	jul06	and scrapped at Myachkovo feb07/mar07
An-32A	<b>18 05</b>	OB-2120-P	AerCaribe Perú	w/o	14oct20	veered off the runway at Iquitos
An-124-150	<b>9773054559153</b>	RA-82078	Volga-Dnepr	KDH	24sep10	in the Russian register sep20 as type An-124-150
Il-14P	<b>4 34 04 06 ?</b>	"021" black	Soviet Air Force	LHR	24aug56	VIP version (salon); in natural metal c/s
Il-14	<b>14600 09 31</b>	051	Bulgarian Air Force	i/s	26sep56	crashed on 26apr57 close to the village of Vinitas
Il-76M	<b>00034 23694</b>	RF-86842	Russian Air Force	IWA	2019	l/n Kubinka 2020
Il-76TD	<b>10234 12399</b>	UR-CRN	Fly Sky Airlines	VIN	03sep20	reported on Ilyushin OKB website sep20; ex UR-FSC
Il-76TD	<b>10234 14450</b>	EK76074	Atlantis European		150ct20	flew EVN-MRV; ex EX-76004(2); c/n from CAA
Il-76TD	<b>10334 15507</b>	RA-76373	ex Alrosa c/s	ZIA	19oct20	titles and logo painted out; l/n Yermolino 20oct20
Il-76MD-90	<b>02-04</b>	RF-78659	Russian Air Force	ff	26aug20	to be opb 235 vtap at ULY
Ka-26	<b>71 017 01</b>	HA-MRP	Dongó Kft.	lh.	jun20	seen preserved Rábapaty (N47.292603 E16.932305)
Ka-26	<b>74 044 08</b>	HA-MCK	Belavia Rent Kft.	photo	aug20	stored at Mezöhegyes (N46.299675 E20.814743)
Ka-26	<b>78 063 14</b>	HA-MPO	Agro-Aero	photo	jun20	preserved in a garden in the village of Ráckeve
Ka-26	---	YR-LMA	West Copter	rgd	2020	further details unknown yet
Ka-27	---	RF-19149	Russian Navy	Nev	feb20	coded "29" yellow
Ka-52	<b>35382617003</b>	RF-13440	Russian Air Force	Kub	20aug20	line # 17-03; coded "97" yellow; c/n known now
Ka-52	---	6603	Egyptian Air Force	photo	jul20	possibly ex '313'
L-200	---	12-20	Cuban Air Force		photo	
L-410UVP-E3	<b>88 21 35</b>	RF-94623	Russian Air Force	photo	2019	coded "97" red, with 'VVS Rossii' titles
L-410UVP-E20	<b>27 37</b>	RF-36037	Russian Air Force	Roc	jul20	also coded "14" blue; in all-grey c/s, no titles
L-410UVP-E20	<b>19 32 15</b>	RA-67076 (2)	Gazpromavia	rgd	13aug20	ex OK-JRV
L-410UVP-E20	<b>19 33 03</b>	RA-67077 (2)	Gazpromavia	rgd	13aug20	ex OK-JNA
L-610M	<b>91 01 01</b>	OK-WZA	LET factory	UHE	07jul97	fate unknown, is not preserved at Kunovice !
L-610	<b>92 01 03</b>	--	Aeroflot c/s, n/t	UHE	08sep13	fuselage only; c/n checked aug20; l/n oct20
L-610GE	<b>04 01</b>	--	Aeroflot	photo	jul19	at Heliport Liptov; c/n now confirmed
PS-84	<b>3</b>	CCCP-L3404	GVF	w/o	21jan42	destroyed Plesnevo during a in the German air raids
PS-84	<b>6 5 11</b>	CCCP-L3427	GVF	w/o	19jul41	on a supply flight to Gomel when crashed near Yelnya
PS-84	<b>6 5 13</b>	CCCP-L3429	GVF	w/o	02aug41	was hit by German anti-aircraft, crashed and exploded
PS-84	<b>6 5 18</b>	CCCP-L3431	GVF	lost	02aug41	made a forced landing on German-held territory
PS-84	<b>8 5 07</b>	CCCP-L3450	GVF	w/o	18jan42	when landed in the German hinterland near Vyazma
PS-84	<b>8 5 15</b>	CCCP-L3466	GVF	lost	08jul41	when suffered an accident near Luga
PS-84	<b>8 5 16</b>	CCCP-L3467	GVF	w/o	02jul41	on a flight from Vnukovo, crashed probably nr Lipetsk
PS-84	<b>184 11 03</b>	CCCP-L3499	GVF	dbr	29may43	on an emergency landing at Yegoryevsk
PS-84	<b>184 18 03</b>	"966" white	GVF/Soviet AF c/s	dam	14mar43	forced landed near Vladislavovka; c/n now confirmed
PS-84	<b>184 18 05</b>	CCCP-L3968 (1)	GVF	w/o	22jan42	was attacked by enemy aircraft; c/n now confirmed
PS-84	<b>184 19 04</b>	CCCP-L3977	GVF	w/o	28jan42	attacked by the enemy; c/n now known
PS-84	<b>184 20 09</b>	CCCP-L3983	GVF	w/o	27jul42	hit by the enemy; c/n now known
PS-84	<b>184 25 10</b>	CCCP-L4000	GVF	dbr	18jul43	on emergency landing in a swamp
PS-84	<b>184 33 08</b>	not known	Soviet Air Force		16jun43	made emergency landing at the reserve airfield Gryazi
PS-84	<b>184 37 10</b>	not known	Soviet Air Force		22aug43	forced landed at Pribytkovo due to engine problems
PS-84	<b>184 38 04</b>	not known	Soviet Air Force	dam	13dec43	while taxiing at Botaly collided with Li-2 c/n 1847506
PS-84	<b>184 39 01</b>	not known	Soviet Air Force	w/o	26jun43	shot down 30 km north of Dmitrovsk-Orlovsky
PS-84	<b>184 39 02</b>	not known	Soviet Air Force	dam	25jul43	forced landed in a field near Orlovo
PS-84	<b>184 40 01</b>	not known	Soviet Air Force	w/o	13jun43	shot down by enemy fighters in the night
PS-84	<b>184 40 02</b>	not known	Soviet Air Force	w/o	17jun43	lost speed and stalled near Turmasovo
PS-84	<b>184 40 03</b>	not known	Soviet Air Force	dam	14jul43	made an emergency landing at Yelets
Li-2	<b>184 45 03</b>	not known	Soviet Air Force		02sep43	emergency landed at Borisoglebsk, ran low on fuel
Li-2	<b>184 45 07</b>	not known	Soviet Air Force	w/o	07sep43	made by an enemy aircraft 22 km north-east of Zenkov
Li-2	<b>184 56 07</b>	not known	Soviet Air Force		10jul43	force landed at Michurinsk airfield
Li-2	<b>184 61 07</b>	not known	Soviet Air Force		16jun43	emergency landed at the reserve airfield Gryazi
Li-2	<b>184 62 09</b>	not known	Soviet Air Force	ZIA	01jun43	landed here as the pilot had lost orientation
Li-2	<b>184 75 03</b>	not known	Soviet Air Force	w/o	26jun43	shot down some 15-20 km from Olsufievo
Li-2	<b>184 75 06</b>	not known	Soviet Air Force	dam	13dec43	at Botaly when collided with PS-84 c/n 1843804
Li-2	<b>184 75 09</b>	not known	Soviet Air Force	dam	06oct43	wheels-up emergency landing in a field 8 km of Romny
Li-2	<b>184 78 02</b>	not known	Soviet Air Force		20jul43	forced landing near Kirsanovo when lost orientation
Li-2	<b>184 90 10</b>	not known	Soviet Air Force		22jul43	forced landing near Yagodnaya when lost orientation
Li-2	<b>184 92 07</b>	not known	Soviet Air Force		19sep43	ran out of fuel and crashed 55 km east of Sasovo

Li-2	<b>184 108 06</b>	not known	Soviet Air Force	08nov43	forced landing near Poleyaya station, engine problems
Li-2	<b>184 108 10</b>	CCCP-L4063	GVF	w/o 16may44	see the on-line data base for this unique loss
M-20-03	<b>1AH 002-08</b>	SP-MCA	Royal Star Aero	Mie 23sep20	active
Mi-2	<b>54 7408 111</b>	ex ER-20289		photo 11oct20	preserved unmarked in the Ialoveni district, Moldova
Mi-2	<b>52 9118 025</b>	'RF-1472'	FSB	photo 12jun18	for details see on-line database; ex UR-23297
Mi-2	<b>5210302 067</b>	RA-23246	privately owned	dbr 04oct20	on an unauthorised flight when came down hard
Mi-2	<b>5210539 038</b>	HL9623	Star Aerospace	rgd 11feb16	cancelled 16sep20 as 'dismantled'
Mi-2	---	'RA-01042'	no titles	photo 20sep20	preserved with this fake registration at Pokachi
Mi-4	---	28	Cuban Air Force	photo	
Mi-8T	<b>75 15</b>	'RA-98254'	Lukoil	photo 30sep20	preserved with this fake registration at Pokachi
Mi-8T v	<b>33307 ?</b>	8107	Libyan Air Force	20aug20	see on-line database for the fate of this chopper
Mi-8	<b>9 81 57 31</b>	RA-22348 (2)	Yeltsovka	Ovn 25mar15	CofA expired 11may20; canx betw. 21jul20/ 24sep20
Mi-8T	<b>9 82 03720</b>	RA-25313	Alrosa	MJZ oct16	CofA expired 25feb17; canx between 21jul20/ 24sep20
Mi-8T	<b>9 85 20730</b>	RA-24503	ChukotAvia	f/n 02jul16	CofA expired 14apr18; canx between 21jul20/ 24sep20
Mi-8T	<b>9 85 22422</b>	RA-24532	Dalnerechensk Avia	dam 17sep20	tail rotor hit earth wall rolled over onto its right side
Mi-8T	<b>9 88 39307</b>	RA-24579	UTair	rgd 05aug20	ex OM-AVS
Mi-8MSB	<b>9 91 47420</b>	RDPL-34245	Lao Aviation ?	BQT 22jan18	c/n now known; ex Mi-8T YL-HMS
Mi-8MTV-1	<b>9 3449</b>	UP-MI860	BNPB	photo 23oct20	at Banjarmasin; National. Board for Disaster Mgt.
Mi-8MB	<b>9 4082</b>	RF-31124	MChS Rossii	KJA 13may20	in full c/s; ex RF-31205
Mi-8MTV-1	<b>9 5640</b>	9N-ADM	BNPB	photo 23oct20	at Banjarmasin; National. Board for Disaster Mgt.
Mi-8MTV-1	<b>9 5642</b>	RA-25497	PANKh	KRR apr19	canx between 21jul20 and 24sep20
Mi-8MTV-1	<b>9 5656</b>	RA-25508	Norilsk Avia	OMS 02oct20	
Mi-8MTV-1M	<b>9 6378</b>	RA-27018	ChS Rossii	VKO 21feb18	CofA expired 27mar20; canx between 21jul20/24sep20
Mi-17-1V	<b>9 6612</b>	ANX-2220	Mexican Navy	dam 16oct20	after landing Villahermosa when the tailboom broke off
Mi-8MTV-1	<b>9 7466</b>	RA-24419(2)	not known	rgd 28aug20	f/n GOJ 01sep20
Mi-8MTV-1	<b>9 7515</b>	RA-24522(2)	not known	rgd 03sep20	
Mi-8MTV-1	<b>9 7518</b>	RA-24537(2)	not known	rgd 03sep20	
Mi-8MTV-1	<b>9 7519</b>	RA-24538(2)	not known	rgd 03sep20	
Mi-8MTV-1	<b>9 7521</b>	RA-24547(2)	not known	rgd 14sep20	
Mi-8AMT	<b>59489607849</b>	RA-27178	BNPB	photo 23oct20	at Banjarmasin; National. Board for Disaster Mgt.
Mi-8AMT	<b>59489611145</b>	RA-24025	United Nations	ELF 20sep14	canx between 21jul20 and 24sep20
Mi-8AMT	<b>8AMT00643177661U</b>	RA-22729 (2)	BNPB	photo 23oct20	at Banjarmasin; National. Board for Disaster Mgt.
Mi-171C	<b>171C00156197816U</b>	B-70V1	China General Aviation	mfd 2020	China General Aviation Co. Ltd.
Mi-171C	<b>171C00156197818U</b>	B-70R9	China General Aviation	mfd 2020	China General Aviation Co. Ltd.
Mi-171C	<b>171C00156197819U</b>	B-70S0	Qingdao Helicopter	mfd 2020	Qingdao Helicopter Aviation Co. Ltd.
Mi-171C	<b>171C00156197820U</b>	B-70S1	Qingdao Helicopter	mfd 2020	Qingdao Helicopter Aviation Co. Ltd.
Mi-8P	<b>10618</b>	"07" red'	Soviet Air Force	15oct20	pres. Weston-super-Mare in this fake c/s; ex PLW 618
Mi-8MTV-1	<b>520M12</b>	UR-CNC	BNPB	photo 23oct20	at Banjarmasin; National. Board for Disaster Mgt.
Mi-8MTPR-1	---	RF-19013	Russian Air Force	photo jul20	coded "77" blue
Mi-171Sh	---	SM-22	Algerian Air Force	photo 21jan16	at Djanet
Mi-171E	---	S3-DAR	BG Bangladesh	DTJ 22sep20	'BGB' (Border Guards Bangladesh) titles
Mi-171E	---	WJ51701	Chinese Police	URC 20may20	
Mi-8MTV-1	---	ER-MYN	Valan	OMS 02oct20	rgd after 19feb20
Mi-24P	<b>3532413 17 24175</b>	912	Sudanese Air Force	ELF feb16	c/n known now
Mi-24P	<b>3532413 18 25328</b>	RF-94976	Russian Air Force	OVB 12jul17	coded "26" yellow; c/n known now
Mi-24P	<b>3532413 28 25761</b>	RF-91861	Russian Air Force	OVB 30jun19	coded "03" yellow; c/n known now
Mi-24P	<b>3532413 29 27342</b>	RF-91855	Russian Air Force	Ovm 29sep19	coded "02" yellow; c/n known now
Mi-28N	<b>34012843302</b>	RF-95346	Russian Air Force	Kub 28aug20	code changed to "70" yellow
Mi-35E	<b>110 944</b>	ZT3132	Indian Air Force	Hin 06oct20	ex Z3132
Mi-35	<b>110 949</b>	Z3137	Indian Air Force	Hin 06oct20	all grey and still with old serial
Mi-25	---	3073	Egyptian Air Force	photo jul20	
RRJ-95B100	<b>95 177</b>	RA-89122	Red Wings	11sep20	ferried ULY/ SVX and started revenue flights 15sep20
RRJ-95B	<b>95 187</b>	RA-89138	Red Wings	ZIA 08oct20	ferried from ZIA to SVX; h/o at SVX 09oct20
RRJ-95B	<b>95 206</b>	89146	primer	Kxy 31jul20	f/f 06oct20; for Rossiya
RRJ-95B	<b>95 207</b>	89147	primer	ff 27oct20	
Tu-134AK	<b>3 35 20 08</b>	SP-LHG	LOT c/s, n/t	f/n 14sep20	in a children's cornfield maze at Gniezdzewo
Tu-134B-3	<b>63221</b>	RA-65693	Alrosa	OVB feb20	preserved; canx between 21jul20 and 24sep20
Tu-134B-3	<b>63285</b>	RA-65576	Kosmos	VKO sep20	scrapped
Tu-134UBK	---	RF-66004	Russian Air Force	MSQ 28sep20	coded "14" blue; 'Aviabaza Tambov' titles on nose
Tu-134UBL	---	RF-66006	Russian Air Force	MSQ 24sep20	coded "22" blue; 'Aviabaza Tambov' titles on nose
Tu-154M	<b>88A796</b>	RA-85654	Alrosa	MJZ 20may19	stored; officially canx between 21jul20 and 24sep20
Tu-154M	<b>90A851</b>	RA-85684	Alrosa	OVB 17jul20	preserved; officially canx between 21jul20/ 24sep20
Tu-154M	<b>92A939</b>	RA-85757	Alrosa	OVB 26aug20	active; reported placed in storage oct20
Tu-204-300	<b>14507415 64039</b>	(RA-64039)	Rosoboronexport	ULY 18aug18	canx between 21jul20 and 24sep20
Yak-12M	<b>03 5 37</b>	CCCP-L5975	AFL/Far East	rgd 24jul56	became CCCP-95975 rgd 20jun58
Yak-12M	<b>04 5 12</b>	CCCP-L5986	AFL/Far East	rgd 23may56	became CCCP-95986 rgd 20jun58
Yak-12M	<b>05 5 07</b>	CCCP-L5783	AFL/Far East	rgd 02oct56	became CCCP-05783 rgd 20jun58
Yak-12M	<b>05 5 20</b>	CCCP-L5795	AFL/Far East	rgd 18sep56	became CCCP-05795 rgd 20jun58
Yak-12M	<b>05 5 23</b>	CCCP-L4012	AFL/Far East	rgd 02oct56	became CCCP-74012 rgd 20jun58
Yak-12M	<b>05 5 25</b>	CCCP-L4001	AFL/Far East	rgd 17jul56	became CCCP-74001 rgd 20jun58
Yak-12M	<b>06 5 03</b>	CCCP-L4031	AFL/Far East	rgd 15aug56	became CCCP-74031 rgd 20jun58
Yak-12M	<b>06 5 04</b>	CCCP-L4032	AFL/Far East	rgd 15aug56	became CCCP-74032 rgd 20jun58
Yak-12M	<b>06 5 29</b>	CCCP-L4050	AFL/Far East	rgd 17jul56	became CCCP-74050 rgd unknown
Yak-12M	<b>06 5 31</b>	CCCP-L4054	AFL/Far East	rgd 14jul56	became CCCP-74054 rgd 20jun58
Yak-12M	<b>07 5 08</b>	CCCP-L4066	AFL/Far East	rgd 26jul56	became CCCP-74066 rgd 20jun58
Yak-12M	<b>07 5 29</b>	CCCP-L4139	AFL/Far East	rgd 06oct56	became CCCP-74139 rgd 20jun58



Another PC-24 is LX-FCB, which was re-registered from 9H-CFB in August. It was formerly used by Pilatus as a demonstration aircraft when its registration was still HB-VVV. The PC-24 is operated by Flying Group Luxembourg and based at Antwerp. (Antwerp, 7 September 2020, Jonas Evrard)

Yak-12M	<b>07 5 32</b>	CCCP-L4070	AFL/Far East	rgd	26jul56	became CCCP-74070	rgd 20jun58
Yak-12M	<b>08 5 23</b>	CCCP-L4091	AFL/Far East	rgd	06jul56	became CCCP-74091	rgd 20jun58
Yak-12M	<b>08 5 25</b>	CCCP-L4092	AFL/Far East	rgd	17jul56	became CCCP-74092	rgd 20jun58
Yak-12M	---	RA-0852G	A.Ya. Glushchenko	l/n	09apr19	at Byelevtsy; canx between 21jul20 and 24sep20	
Yak-18T	<b>4 20 03 07</b>	VH-UDU		rgd	10sep20	ex VH-UYU	
Yak-18T	---	RA-1493G		photo	04jul20	at Kaluga-Oreshchkovo	
Yak-40	<b>9 63 07 49</b>	RA-88205	AeroBratsk	BTK	16sep20	derelict	
Yak-40	<b>9 64 05 51</b>	RA-88236	Aerobratsk	BTK	16sep20	with titles	
Yak-40	<b>9 94 02 60</b>	0260	Czech Air Force	UHE	15oct20	arrived for preservation in the museum	
Yak-42D	<b>353242 38 11 417</b>	RA-42359	KrasAvia	IJK	14may20	canx between 21jul20 and 24sep20	
Yak-42D	<b>353242 21 16 583</b>	RA-42402	Izhavia	CEK	15aug20	reported scrapped; canx between 21jul20 and 24sep20	
Yak-42D	<b>353242 41 16 698</b>	RA-42408	KrasAvia	KZN	jun19	wfu; reportedly scrapped at KZN by oct20	
H6J	---	9041 & 9121	Chinese Navy	photo	sep20	both Southern Theatre/Independent Bomber Regiment	
H6H	---	40577 & 40670	Chinese Air Force	photo	sep20	both 36th Division/107th Regiment	
Y9	---	10153	Chinese Air Force	photo	mar18	l/n XNN 12sep20	
Y9G	---	31110	Chinese Air Force	photo	oct20	opb 20th Division/60th Regiment	
Y12F	<b>001</b>	B-00KE	HAIG	f/f	oct20	c/n now known, ex B-00PW	
Y20A	---	20049	Chinese Air Force	photo	18jun20	opb 13th Division/37th Regiment	
MA60	---	B-602K	Chinese Ac. of Sciences	GHN	01sep20	Chinese Academy of Sciences	
MA600	---	TY-BDR	Benin Government	h/o	18aug20	ferry re.; arriving at COO 30sep20; became TY-26A	
ARJ21-700	<b>144</b>	B-605Y	Air China			h/o planned for 23oct20	

## PH register

### Newly registered aircraft:

PH-GAH	Alpi Aviat Pioneer 400	<b>035</b>		22sep20	
PH-GLZ	Europa XS TG	<b>615</b>		28sep20	
PH-JCV	Pilatus PC-12/47E	<b>2030</b>		04sep20	Ex HB-FSW.
PH-KAT	Tecnam P2006T	<b>317</b>		22sep20	
PH-KST	Lindstrand LTL Srs 1 - 210	<b>116</b>		11sep20	"De Rooi Pannen" advertisement
PH-KTF	Denney Kitfox Mk IV	<b>1PFA 172A-12140</b>		23sep20	Ex G-HOBO.
PH-RRV	Van's RV-6A	<b>20577</b>		07sep20	Ex HB-YRV.
PH-4U7	Magnaghi M 24 Orion	<b>24202624</b>		30sep20	
PH-7L2	Scout One Carbon	<b>CRC010576</b>		10sep20	

### Change of ownership:

PH-AQQ	Cameron N-120	<b>3562</b>	07410	21sep20	
PH-CAL	Glasair Sportsman 2+2	<b>99</b>	08308	18sep20	
PH-CJW	Cameron Z-105	<b>11479</b>	07672	24sep20	
PH-EUH	Agusta AW139	<b>31431</b>	08231	28sep20	
PH-IJS	Thunder AX6-56 Srs 1 SP1	<b>139</b>	08140	21sep20	
PH-INO	Kubicek BB26Z	<b>1366</b>	09749	21sep20	Special shape (Rhinoceros).
PH-PGU	Lindstrand LBL-105A	<b>774</b>	07727	21sep20	
PH-PJO	CZAW SportCruiser	<b>P1001033</b>	07644	28sep20	
PH-SVJ	Van's RV-9A	<b>92076</b>	08714	04sep20	
PH-TBL	Cameron N-105	<b>4089</b>	08278	21sep20	
PH-TTC	Cessna 172R	<b>17281584</b>	07753	23sep20	

### Cancelled from register:

PH-BFN	Boeing 747-406	<b>26372</b>	04662	02sep20	Wfu.
PH-CCI	BAe Jetstream 3201	<b>860</b>	07600	08sep20	More than 1 year without valid airworthiness document.
PH-DAM	Piaggio P.180 Avanti	<b>1234</b>	09475	03sep20	To India.
PH-LKA	Cameron A-275	<b>10553</b>	06591	08sep20	More than 1 year without valid airworthiness document.

PH-PYL	Neico Lancair 360	<b>609</b>	04810	09sep20	To France.
PH-TYR	Cameron N-77	<b>2267</b>	07028	08sep20	Wfu.
PH-VOC	Cameron N-105	<b>4800</b>	05901	02sep20	Wfu.
PH-VTF	Cameron N-105	<b>4314</b>	05575	08sep20	More than 1 year without valid airworthiness document.
PH-4G5	TL-96 Star	<b>00S61</b>	21008	28sep20	More than 1 year without valid airworthiness document.
PH-985	Scheibe SF-25D Falke	<b>4649D</b>	04658	08sep20	More than 1 year without valid airworthiness document.

Reservations:

PH-EBM	Pilatus PC-24	<b>199</b>	Ex HB-VSP.	Seen at Stans outside the factory on 19 October 2020.
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Credit: Inspectie Leefomgeving en Transport.



*Although not officially registered yet, PC-24 HB-VSP (msn 199) has appeared as PH-EBM at Stans-Buochs. If taken up, this will be the first PC-24 on the Dutch register. Of note are the PPG stickers on the windows meaning that PPG materials are used in painting the aircraft. (Stephan Widmer, 19 October 2020)*

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Kindly provided by Philippe Delarbre is this photo of Yakovlev Yak-3 F-WZOS while taking off for its first post-restoration flight from La Ferté-Alais aerodrome on 11 September 2020. It looks much better than the Let C.11 trainer, from which it originates. Mind you that F-WZOS is only a temporary test registration, as the fighter is in fact already registered as F-AZOS.

## Netherlands

Bücker Bü133 Jungmeister replica N133ST (**TS-2**) was cancelled from the US register on 25 September 2020 as sold to the Netherlands. The aerobatic biplane was built in 1978 by Tom Simmons of Surprise (AZ) USA. It is powered by a 125 h.p. Warner Scarab radial engine.

Three days later N102JW, a SNCAN built SV-4C biplane (**T67283**) was cancelled from the same register. The 1947 French licence built Stampe & Vertongen SV-4 trainer has been a resident of the Early Birds Foundation hangar at Lelystad. It will, mostly likely, receive a Dutch civil registration.

New in the Netherlands is 1943 built Piper L-4B Grasshopper N50601 (**10277**) This historic machine is a veteran of the USAAF, which it served as 43-1416. After its military career the aircraft was officially designated as J-3C-65 Cub. The bright yellow painted N50601 is based at Teuge airport.

## Belgium

Another Belgian warbird has changed its US registration for a local one. North American T-28B N377WW has become OO-LGY. Our educated guess is that this registration could have some connection with the name of the owner, Ludo Gysels. OO-LGY, a former US Navy Trojan with serial 137777 (**200-140**) is based at Brasschaat airport.

Restorer Raymond Cuyper has been busy this summer: he not only finished his own Stampe & Vertongen SV-4B OO-RAY. The trainer, which is now painted in a red/white civil colourscheme used to be Belgische Luchtmacht/ Belgian Air Force V27. He also restored former Lelystad based Boeing-Stearman PT-13D N68461 (**75-5615**) which was picked up by its new owner early October and flown to its new homebase Hoogeveen, Netherlands. Two former military aircraft are in the final phase of their restoration: De Havilland DH-82A Tiger Moth OO-MOT and Piper PA-18 OO-ACG. The former is ex RAF PG677 (**86574**), the latter is former Belgische Luchtmacht/ Belgian Air Force OL-L42 (**18-3216**). The Tiger now has a civil exterior, while the Super Cub retains its military livery.

## France

Mid-September, a new French Yakovlev Yak-3 fighter made its first post restoration flight at La Ferté-Alais, the aerodrome of Cerny. The first flight was made as F-WZOS, but the aircraft

will be registered in the historic category as F-AZOS. The owner of the machine is Michel Defaye, who acquired it in December 2014. His Yak is painted as Soviet Air Force "6 White", in the colours of Marcel Albert, pilot of the famous French squadron Normandie Niemen which was operating in Russia. F-AZOS was once laid down as a Let C.11 trainer (**172612**) and flown by the Egyptian Air Force until 1970. It was one of a large batch of these machines which was acquired by Alain Chapel and Jean Salis of La Ferté-Alais, France in 1985. They sold the trainer to the USA in 1988, where it was rebuilt as a single-seat fighter, registered N9YK, with the colours of Soviet Air Force "11 Red". It had several owners, until it was bought by Jean-Marie Garric of Harlingen (TX) in 2000. He replaced the original round engine by an Allison V1719-111 in-line and sold the machine to Frenchman Jean-Marie Delimboeuf in 2003. The fighter was in a non-flyable condition when obtained by the present owner, Michel Defaye. So he decided to go for a deep restoration of his Yakovlev. And the result is amazing to see!

All the inconveniences of the pandemic do not seem to disturb the sale of historic aircraft as can be witnessed in France: the fourth North American T-28 of the year 2020 is bound to appear there. On 27 September 2020, T-28A N76912 (**159-37**) was cancelled from the US register by the FAA as exported to France. This trainer was flown by the USAF with serial 49-1525, and "buzz" number TL-525. It still retains these colours. It was sold on the civilian market in 1978 and had several private owners until it was bought by Russell Sanders of Hartwell (GA). He acquired N76912 on 19 February 2013 but has now decided to sell his Trojan. The sale to the new French owner was concluded through Courtesy Aircraft Sales. It is not known yet where, and when the T-28 will arrive in France. As said, this new arrival is number four of this year. The first Trojan, T-28C BuNo146287 (**252-50**) arrived at Aero Restauration Service at Dijon/Darois on 12 February 2020. The trainer, registered N28YM, is painted in its original colours like it flew with USMC VMFA-323. A second Trojan, T-28D NX9868A, went to Dijon/Darois too. This T-28, former 51-3513 (**174-51**) is painted in basic US Navy grey. More recently, on 26 May 2020, the third Trojan North American T-28A N80696 (**159-86**) was cancelled from the US register to be exported to France. This Trojan is destined for Alain Battisti in Melun. It was built for the USAF as 49-1574.

## Germany

The pilot of Quax Flieger DHC-1 Chipmunk D-ELLY (**C1/0584**) lost his life when his aircraft crashed on 17 September 2020. It went down into a field just a few hundred metres behind the airfield of which it had just taken off, Bienenfarm. The passenger of D-ELLY was seriously injured, but survived. The cause of the crash, in which the aircraft is completely shattered, is still unclear. The unfortunate Chippie was built for the RAF as a T10 trainer, serialised WK565. After its service the aircraft became G-JAKE in 1982 and flew as such until 2003.

The latest restoration by Meier Motors of Bremgarten, Hawker Sea Fury FB11 D-CRZY made its first flight on 21 September 2020. It arrived in Germany in January 2019. The fighter, painted as Royal Australian Navy "308/K", is destined for Stefano Landi, a well experienced and well know Italian aerobatic- and warbird pilot. The new Sea Fury was allegedly built as WJ298, and then exported to Iraq in 1952, where it flew as '303'. It was salvaged from that country by Ed Jurist in 1979 and registered N26SF. He then sold the machine to the famous Guido Zuccoli. As VH-HFG the fighter flew for the Zuccoli family from 1983 to 2006, painted in Royal Australian Navy colours as '308/K'. It was sold to Walter C. Bowe in Sonoma (CA) USA as N97SF in 2007.

Nowadays there are reasons to believe that D-CRZY is only partly WJ298. It is said to have been exported to Iraq in 1952, but quoting the famous Geoff Goodall, the original WJ298 was still operational with Royal Navy No.776 FRU based at Hurn in September 1958! Iraqi AF 303 was originally quoted as construction number **37522**, but paperwork also indicates it is **37727** (which makes it the aircraft later flying as N48SF. It seems likely that D-CRZY is a composite airframe, with its centre section coming from WJ298 and the tail section of former Iraqi 308.

In the afternoon of 7 October 2020, a new historic plane touched down at Mainz-Finthen airport. The aircraft is Beech 18 N45SK (**AF-645**) which seems to be destined for a new German owner. The journey started on 30 September from Janesville (WI) to Old Town (ME) and later on that day to Bangor (ME). On 1 October the crew flew from Bangor to St. John's in New Foundland and then to Goose Bay, Labrador the following day. On 3 October it had planned to depart to Narsarsuag on the first leg of its Atlantic crossing but put it off until Monday 5 October. Two days later, it carried on from Narsarsuaq, Greenland to Iceland and then into Europe, flying from Prestwick to Mainz-Finthen. The final leg of the trip was made on 9 October when N45SK flew via Hildesheim to Hatten. The Beech was constructed as an AT-11 in 1942, and taken on strength by the United States Army Air Force with serial 42-37666. In 1954 the twin was remanufactured as a C-45H and a new construction number, AF-645, was assigned to the airframe. It was taken on strength as USAF 52-10715. After its military career had ended the Beech carried several civilian registrations: N9931Z, N792MU, N792MA, N114DS, until finally becoming N45SK in September 1991. In February 2019 the aircraft was registered to Plane Fun Inc. TR Trustee of Snellville (GA).

## Switzerland

Well-known Grumman TBM-3 Avenger HB-RDG has found a new home, in Bitburg, Germany. After almost fifteen years, owner Charles Trachsel had decided that it was time to sell his rare WW II torpedobomber. Rare, because there are currently only two airworthy Avengers in Europe, the other being F-AZJA owned by the AMPAA of Melun (France) On Sunday 18 October 2020, HB-RDG took off for the last time from its homebase Lausanne-La Blecherette and, after a few passes, left for its new home country. And that is where the new owner will have to think of a new name for the Avenger. For during the past years, HB-RDG was generally known

under its nickname: 'Charlie's Heavy', a name referring to the –not so slender– former owner Charles Trachsel. HB-RDG was built in 1945 for the US Navy as BuNo53319 (**3381**) and flew as such until 1954. It then went into storage, and appeared in the US civil registry as N3966A in 1958. It changed hands several times, from Nevadair, to mr.C.T. Jensen, and then to Aero Union. In 1987 N3966A was bought by Englishman Anthony Haig Thomas, who had the aircraft restored and brought back in original military configuration. It carried its original serial BuNo 53319/RB319. The TBM was then shipped to the UK and started to fly from North Weald as G-BTDP. In 2006 Haig Thomas sold 'Delta-Papa' to Switzerland where it remained to fly in US Navy colours. Six years later Charles Trachsel decided to change the aircraft's livery: retaining serial 53319, it received US Marine Corps colours, and the name 'Charlie's Heavy'.

## United Kingdom

It had been advertised for sale for quite some time, but Yakovlev Yak-3UA G-OLEG (**0470202**) is sold. On 10 September previous owner Will Greenwood announced that he had sold his Yak to Michael Wright. The decision was made, so it seems, after Richard Grace had made an acceptance flight.

There are few, very few Spitfires in the world that carry USAAF colours, but since 15 September 2020 G-PBIX is one of them. On that day the Spitfire Mk.XVIe RW382 (**CBAF 11581**) was revealed at the Biggin Hill Historic Hangar. Resplendent in its brand new paint scheme, RW382 now pays tribute to the 309th Fighter Squadron, USAAF which served with distinction during eight campaigns in WW2. The unit markings (WZ-RR) represent a Spitfire IX flown by Lieutenant R.J. Connor. G-PBIX is former N382RW, which used to be G-XVIA before that.

One of the two Chipmunks that are used by the Battle of Britain Memorial Flight for training, transport and occasionally displays, has received a new livery. De Havilland Chipmunk WK518 is back in the colours she wore when flying for the University of London Air Squadron - ULAS in the 1970s.

Britain's well-known Consolidated PBY-5A Catalina 'Miss Pick Up' (G-PBYA) got into trouble on 17 October 2020. After filming for American and British TV series in the week before, the starboard engine would not start and a failed starter motor was diagnosed. After assessing the options, the Catalina was towed by a life boat to a relatively sheltered bay on the Loch where she was moored. Sadly, another boat impacted the Catalina's rear hull and smashed the blister transparency. It was initially planned to replace the faulty starter and patch up the blister sufficient for a short ferry flight to Inverness. Unfortunately the problem was not solved by replacing the starter, and after consultation of a friendly engine overhaul shop in the USA a different conclusion was drawn: the most likely problem is a sheared accessory drive shaft. So a plan was made to lift the Catalina off the Loch and onto dry land where a zero-time engine arriving from Duxford will replace the faulty unit. This was carried out 22 October. And now that the Catalina is out of the water the engineers will also be in a better position to effect a temporary repair to the port blister transparency. The Catalina Society claims to have a spare blister unit in the USA.

Peter Teichman, owner of the Hangar 11 collection of North Weald, UK, is a happy man. On 28 October 2020, his Vickers Supermarine Spitfire PT879 (G-PTIX) made its first post-restoration flight from Biggin Hill, with well-known warbird pilot Pete Kynsey at the controls. PT879 is a Mk.IX built under construction number **CBAF.IX.2922** in Castle Bromwich in 1944. The fighter was one of the Spitfires that were supplied to the Russian Allies under Lend-Lease during WW II. Unfortunately PT879 collided with another Spitfire and crashed on

the Kola Peninsula on 18 May 1945. Recovered from Russia in 1997, the hulk was bought by Angela Soper of Romford, UK and the project registered as G-BYDE. Four years later the project was acquired by Peter Teichman. After a long period of storage the restoration was taken up at Sandown on the Isle of Wight in 2012 and completed at North Weald. Preparing for the actual test flying was done at Biggin Hill. In January 2018, Teichman changed the fighter's registration into G-PTIX. After completing a number of successful engine runs last month, the British CAA performed a last inspection and issued a "permit to test". On 26 October 2020 it was decided to do some taxi runs and to further test the various systems on board. For many years Teichman dreamt of flying the only Spitfire that ever returned from Russia. And that moment came on 28 October when PT879 made its first flight since 1945!

## United States

Sunday 20 September 2020 was a bad day for David Prescott, owner of North American B-25J N7946C, as his Mitchell crashed-landed in Stockton (CA). According to the local police, the San Joaquin County Sheriff, the crew was fortunately O.K. The aircraft was substantially damaged: the starboard engine has been completely ripped off. The bomber was built as a B-25J-15-NC with serial 44-28938 (**108-32213**) and delivered to the USAAF on 9 August 1944. She was originally assigned to the 12th Air Force in Italy and returned to the U.S. in July of 1945 after which the bomber was stored at South Plains (TX). In 1946 she was modified by Hayes and redesignated as a TB-25N. After some ten years of service at McClellan, the aircraft was retired from service in December 1957. Only two months later, the B-25 received the civilian registration NC7946C and was, later that year converted into a firebomber, flying as tanker #4. This utility role ended in 1975 when N7946C was sold and became a warbird. Flying as «Dream Lover» she was damaged in a forced landing near Reno (NV) in September 1982. «Dream Lover» was repaired and changed ownership several times. «. In December 1994 Chaver Aviation Inc. of Tulsa(OK) became owner and changed the aircraft's name into «Spirit of Tulsa» Later, in September 1995, she became «Old Glory». In August of 2019, she was purchased by David Prescott of Proair Aviation, the current owner.

Platinum Fighter Sales have announced that North American TF-51 Mustang 44-73781 (D-FTSI) is returning to the USA once again. It was, as N7098V, imported in 2008 by Meier Motors of Bremgarten (Germany), who have maintained it ever since.

The fighter was already sold in June 2020, but its destination had not been revealed up till now. This Mustang has been flying around Europe in its original post-war USAAF colours with buzz-code TF-871. It seems the new owner wanted a new livery: that of WW II Mustang «Double Trouble Two». The aircraft still carries the original serial 44-73871 and «Trouble's» code SX-B. It was meticulously painted on by Meier, followed by thorough polishing by Airglaze Aviation GmbH. The original wartime «Double Trouble Two» was 44-63684, the personal aircraft of Lt Col William B Bailey. He was assigned to the 350th Fighter Squadron / 353rd Fighter Group of the 8th Air Force USAAF.

The «Double Trouble Two» colourscheme seems to be extremely popular as there are already TWO other Mustangs flying in the same livery. Tom Friedkin of Chino (CA) owns P-51D 44-73856 (N7TF) since 2007. Friedkin's «Double Trouble Two» carries its own serial. Jerry Yagen of Virginia Beach (VA) owns Mustang 44-63507 (N51EA). It flies as 44-63684, the serial of the original «Double Trouble Two». European warbird enthusiasts may have encountered N51EA in the 1990s when this P-51 was flown by Max Vogelsang in Switzerland. It was sold to the USA in 2004.

Fagen Fighters Restoration of Granite Falls (MN) USA experienced the next step in the completion of their Curtiss SB2C-5 Helldiver project. On 19 October 2020 the fuselage of the former US Navy dive-bomber with BuNo83393 was mated to wing section. The wreckage of the machine which had crashed into trees in Dahlgren (VA) on 24 July 1945, was recovered by the NASM, Washington DC in 1993. Parts of it were used to restore NASM's own Helldiver BuNo83479. Ron J. Fagen, founder of the Fagen Fighters Museum acquired the wreckage in 2006. It has been under long term restoration ever since. Once completed, Fagen's SB2C Helldiver will be the second of its kind. It is a truly rare warbird, for there is currently only one in flying condition. This machine, BuNo83589 (**83725**), is owned by the Commemorate Air Force of Midland (TX). This Helldiver, registered as N92879, made its first post-restoration flight in 1971. It was repaired after a crash landing caused by an engine failure in August 1985. And it experienced a minor snag when the SB2C tried to attack an innocent Cessna 152 at New Orleans-Lakefront LA in December 2001. (the Helldiver won)

Credits: AB-IX, Aironline, Walter van Brempt, Meier Motors, Platinum Fighter Sales, Warbirdapps, WIX



The Belgian village of Brasschaat is not only a paradise for tax-evading Dutchmen. Its airfield is well-known as the home for a number of warbirds, of which North American T-28B OO-LGY is one. It was caught on camera there by our friend Walter van Brempt on 1 September 2020.

# Wrecks & Relics



Former Ukraine L-29 38 red is pole mounted at the parking lot in front of discotheque Jetset in the northeast side of Karlsruhe. (17 October 2020, Hans van der Vlist)

## Netherlands

### Baarlo

Several aircraft have gone from PS Aero during October. Polish MiG-21MF 8909 was heading for France, Lynx XZ941/A was leaving on 7 October and three Bo105s (B-72, B-79 plus one) have gone to Irrland Freizeitpark, Twisteden, Germany.

### Wieringerwerf

593 MiG-23MF preserved **0390213352** oct20  
The former Baarlo MiG-23 (20+09) arrived on 28 September at camping Land uit Zee. This camping has also ex Baarlo Lynx AH7 XZ176 (N52.85750, E5.02370).

## Czechia

### Kuňovice

0260 Yak-40 preserved **9940260** oct20  
The Yak was flown in on 16 October for the Letecké muzeum v Kunovicích.

## Denmark

### Værløse

(J-49) Fokker D.XXI stored, frame, ex Karup **109** oct20  
(Z-963) Olympia 2 OY-FIX, stored, ex Ars **56** oct20  
These two are new with the Værløse Historiske Hangar which is based in hangar 2. The two Chipmunks reported here in February, P-139/OY-AVF and P-147/OY-ALD, were only visitors. They both remain based at Ringsted.

In hangar 1 is a private collector which has acquired several aircraft. The three T-33s will be used to complete one aircraft. He now has:

A-008 F-35 stored, cockpit **351008** jul20  
DT-404 T-33A stored, ex Buske **5699** oct20  
DT-450 T-33A stored, forward fuselage, ex Vik oct20  
DT-905 T-33A stored, forward fuselage, ex Karup jun20  
RT-654 CF-104D stored, ex Hjallerup **5324** oct20

## France

### Belfort (90)

426 CM170 preserved, ex Châteaudun **426** oct20  
403 Mirage 3E preserved, ex Châteaudun **403** oct20

Association Atomes is restoring the former NATO base of Fort du Mont Salbert, which is carved out of a hill north east of Belfort (N47.65997, E6.81345), into a museum. The two aircraft arrived on 12 October and are well inside the hill complex. Only pre-arranged visits are possible.

### Evreux-Fauville (27)

(786)/CT DHC6-300 stored, ex Châteaudun **786** jun20  
The fuselage of a Twin Otter is stored in the GAM00.056 area.

### Rochefort-Soubise (17)

267 Lynx HAS2(FN) preserved **051** oct20  
The Lynx was flown to the Marine museum on 15 October.

### Varces (38)

1067/BR\_ SA330B instructional **1067** sep20  
The rotorless Puma is at the Quartier de Reynies barracks at N45.10407, E5.67902. The code is not very clear, could be BRO or BRU. Code N is on the nose. It is here since at least July 2016.

### Warluis (60)

253/132-QU Mirage F1CT preserved, ex Châteaudun sep20  
The Mirage is a new arrival at the Musée de l'Aviation.

## Georgia

### Giorgeti

02 white Mi-24D preserved jul20  
EMOOS listed this helicopter with a private owner, however it is a monument at a small cemetery in honour of Georgian pilot Jimi Maisuradze, who has died during Georgian-Abkhazian conflict (N41.81355, E46.05618). It used to be unmarked, but has been repainted in Georgian markings.

## Germany

### Karlsruhe (NI)

38 red L-29 preserved, on pole **294694** oct20  
This former Ukraine Delfin is outside the Jetset discotheque (N49.01942, E8.46629) and is here since at least February 2014.

### Oldenburg-Hatten (NI)

(52-10715) C-45H N45SK **AF-645** oct20  
The Beech arrived on 9 October.

## Salching (BY)

UH-1D 72+71 (with boom from 72+81) has gone from the model airplane airfield by early October 2020. It is reported to have gone to the Erding area.

## Schwenningen (BW)

Do27B-3 57+04/D-ELTT crashed landed near the airfield on 10 September 2020. The aircraft is beyond repair.

## Greece

## Trikala

A yet unknown Army UH-1H, marked ΣΜΥ, arrived in May 2019 for the museum at the NCO school.

## Hungary

## Szeged

42	MiG-21bis	stored, ex Pápa	<b>75077729</b>	sep20
9603	MiG-21MF	stored, ex Pápa	<b>969603</b>	sep20
9604	MiG-21MF	stored, ex Pápa	<b>969604</b>	sep20

These aircraft were for sale on the internet (for around 7000 Euro, with no instruments and engine). They have the same owner as the Hadipark Mi-2 and Mi-24 at Szeged, but are at a different location in town. Four more aircraft are noted on the background of the pictures and could be MiG-21bis 46, 47, 48 and MiG-21MF 9315 which, with the above three, had gone from Pápa by 2019.

## Italy

## Bolzano (BZ)

MM80547/EI-295 AB205A-1 preserved, special markings oct20  
The AB205 is preserved inside the main military gate and easy visible from outside. Preserved AB47G-3B1 MM80464/CC-6 and AB206C-1 MM80620/EI-559 were also seen.

## Carzago della Riviera (BS)

KF729	Harvard 4	I-HRVD		sep20
(MM30257?)	Avia FL3	I-AVIG		sep20
(MM52801)	G46-3B	I-GIGE, restoration	<b>44</b>	sep20
(MM53102)	G46-4A	I-AEKG, restoration	<b>152</b>	sep20
(45-4402)	L-4J	I-PIPA	<b>13142</b>	sep20

The main part of the Collezione Marchi Luciano Sorlini has moved to this aviosuperficie at N45.51677, E10.46356. G46 MM52801 was stripped down to a bare frame showing its old markings I-AEHU. It arrived in Italy as D-ECCA and became I-GIGE. It may return to Certanaro. According to their website [www.sorlini.com/en/vintage/](http://www.sorlini.com/en/vintage/) they also still have MB308 MM53074/I-BIOH.

## Ceresara (MN)

MM53304/SM-74	G46-3B	I-AEKA	<b>180</b>	sep20
44-13521/5Q-B	P-51D	N383FJ	<b>109-27154</b>	sep20

Two more aircraft of the Collezione Marchi Luciano Sorlini can be found here (N45.26138, E10.53644).

## Ceseno (RM)

(MM80393)/EI-239 AB204B preserved **3124** sep20  
This AB204 is preserved at N42.07408, E12.32575. There is still an unknown AB205 at the same barracks at N42.07280, E12.33191.

## Chiavari (GE)

The location of the preserved P166DL3 MM25168/8-10 at the waterfront is now known. It is at N44.31427, E9.32118.

## Forlì (FO)

On 21 October the military have removed G91R/1 MM6282/2-34 from the airfield. Destination unknown.

## Frosinone (FR)

MM81289/72-26 NH500E preserved **227** oct20  
The NH500 has become a new gate guard on 7 October. It used to be stored in a hangar for several years.

## Orco Feglino (SV)

MM25184/8-14 P166DL3 stored **473** sep20  
The P166 arrived in January 2018 at Finale Ligure for preservation at the waterfront. This has not happened and the aircraft is now stored in a yard some six kilometres to the north (N44.22300, E8.35255). The city council of Finale Ligure still wants to preserve it at the waterfront or at the old Agusta factory.

## Padova-Brusegana (PD)

MM81145 AB212AM stored **5802** oct20  
The AB212 was parked outside on the airfield on 13 October and is destined for the Malta Aviation Museum.

## Mantova (MN)

I-VFES/VF-05 AB205A-1 preserved **4502** sep20  
The Gallerie Storica del Corpo Nazionale del Vigili del Fuoco has added a second helicopter to their collection. They also have AB47G-3B-1 I-VFEN.

## Massa (MS)

A yet unknown AB204 is in use by a Vigli del Fuoco complex. The aircraft is parked at N44.02590, E10.09882.

## Poggio Renatico (RE)

MM7173 AMX preserved **IX085** sep20  
The AMX is with the COFA (Air Force Operational Command) HQ.

## Reggio nell'Emilia (RE)

XW354 Jet Provost T5 XW355, G-JPTV sep20  
Also seen with Museo dell'Araba were G91R/1A MM6305/2-57 (stored), MB326E, MM54168/6-43/I-RVEG, L-19E MM61-2963/EI-EIAW and MB326KD I-MBCK (ex I-KKKK, as MM54391/



The Quartier de Reynies barracks at Varces have this Puma 1067 on their grounds. (19 September 2020, Pieter Bastiaans)



Czech Mi-1 6014 was stored for many years in an open shed next to hangar 4 at the Kbely museum. Recently it has moved out into the open. (7 October 2020, Václav Kudela)

RS-25, Zaire ntu). Cap10B 20/315-SR/F-GKJI has been sold.

#### Rivolto (UD)

MM7146/2-14 AMX preserved **IX058** sep20  
 (MM54447)/61-02 MB339A stored, dismantled **6606** sep20

The AMX is a correction on the earlier reported MM7090/2-14, this one is still at Cameri.

#### Rome (RM)

Updating last month. The new A109 here is AW109N MM81701/GF-313, not A109A MM81191.

#### Verona-Villafranca (VR)

MM54214 MB326 stored, ex Forli **6297** sep20

The unknown MB326, which is here since August 2018 for wreck recovery training, has now been identified.

#### A109/B212

Five ex Polizia di Stato A109s (PS-45, PS-48, PS-49, PS-59 and PS-64) were offered for sale on the internet by Air & Ground Aviation at Hixon, UK. They were last seen with Eurotech at Sondrio, Italy. Eurotech itself is offering two former Polizia di Stato B212s (PS-42 and PS-43) for sale, both are ex Prática.

### Norway

#### Løvenstad

The cockpit of Danish CF-104 R-832 was offered for sale on the internet.

#### Rygge

322 Sea King Mk43B stored, ex Kjeller **WA1005** oct20

The Sea King, which had arrived at Kjeller on 26 September 2019, was transported on 26 October 2020 to Rygge.

#### Stavanger-Sola

181 Tiger Moth NL993, LN-SVG **86356** oct20

The Tiger Moth is being restored by the Sola Videregående Skole and is now painted in Norwegian colours.

#### Kjeller

The airworthy Tiger Moth DE248/LN-BDM is now flying with a new serial 153 (ex 145).

### Spain

#### Corral de Ayllón

U.9-26 C127 stored **26** jul20

U.9-67 Do27B-1 stored **359** jul20  
 U.9-69 Do27A-5 stored **428** jul20

This is a closed airfield. All there were seen through gaps in the doors of the one of the two large hangars. The other large hangar had several Blaniks, one in military colours. This should be UE.17-6.

#### Sevilla-Tablada

C.10B.59/793-79 HA200D (EA.10B-59, EC-GMA) sep20

The Saeta was under restoration at Albacete and is now pole mounted at N37.36511, W6.00704.

### United Kingdom

#### Audley End, Essex

Chipmunk 12072/CF-CTY arrived from Canada during October for work with Vintage Fabrics. It will presumably move elsewhere on completion.

#### RAF Cranwell, Lincolnshire

ZE378 Lynx AH7 instructional **322** aug20

A Lynx arrived from Middle Wallop in early August for instructional use with 45 Squadron.

#### Elstree, Hertfordshire

Ex Israeli Beech 36 353/N336EU flew in from Little Gransden on 25 October 2020. Going the other way on the same day was 399/N536EU, which joins 301/N136EU in Cambridgeshire.

#### Newark, Nottinghamshire

(H259) SA330L 9L-LSG **1242** oct20

The Newark Air Museum took delivery of a former Chilean Army Puma from storage in Sussex on 1 October 2020. It will be for use as a spares source in the restoration of Puma HC1 XW208.

#### Nottingham-East Midlands IAP

XZ369/EU Jaguar GR3A **S136** oct20

The Aeropark took delivery of this Jaguar on 18 October 2020. It came from a Delta Force paintball site in Coventry.

**Credits:** Phil Adkin, Richard Bakker, Pieter Bastiaans, Tim Jones, Tom Kowalski, Vaclav Kudela, Daniele Mattiuzzo, Paco Rivas, Tom Svendsen, Per Thorup Pedersen, Hans van der Vlist.



In 2018 P166DL3 MM25184/8-14 arrived at Finale Ligure for preservation at the waterfront. This has not yet materialized and the aircraft is currently stored at Orco Feglino. (20 September 2020, Hans van der Vlist)



AB212AM MM81145 waiting at Padova Brusegana on its transport to the Malta Aviation Museum. Note the preserved MB326E MM54244/37-32 in the background. (13 October 2020, Daniele Mattiuzzo)



In 1959 G46-3B MM52801 became I-AEHU after its military service. In 1973 it moved to the UK as G-BBII. In 2012 it went to Italy as D-ECCA and is now I-GIGE and flies out of Centenaro. It was noted at Carzago della Riviera on 22 September during restoration. It is showing the former I-AEHU markings again. (Hans van der Vlist)

# Dustpan & Brush



A recent update that came to light, is the serial of this crashed F-35A Lightning II of the USAF. The serial is 12-5053 and in this picture it carries tailcode WA. The AIB (Aircraft Investigation Board) concluded that the crash was due to a high approach speed and the aircraft flight control surfaces, namely the tail of the aircraft, conflicting with the pilot inputs upon landing, resulting in the pilot's inability to recover from the aircraft oscillation. On top of that other contributing factors were: pilot fatigue, lack of systems knowledge on flight control logic and a misalignment of the Helmet Mounted Display distracted the pilot during a critical phase of flight. (Nellis AFB (NV), 23 January 2019, Martin Uleman)

## Additions & Corrections:

19may20 12-5053/EG F-35A **AF-64** w/o  
See Scramble 493.

## New Accidents:

21jan19 9S-AHJ B737-330QC **24283** rep

A Boeing 737-330 of Serve Air sustained a left hand main landing gear collapse on landing at Kinshasa-N'Djili Airport, D.R. Congo. The wind was reported from 080 degrees at 20 knots shortly before the aircraft was cleared to land on runway 24, meaning an almost 20 knot tailwind, and the 737 skidded to a stop on its left engine, right main and nose gear. Most aircraft have a tail wind limit of maximum fifteen knots, so this was not a landing according to the books. There were no injuries, the aircraft received substantial damage. The draft for a final report was released earlier this year but only recently became known. The aircraft itself had already been repaired since the incident and was seen (photographed) at Johannesburg 3 February 2020.

27aug20 VQ-BMS B747SP-21 **21649** dam

There are not many airworthy Boeing 747SPs around, and maybe this one will join that sooner rather than later. The Las Vegas Sands SP (Special Performance) Jumbo Jet was parked in a hangar at Lake Charles-Chennault International Airport (LA), when Hurricane Laura struck back in August. The doors of the hangar were blown out by strong winds and the aircraft sustained serious damage. The right hand wing tip of the aircraft struck a steel beam of the hangar structure, causing the tip to separate. The wing of another aircraft (possibly BBJ N836BA, msn 30756) impacted the lower nose section of the aircraft, causing a massive tear. Given the owners are the pre-eminent developer and operator of world-class Integrated Resorts worldwide, we are fairly certain that they will foot the bill for the expensive repairs.

25sep20 (PS-LUA) Beech 95-55 w/o

A crashed Beechcraft Baron, carrying false registration PS-LUA, was found by law enforcement officers in Brus Laguna, Honduras. It had been used for transporting drugs, a large amount of which was found in the vicinity of the abandoned airplane.

25sep20 N920X PA-46R-350T **4692206** dam

The Coadmere Piper Malibu Matrix experienced an inflight loss of control and a subsequent emergency landing back to

the point of departure of Rogers Municipal Airport, Benton County (AR). Substantial damage was discovered during the post-accident inspection and the two people on board were not injured. Exactly what got damaged was not made clear.

27sep20 N100QR CL-600 **1043** w/o

The Venezuelan forces are busy keeping the airborne narcotics trade under control as they located the burned wreck of a Canadair Challenger 600 on a clandestine runway on the banks of the Catatumbo River, in the Sur del Lago Maracaibo region, near the border with Colombia. The aircraft had been engaged in illegal activities, likely drug trafficking.

27sep20 Mi-17 w/o

In the military conflict between Armenia and Azerbaijan, concerning Nagorno-Karabakh, at least one helicopter of the Azerbaijan Air Force is said to have been shot down by the Armenian Air Force. The crew of the helicopter is said to have survived. Images appear to show a destroyed Azerbaijan Mil Mi-8 helicopter, near Tartar, Azerbaijan.

28sep20 An-2 w/o

Another victim in the military conflict between Armenia and Azerbaijan is this Antonov An-2, which was said to have been shot down. Armenia claims the aircraft was Azerbaijani, while Azerbaijan refuted these claims. The An-2 is said to be operational with the Azerbaijani border guards.

28sep20 AP-BLS A320-214 **3060** dam

During a flight from Islamabad International Airport, Pakistan, Pakistan International Airlines flight PK309 (headed for Karachi-Jinnah International Airport) suffered a bird strike, which led to a big dent in a leading edge slat.

29sep20 N91TA Bell 206B-3 **3310** dam

A Bell JetRanger III of Northwest Helicopters experienced tail rotor contact with trees and subsequent ground impact during aerial logging operations in the vicinity of Packwood Airport (WA). The helicopter sustained unreported damage and the injury status of the pilot was also unknown.

29sep20 166765/QB-765 KC-130J **5565** dam

29sep20 F-35B w/o

The pilot of this Marines F-35B ejected and parachuted himself to safety after colliding with a fellow Marines KC-130J during a mid-air refuelling operation over southern California. Things went wrong around 16:00 hours local time in the afternoon.

The KC-130J was able to make an emergency landing in a field in the vicinity of Jacqueline Cochran Regional Airport, with all eight crew members surviving. The F-35B pilot is reportedly being treated for minor injuries only. The Lightning II was operating from Miramar at the time, but was formally based at MCAS Yuma (AZ). As could be seen in the photos of the KC-130J, the numbers three and four engines are extensively damaged, while the number one engine is missing a few propeller blades.

The cause of the mid-air collision is unclear. But, looking at the damage to the righthand wing of the KC-130J, it is possible the pilot of the F-35B approached the tanker too fast, or accidentally hit the throttle during refuelling, or he was not able to compensate for unexpected turbulence.

This possibly resulted in overshooting the refuelling basket and probe after which the F-35B came underneath the tankers wing. Manoeuvring, possibly of both aircraft, then resulted in the righthand wing of the tanker hitting the F-35B. Pictures of the Herc crash-landing clearly show massive damage to engines 3 and 4, and both six-bladed propellers, as well as to the auxiliary fuel tank positioned between the engines.

The F-35B squadron involved is not yet confirmed, but it looks like it was a bird of Marine Fighter Attack Squadron (VMFA) 121 "Green Knights" ('VK-xx'), based at MCAS Iwakuni (Japan), but temporarily returned to CONUS.

29sep20 Su-25 w/o

Around 10:30 hour local time in the morning an Armenian Air Force Sukhoi Su-25 is said to be shot down in Armenian airspace, near Vardenis, in the north of the country. The Armenian Ministry of Foreign Affairs reported that the pilot did not survive the attack. It is still not clear what exactly has happened in the reported shoot down. Armenia claims that the aircraft was shot down by a Turkish Air Force F-16, which operated from a base in Azerbaijan, however, Turkey denies any involvement. Also Azerbaijan denies that Turkish fighter aircraft operate out of air bases in the country.

It is widely known that Turkey officially announced that it would support Azerbaijan, both diplomatic and military, in the conflict with Armenia over the Nagorno-Karabakh region.

30sep20 VH-FEJ PA-34-200T **34-7970010** w/o

30sep20 VH-UBO GA-8 **GA8-09-148** dam

A violent storm has destroyed or substantially damaged several airplanes at East Kimberley Regional Airport (also known as Kununurra Airport, (WA)) Australia. Kimberley Air Gippsland Aeronautics GA-8 VH-UBO can be seen flipped upside down, and received substantial damage, while a private Piper Seneca was written off. The Bureau of Meteorology issued a severe weather warning after wind gusts of up to 118 km/h were recorded at the airport, the temperature

dropped by 20 degrees in less than an hour and nearly 50 millimetres of rain was recorded.

01oct20 PS-RAD Beech 95-B55 **TE-374** dam

Two people were injured after their Interjet Comercio de Aeronaves Beech Baron crashed into the fence at Bragança Paulista airport, Brazil. According to the fire department, the accident occurred while the aircraft was trying to take-off.

02oct20 N965DM TBM850 **527** w/o

En route from Manchester Municipal Airport (NH) to Buffalo Niagara International Airport (NY), the private TBM went out of control and crashed in a wooded area located in the area of 9115 Boyce Road, Corfu, Genesee County (NY). The aircraft disintegrated on impact, causing a large crater. Both occupants were killed.

02oct20 N62ZM PA-46-500TP **4697087** dam

Shortly after take-off from Lake Elmo Airport (MN), the pilot of the Maria Squared Aviation Piper Malibu Meridian encountered an unexpected situation and attempted an emergency landing. The single engine aircraft crash landed in a cornfield located west of the airfield, lost its left wing and came to rest. Both occupants were injured. It was heading for Mesquite Metro Airport (TX).

04oct20 RA-23246 Mi-2 **5210302067** dam

All seven occupants of the private PZL-Swidnik Mi-2 were OK after it force landed in a forest, at Rednekolymsk, Yakutiy region, Russia.

04oct20 N305LR G1159A **305** w/o

A private Gulfstream III was destroyed by Venezuelan law enforcement officers on an illegal landing strip in Machiques, Zulia, Venezuela, near the Colombian border. It had been used for transporting drugs.

05oct20 J-10 w/o

"Turn right, turn right, facing no man's land!" Wang Jiandong, a pilot from a brigade of the PLAAF Air Force Aviation in the Southern Theater Command, decisively manipulated the fighter (J-10?), aimed at the paddy field, and pulled the ejection handle. A little more than one minute before he left his home base to carry out combat air training. Suddenly, two dark shadows flashed past each other. With a "bang", the fuselage shook violently and the engine stopped running. "A bird hit!" An alarm sounded in the cockpit, and the aircraft thrust deteriorated quickly. After a few hairy moments (avoiding populated areas) the pilot noticed several paddy fields suddenly appearing under the nose of the aircraft. "Make sure that the plane is facing the uninhabited area!" 1 second, 2 seconds... After keeping the plane's descending direction unchanged for six consecutive seconds, the pilot decisively pulled down the ejection handle and successfully ejected. Three seconds later the fighter crashed into the ground.



Both occupants of United States Navy T-6B Texan II 166207/E-207 sadly were killed on impact, after the Beechcraft crashed near the Alabama shore about thirty miles west of Pensacola (FL) around 17:00 hours local time, on 23 October 2020. Kees van der Mark saw the Texan II at Pensacola (FL) on 8 June 2014 in better times.

05oct20 BAe125 w/o

A burnt BAe125 was found by Mexican law enforcement officers at an illegal airstrip close to the border with Belize, at Sergio Butrón Casas, Quintana Roo to be precise. It had been used for transporting drugs. After unloading the drugs, the twin engine plane was set on fire.

05oct20 8Q-TMF DHC-6-300 657 dam

A Trans Maldivian Airways float-equipped Twin Otter sustained serious damage to the right-hand wing tip, according to a photo released on this date, but without an actual date reported. That date was retrieved via Flightradar24, showing that this aircraft did a flight and did not fly on the subsequent two days. The damage was reportedly incurred during landing in bad weather. It took place at Malé-Velana International Airport, Maldives.

06oct20 Y92515/IL F-5E HW1003 w/o

In the morning on this day a Tunisian Air Force F-5E Tiger II crashed in the region of Remada, Tataouine Province, south-eastern Tunisia, during an operational mission (border patrol with Libya). According to Tunisian media, the pilot was killed. No other casualties are reported, as the aircraft crashed into the desert. "The cause of the crash remains, for the moment, unknown," Major Mohamed Zakri, speaker of Tunisian Ministry of Defence, was quoted. It had departed Bizerte-Sidi Ahmed earlier in the morning.

07oct20 C-FTES Ce337G 33701518 dam

A private Cessna Super Skymaster was conducting a mission flight for the Civil Air Search and Rescue Association (CASARA) from St. Catharines-Niagara district (ON), with two crew members and two fire spotters on board. The aircraft was on the return leg after the first track crawl when four large birds dove at the aircraft from above. One bird struck the left wing leading edge at approximately two feet outboard of the wing root. The pilot declared emergency and continued his return leg to St. Catharines, escorted by a C-130 Hercules as a precaution. The aircraft landed safely without further incident. There were no injuries to the crew and passengers. The left wing leading edge sustained substantial damages.

07oct20 N28409 CeT310Q 310Q0666 dam

The private Cessna 310 experienced a gear-up landing at Fort Smith Regional Airport (AR). The airplane sustained unreported damage and the two occupants on board were not injured during the incident.

08oct20 PR-MJZ AS350B2 4174 w/o

The Força Nacional lost one of their Écureuils after it crashed under unknown circumstances in a forest near Poconé, Pantanal, Mato Grosso (where it was conducting firefighting operations). The three occupants were injured and the helicopter was destroyed.

08oct20 N8132Q Ce414 414-0032 w/o

A Cessna 414 (RAM IV modification) of Sierra AE, was destroyed when it impacted a pond during a take-off attempt from runway 14 at North Palm Beach County General Aviation Airport (FL). The seven people on board, a family from Columbus (IN), received injuries ranging from serious to critical. Two additional bystanders received minor injuries while assisting the occupants. Although the aircraft sustained substantial damage, the fuselage remained intact but is still considered a write-off.

08oct20 FAE-401 TH-57A 5001 dam

A Bell TH-57A (military variant of the Bell 206A-1) Sea Ranger of the Fuerza Aérea Ecuatoriana had a crash landing at Itchimbia park, Quito, during a mountain flight training. Everybody on board walked away without injuries.

08oct20 2308 S-76B 76.0450 w/o

A Sikorsky S-76, carrying a six member medical team of Her Royal Highness Princess Chulabhorn, crash-landed near

the Sirikit Dam in Thailand's northern province of Uthairit. Initial reports, from the Third Army Region, said that the two pilots were injured and have already been sent to a hospital in the province while others on board were safe. The Royal Thai Navy's chopper was on its way back to the Sirikit Dam from Kamphaeng Phet province with ten people on board, including two pilots, two mechanics and six members of the Princess's medical team, who were treating people during her visit to upcountry provinces. The accident took place at 19:21 hours local time in the evening. Reports from rescue workers indicate that the chopper crash-landed in a bamboo forest, before falling into a creek. The latest report says that water in the creek has risen and flooded the aircraft.

09oct20 PT-OLJ EMB810C 810330 dam

Again a narcotics victim as this Auto Posto Novo Aripuana Comercio de Combustivel Embraer Seneca II (license built Piper 34) was found to have landed on an illegal airstrip, 25 kilometres south-west of Brus Laguna, Gracias a Dios, Honduras, and sustained substantial damage.

10oct20 N369ST PA-46-350P 4636396 w/o

The pilot of Aero-Mobil Piper Malibu JetPROP DLX performed an emergency landing at Dauchingen, Schwarzwald-Baar district, Germany after a technical malfunction with the fuel system. The aircraft landed gear down but and eventually came to rest on a path with its undercarriage and both wings partially torn off. Both occupants sustained minor injuries and the airplane seems to be written off.

10oct20 5H-NWA Ce208B 208B0891 dam

The Cessna 208B Grand Caravan suffered an accident on take-off from Mundri Airstrip, South Sudan, for a trip to Juba. The nose and right-hand main landing gear legs collapsed and the aircraft suffered extensive damage to both wing tips and propeller blades. The Tanzanian aircraft register shows the aircraft as being owned by Newton Air. Photos of the aircraft on social media suggest that 5H-NWA was operated by Care Aviation of Tanzania, on behalf of Duk Air Travel.

11oct20 EJC5402 UH-1H-II 8894 w/o

During operations in Antioquia province, north western Colombia, a Super Huey II of the Colombian Army experienced in-flight problems. The helicopter was approaching the 24th Ground Operations Battalion, when the pilot was forced to make an emergency landing in a field, severely damaging the helicopter. The location of the accident is near Taraza, and the four occupants of the Super Huey II were wounded, but in stable condition. The helicopter involved is part of Batallon de Aviacion No.5 Movimiento Aereo.

13oct20 Mi-17V-5 w/o

13oct20 Mi-17V-5 w/o

Around 01:15 hours local time in the morning, two Afghan Air Force Mi-17s were written off after they collided with each other, just after a night take-off from a forward operating base in Nawa-i-Barakzayi district, Helmand province (Afghanistan). The collision resulted in nine fatalities. Helmand has been the scene of heavy clashes in recent days after hundreds of Taliban militants from two neighbouring provinces joined local militants and tried to capture Lashkar Gash. The collision happened after the helicopters had dropped commandos off and were carrying wounded security forces.

14oct20 N590SA Beech B90 LJ-401 dam

A crashed and abandoned plane was found in Retalhuleu, Guatemala after it had been used for transporting drugs. The aircraft carried falsified registration marks N450JG. The original registration was cancelled by the FAA on 6 October 2020 as "exported to Mexico".

14oct20 OB-2120-P An-32A 1805 w/o

An Aer Caribe Antonov An-32 suffered a runway excursion after landing at Iquitos Airport, Peru, due to mechanical problems with the landing gear. Both wings broke off in the

accident sequence and the fuselage broke in two, just ahead of the wing. The aircraft stopped in shrubs about 1,760 metres past the threshold of runway 06 and about 100 metres to the left of the centreline. Smoke was seen billowing from the aircraft. The crew of four was unharmed.

14oct20 N499CZ Be99A **U-81** dam

The pilot and sole occupant of the Freight Runners Express Beech 99 was uninjured after the aircraft experienced a collapse of the right main landing gear when it turned onto the taxiway at Waterville Robert LaFleur Airport (ME), having just landed at runway 23 with a load of UPS packages. The aircraft sustained substantial damage as a result.

15oct20 HN-319 Bell 206B-3 **2966** dam

The Ecuadorian Navy (Armada del Ecuador) JetRanger III was performing a training flight when it made a crash-landing at Chongón, during which it severed its tail boom.

15oct20 PT-WIP EMB810D **810697** dam

An Embraer Seneca III of Aero Center Brasil Táxi Aéreo was driving a candidate for the Senate and made an emergency landing shortly after taking off from Primavera do Leste Airport, 239 kilometres from Cuiabá, Mato Grosso. No one was hurt. It is not yet known what caused the emergency landing.

15oct20 PK-RWR PAC750XL **183** dam

Upon landing at the Bayabiru Airstrip, Paniai Regency, Papua, Indonesia, the Tariku Aviation PAC 750XL veered off the runway and crashed into some bushes. The runway was slippery. There were no personal injuries among the two pilots and two passengers, but the 750 sustained substantial damage.

16oct20 B-8667 A319-133 **7814** dam

Shenzhen Airlines flight ZH9247 (from Xian to Pan Zhi Hua), had landed and vacated the runway at Pan Zhi Hua when during the post flight inspection punctured tyres were discovered. The airline confirmed the aircraft sustained main tyre damage on landing, which prevented further dispatch. The airport performed a runway inspection after landing and found six approach lights and the localizer antenna (opposite runway) damaged, and the aircraft sustained damage to the main landing tyres and the aft belly. The airport's press department told local newspapers that they have not been notified about any equipment damage on the airport, the airport continued to operate normally. However, subse-

quent flights had to be cancelled or diverted due to weather conditions at the mountain top airport, which was plagued by low clouds. The following day information emerged in Chinese media indicating China's Civil Aviation Authority indeed opened an investigation into the occurrence, which closed runway 02/20 at Pan Zhi Hua. The aircraft contacted six approach lights and the localizer antenna, touched down ahead of the runway and runway threshold and taxied to the apron normally, where passengers disembarked normally. Somehow the crew was unaware of this until the walkaround inspection but that news got stuck in the system...

16oct20 ANX-2220 Mi-17-1V **96612** dam

During landing at Villahermosa-Capitan Carlos Perez Airport this Armada de México Mi-17 suffered an incident during which the tail boom was severed, leaving at least three out of eight people on board with multiple minor injuries. The incident happened after the chopper returned from a reconnaissance flight in the area, which had to be cut short due to the intense rainfall.

16oct20 0822 Ce210L? **21060143** dam

Having only recently been accepted by the Fuerza Aérea Paraguaya's Grupo Aéreo de Transporte Especiales (after having been impounded on 18 January 2020), it already suffered a right hand main landing gear collapse after landing at Itaipu Airport. One of the persons on board was the Paraguayan Minister of Justice herself. When the Cessna was impounded it carried registration PT-SOM (which could be this Cessna, with the given msn), but there are still some doubts whether this tie-up is correct, cloned identities are common on impounded aircraft.

16oct20 N777CP Bell 206B **3429** dam

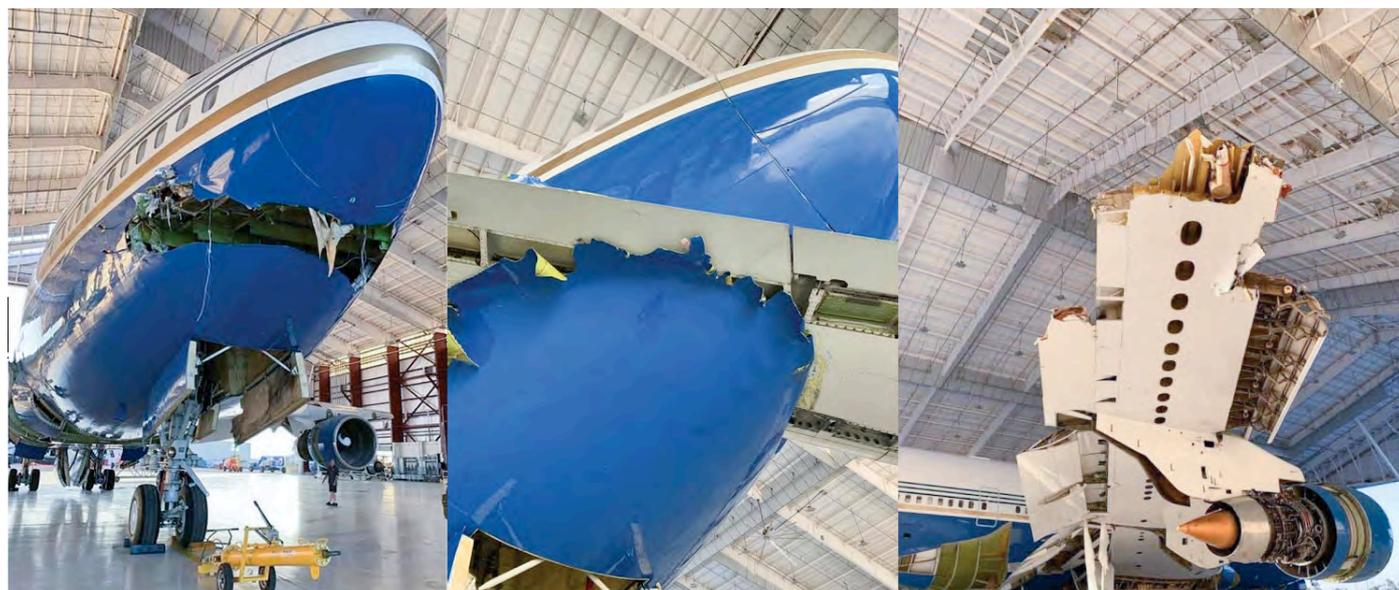
The JetRanger of Wild Goose Airways autorotated to marshland north of Lakeland Linder International Airport (FL) after a power loss. The helicopter tail boom separated and the main rotor blades struck trees, damaging the chopper. The pilot on board was uninjured.

18oct20 N258RJ Ce310R **310R0202** dam

The pilot and his passenger were unhurt after the Air Surgeon Cessna 310 suffered a right main gear collapse after landing at Miami Executive Airport's runway 9 (FL). This resulted in a runway excursion and damage to the aircraft.

20oct20 1...../NG-2.. F/A-18E w/o

The United States Navy lost a Super Hornet after it crashed near the junction of Highway 178 and Highway 14, in Cali-



Pictures found on Twitter (@breakingavnews) showed Las Vegas Sands B747SP-21 VQ-BMS (msn 21649) heavily damaged inside a hangar. It turns out that the unfortunate Special Performance Boeing was at Lake Charles-Chennault International Airport (LA), when Hurricane Laura struck back on 27 August 2020. While tucked away inside it (the hangar took a very good beating from the storm), the Boeing was still damaged after another parked aircraft (most likely B737 N836BA, msn 30756) hit the SP, with these pictures as the result.



En route on 2 October 2020 from Manchester Municipal Airport (NH) to Buffalo Niagara International Airport (NY), private TBM850 N965DM went out of control and crashed in a wooded area located in the area of 9115 Boyce Road, Corfu, Genesee County (NY). It was seen by David Alders at Oshkosh (WI) on 28 July 2012.

fornia's east Kern County (west of Ridgecrest, near Robbers Roost rock formation), which is near NAWS China Lake. It was not immediately clear whether the F/A-18E was carrying live ammunition, but the pilot ejected safely. After the fighter crashed it sparked a small grass fire. It most likely belonged to VFA-14 Tophaters, based at NAS Lemoore (CA).

21oct20 Su-34 w/o

A Sukhoi Su-34 of the Russian Federation Aerospace Forces crashed in the Khabarovsk region, in the Russian Far East. Both pilots of the side-by-side seated frontline bomber managed to eject to safety. The Fullback, commanded by the Eastern Military District, was involved in a training flight and crashed under unknown circumstances. The aircraft came down in a wooded and low-land area. The pilots have been airlifted back to their home base. The Su-34 was most probably operating out of Komsomolsk-na-Amure/Khurba air base, which houses the 11th Red Banner Air and Air Defence Army, 303rd Composite Aviation Division, 277th Red Banner Bomber Aviation Regiment (277 BAP), operating the Su-34 and Su-24M/M2.

21oct20 N716VL Bell 206B-2 4203 dam

A Bell JetRanger of [Airwayplanner.com](http://Airwayplanner.com) experienced an apparent forced landing to shallow water terrain at Nassau County's Point Lookout in Hempstead on Long Island (NY). The helicopter sustained substantial damage and the sole pilot onboard received minor injuries. Weather may have been a factor to the incident.

23oct20 JA845A DHC-8-402 4096 dam

[Oriental Air Bridge](http://Oriental Air Bridge) flight OC93/NH4693 (from Fukuoka to Fukue), with fifty passengers and four crew members, touched down hard at destination, followed by a tail strike. The aircraft rolled out without further incident. There were no injuries, the aircraft sustained substantial damage. The occurrence was rated as an air accident and the JTSB (Japan Transport Safety Board) launched an investigation.

23oct20 166207/E-207 T-6B PN-198 w/o

A US Navy T-6B Texan II crashed in Foley (AL), sadly resulting in the death of both occupants. The trainer crashed near the Alabama shore about thirty miles west of Pensacola (FL) around 17:00 hours local time. The T-6B mishap crashed in a residential neighbourhood and severely damaged at least one house and several cars, luckily there were no casualties on the ground. The fatal Texan II was operating out of Whiting Field (which is located just north of Pensacola) and belonged to Training Wing FIVE ('E-xxx'). These two fatalities are the first for the US Navy and US Marine Corps in more than a year

as the force reported on 19 October 2020. They each had zero aviation-related fatalities in Fiscal Year 2020, which ended on 30 September 2020.

However, on 26 October the Commander Naval Air Forces ordered a safety stand down after two crashes in week 43 of 2020. All non-deployed aviation units stopped operations on those orders, so Naval Commands and their squadrons were given the opportunity to focus on how to further improve operational risk management and risk mitigation across the Naval Aviation enterprise. As reported already, an F/A-18E Super Hornet crashed near NAWS China Lake (CA) on 20 October 2020 (pilot was safe) and this T-6B Texan II crashed near NAS Pensacola (FL).

24oct20 N674RJ ERJ145LR 14500801 dam

[American Eagle](http://American Eagle) flight AA4194 (operated by Envoy and left Miami (FL) earlier) suffered a runway excursion after landing on runway 06 at Freeport-Grand Bahama International Airport (Bahamas). It veered right off the runway and came to a stop on soft ground with both main gear struts collapsed, after completing a near 180 degrees turn heading against the landing direction. The aircraft blocked the runway for considerable time.

25oct20 ZP-BPH Beech B58 TH-1064 dam

This [private](http://private) Beech Baron made a gear-up landing after the undercarriage failed to deploy on approach to the La Huella Ranch Airstrip, Boquerón, Chaco, Paraguay. There were no personal injuries.

26oct20 N530H AS350B3 4553 dam

The pilot of this [Air Methods](http://Air Methods) Ecureuil was seriously injured after the chopper crashed in a residential area in Arenas Valley, near Silver City (NM). The AS350 received quite some damage.

29oct20 N101G Ce310R 310R0017 w/o

A [private](http://private) Cessna 310R crashed under unknown circumstances in Las Vegas Valley (NV) and was destroyed by fire. Both occupants suffered fatal injuries in the accident.

29oct20 5261/80036 F-5E VE1013 w/o

A [Republic of China Air Force](http://Republic of China Air Force) (ROCAF, Taiwan Air Force) F-5E Tiger II crashed during a training mission off the coast of Taitung county in eastern Taiwan. Unfortunately the pilot was killed. The Tiger II, operated by the 7th Flight Tactical Wing (7th FTW), took off from its home base at Taitung-Jhihhang but crashed within two minutes into the sea, one mile north of the base.

Credits: ASN, Aviation Herald, B3A, Thai PBS World

# Military News & Updates



New kid on the block, the first military Airbus 350, freshly delivered 10+03 of the Luftwaffe, as seen through the lens of Anton van Ruiten at Cologne-Bonn on 21 October 2020, before its third post-delivery test flight which included touch and go's at Hahn and Leipzig.

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

### Netherlands

#### Koninklijke Luchtmacht (AF)

Last September, the Netherlands Ministry of Defence announced an overview with projects for the upcoming years. For the air force two projects are worth mentioning. Firstly, the earlier replacement of the ageing four C-130H Hercules transport aircraft. The four aircraft have been plagued with a low availability rate for years due to scarcity of spare parts. Therefore, it was announced that the four aircraft will be replaced much earlier than planned. A final decision will possibly be made as early as next year. The three possible candidates for this replacement program are the A-400M, C-130J and KC-390.

Secondly, the document also mentioned the replacement of the Pilatus PC-7M fleet. Replacement will possibly be planned not later than 2025.

#### A330MRTT

? o/o Airbus Defence and Space

An additional A330MRTT has been purchased. The total fleet will now consist of nine aircraft.

#### F-16AM

J-135 312/313sq ex 322sq **6D-125** oct20

#### F-35A

F-013 322sq d/d 27oct20 **AN-13**

### Belgium

#### Luchtcomponent/Composante Air/Air Component [AF]

A couple of months ago, we mentioned the withdrawal of the Belgian Air Force Alpha Jets. Next to that, we also mentioned that twenty-five Alpha Jets (including spare engines) have been put up for sale on the civilian market. Early October, the Belgian Ministry of Defence announced that the contract was awarded to the Canadian contractor Canadian Top Aces for a total price of 9.7 million euros. Top Aces already has a number of ex-Luftwaffe (German Air Force) Alpha Jets in

their inventory and with the purchase of these additional aircraft, Top Aces can provide the Royal Canadian Air Force and other customers with a lot more aggressor assets to train pilots.

EBBE = Brussel-Melsbroek

EBFN = Koksijde

#### A109BA

H22 VLOC Oostendeex 1w **3022** sep20

On 22 September 2020, this A109 made its last flight to Ostend where it will act as an instructional airframe at the VLOC, which stands for Vlaams Luchtvaartopleidingscentrum.

#### C-130H

CH03 wfu EBBE ex 20sq **4461** nov19

#### SA316B

M3/OT-ZPC wfu EBFN ex 40sq **1817** sep20

Last month, this Alouette 3 was withdrawn from use. SA-316Bs M1 and M2 will be withdrawn in June 2021.

### Bulgaria

#### Bulgarski Voeno-Vuzdushni Sili (AF)

On 20 October 2020, the United States State Department's Assistant Secretary for Political and Military Affairs, R. Clarke Cooper, visited Graf Ignatievo and Bezmer air bases and the Novo Selo Training area. He was there to observe deployed US airmen from the 31st Fighter Wing (Aviano) supporting the Bulgarian Air Force in the NATO enhanced Air Policing Mission. During the ceremonial visit it was announced that the US Air Force intends to provide two surplus F-16s to the BVVS. However, this is still subject to the approval of the US Congress. Both Fighting Falcons will be transferred through the US Department of Defence's Excess Defence Articles (EDA) programme for use as training aids and general familiarization tools for Bulgarian Air Force personnel.

Early October 2020, the US and Bulgaria signed a Ten-Year Road Map for Defence Cooperation Agreement that provides for the joint use of several military bases and allowed the US military to increase participation in training exercises in Bulgaria. The donation of these two F-16s follows the recent Foreign Military Sales purchase of eight Block 70 F-16s from the US. Scramble assesses the two F-16s might be F-16Ds and that they are to be used for training only.

In November 2018, the Bulgarian Air Force signed a USD 85.5

million contract for the major overhaul of fourteen Sukhoi Su-25 close air support aircraft by the 558th Aviation Repair Plant (558th ARP) at Baranovichi (Belarus). The contract was downgraded from fourteen to eight aircraft (six single seat and two double seat). When the overhaul of the eight aircraft is completed and approved, the Bulgarian Air Force will consider if they will send six more aircraft to Belarus for major overhaul.

The first upgraded Su-25K, serial 246, arrived back at Bezmer air base on 21 September 2020. It was away for overhaul for more than a year. One day later, the second aircraft, Su-25UBK serial 002, was re-delivered. The third Sukhoi, Su-25K serial 253, arrived on 20 October 2020. On 26 October 2020 the fourth followed, serial 252. All four Sukhois are wearing the splendid digital colour scheme. It is expected that all eight aircraft will receive this camouflage pattern. For the remaining four Sukhoi Su-25s currently on overhaul with the 558th ARP, Scramble Magazine knows that Su-25K 254 is one of them. Any information on the other three Su-25s is highly appreciated. Please send your updates to <https://www.scramble.nl/database/military/bg>.

UMMA = Baranovichi (Belarus)

#### Su-25UBK

002	22.ShtAB	digital color scheme
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#### Su-25K

246	22.ShtAB	digital color scheme
252	22.ShtAB	digital color scheme
253	22.ShtAB	digital color scheme
254	UMMA	overhaul 558th Aviation Repair Plant

### Croatia

#### Hrvatsko Ratno Zrakoplovstvo (AF)

In addition to our report in Scramble #497, we can now report that France also confirmed its offer to the Croatian Ministry of Defence. France has offered Croatia twelve used Rafale B/C aircraft to replace its aging MiG-21s. This might even bring the French Air Force a bigger shortage on fighter aircraft, now that it has also sold twelve used Rafales to Greece.



The next RNLAf F-35A in line, F-013, was delivered to Leeuwarden on 27 October 2020 after some delays, being welcomed by brother F-010 and by Jan Eenling, despite the less than optimal weather.

### Czechia

#### vzdušných sil (AF)

On 16 December 2019 the Czech Air Force signed a contract at the Airbus facility at Getafe (Spain), for the acquisition of two additional Airbus C295W medium airlifters with winglets. These C295Ws should be delivered in the first half of 2021.

Next to the contract for buying two Casa 295s, an additional contract was signed for upgrading the four existing C295Ms. LEZL = Sevilla San Pablo (Spain)

#### C295W

....	first noted LEZL	172 sep20
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### Denmark

#### Flyvevåbnet (AF)

On 1 October 2020, the RDAF celebrated its 70th anniversary. For this occasion, the air force showed F-16AM, serial E-005, in a new F-35A Lightning II-style colour scheme. On 27 May 1950, the Danish Parliament passed Act no. 242 that Denmark should have an independent air force. The RDAF came into existence as a merger of the Army Air Corps and the Naval Air Service on 1 October 1950. Unfortunately, E-005 will be the only F-16 painted in these new colours.

#### F-16AM

E-005	Esk 727	special F-35A c/s	6F-48 oct20
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### Finland

#### Ilmavoimat (AF)

On 9 October 2020, the US State Department approved a possible Foreign Military Sale (FMS) to the Government of Finland of the Lockheed Martin F-35A Lightning II or a combination of Boeing F/A-18E/F Super Hornets and EA-18G Growlers. Both contracts will contain - besides the jets - weapons, support and related equipment, and training. The Super Hornet contract has an estimated value of USD 14,7 billion, while the F-35A contract is estimated at USD 12,5 billion.

However, the competition in Finland is still ongoing! The US propositions go along with France's Dassault Rafale, the



Andrew Timmerman witnessed F-16AM FA116 of 10 Wing at Kleine Brogel on 21 October 2020, with markings of 45 years F-16 Multi National Fighter Program, including flags of the USA and Western European nations involved.

UK's Eurofighter Typhoon and the Swedish Saab Gripen E/F. The new fighters will replace the ageing fleet of F/A-18C/D Hornets in the early 2030s. It is hard to say how Finland will decide.

The Super Hornet looks to be in favour as the air force is well known with the type and transition from Hornet to the Super Hornet / Growler is relatively easy. The Growlers can fulfil a great job with the Russian aggressor as a neighbour. But... looking at Finland's Scandinavian neighbours Norway and Denmark, who both decided to purchase the Lightning II, and Finland's close allies in NATO, a purchase of F-35s will make it easy in integrated air operations and training. But this can also be said about the Eurofighter, Rafale and Gripen.

The deal is far from done. A recent statement from the Finnish Ministry of Defence made clear that the US State Department's announcement merely solidified that the two US-made aircraft were in the larger mix, and the number of aircraft is still a work in progress.

#### F/A-18C

HN-431	HävLLv 11	H31 mks	<b>1435/FNC031</b>	oct20
HN-438	HävLLv 31	ex HävLLv 11	<b>1449/FNC038</b>	sep20
HN-447	HävLLv 11	ex HävLLv 31	<b>1473/FNC047</b>	sep20

#### F/A-18D

HN-465	HävLLv 11	ex HävLLv 31	<b>1289/FND005</b>	oct20
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### France

#### Armée de l'Air et de l'Espace (AF)

Sometimes it can go very fast. In June it was announced that the French had the intention to order three additional A330MRTTs, the order was confirmed on 25 August and on 4 October, the first of these three, an A330-243, was in full military French colours at Tarbes-Lourdes. It is a former Avianca aircraft (ex-PR-OCG) and will be delivered before the end of the year. Also, a second ex-Avianca currently stored at Tarbes will be delivered by late 2020. These will eventually be converted to MRTT-standard. The third aircraft of this order will be delivered in 2022.

The air force has recently activated two units. Escadron de Transformation Phenix 03.031 *Landes* (ETP03.031) was established in September at Istres as an A330 training unit. On 12 October a new MQ-9 drone unit was activated at Cognac, Escadron de drone 2/33 (ED02.033) *Savoie*.

The French have released their expected delivery plan for 2021. Three A330MRTTs (in addition to the above three), one A400M, one NH90 for the ALAT and one NH90 for the Marine. Additionally, fourteen upgraded Mirage 2000Ds should be delivered, as well as two upgraded Atlantiques and two

upgraded C-130Hs.

The Rafale order for Greece includes twelve second hand ex-French Air Force aircraft. It is expected that the French will order twelve additional new aircraft by the end of the year to replace those which will go to Greece.

#### A330-243

1608	on order	ex PR-OCG	<b>1608</b>	oct20
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#### A330MRTT

043/F-UJCI	ERVTS01.031	ex EC-338	<b>1916</b>	oct20
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#### Beech 350ER/ALSR

1018/F-RACG	EEA01.054	ex F-ZACG	<b>FL-1018</b>	oct20
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#### CN235M-200

072/64-IF	ET01.062	ex 62-IF	<b>C072</b>	oct20
123/64-IM	ET01.062	ex 62-IM	<b>C123</b>	oct20

#### CN235M-300

197/64-HE	ET03.062	ex 62-HE	<b>C197</b>	oct20
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#### H225LP

2932/F-ZAJC	DGA-EV	ex F-HUFG	<b>2932</b>	sep20
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#### Rafale B

350/4-FQ	ETR02.092	ex 113-FQ		oct20
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#### Rafale C

129/30-GH	EC03.030	ex 4-GH		oct20
131/30-GJ	EC03.030	ex 7-GJ		oct20

#### TB-30

92	to N9230X	ex 315-XI	<b>92</b>	
133	to N759F	ex 315-YY	<b>133</b>	

#### Armée de Terre (AR)

It was announced on 29 September that the ALAT will convert ten of its NH90TTHs to a special forces version known as the NH90FS. The first five of these NH90FS will be delivered in 2025 and go to the 4RHFS at Pau. The other five should follow in 2026.

#### Marine National (NY)

#### AS365N3

705	on order	ex F-GNYH	<b>6705</b>	
724	on order	ex F-GVGV	<b>6724</b>	sep20
745	on order	ex F-HUdT	<b>6745</b>	

Earlier this year it was announced that Helidax would provide the navy with twelve Dauphins. The first aircraft of this order, s/n 724, was seen in full Marine colours at Toussus-le-Noble. The first three should be delivered in December 2020.

### Germany

#### Luftwaffe (AF)

Earlier we mentioned that the German Air Force is looking for a replacement helicopter for the ageing German Air

Force CH-53G fleet. Therefore, the German Defence Ministry started with an acquisition competition with both Boeing's CH-47F Chinook and Sikorsky's CH-53K King Stallion helicopters. After a request by the German Defence Ministry, both companies provided offers which also involved the German industry. However, due to the COVID-19 crisis the German Government has been faced with budget implications and therefore both offers have been labelled as "too expensive". Despite this cancellation, a new competition will be started in the (near?) future. Time will tell...

#### EF2000

30+07	TLG31	ex TLG74	<b>040/GS002</b>	oct20
30+11	TLG73	ex TLG74	<b>052/GS005</b>	oct20

#### NH90-NFH

79+55	MFG5	ex Airbus Heli.	<b>NGEN05</b>	oct20
79+58	MFG5	ex Airbus Heli.	<b>1462/NGEN08</b>	oct20

#### NH90-TTH

78+26	THR10	ex IHAz <b>1116/TGEA26/GEAR26</b>	oct20
79+19	THR30	ex IHAz <b>TGEE19/GEAF26</b>	oct20
79+29	THR30	ex Airbus Heli. <b>TGEE29/GEAF07</b>	oct20
79+34	THR10	ex Airbus Heli. <b>TGEE34</b>	oct20

#### Heeresflieger (AR)

##### UH-1D

73+39	?	ex THR10	<b>8459</b>	oct20
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This UH-1D has been seen on a trailer on its way to an unknown location. If you have some more information about the possible location, please let us know!

#### Hungary

##### Magyar Légierő (AF)

On 13 December 2019, the first four Magyar Légierő (Hungarian Air Force) H145M helicopters were officially introduced in air force service. During a ceremony at Szolnok, the helicopters were handed over by the Airbus Helicopters H145 programme manager, Axel Humpert, to the Secretary of State for Defence, István Szabó. The first two H145Ms (serial 01 and 02) were flown to Szolnok on 18 November 2019, followed by 03 and 04 on 11 December 2019.

In June 2018, the Hungarian Ministry of Defence ordered a total of twenty H145Ms as part of the Zrinyi 2026 Defence and Military Development Programme. The helicopters will be operated by MH 86.HE Helicopter Ezred 1. Szállító Helikopter Zászlóali (86th Helicopter Regiment / 1st Transport Helicopter Battalion). Delivery schedule for the H145Ms is four in 2019, twelve in 2020 and four in 2021.

At this moment it is unknown which Hungarian serials the following H145s will receive: c/n **20320** D-HCBB, c/n **20344** D-HCBP and c/n **20345** D-HADU.

EDMQ = Donauwörth (Germany)

#### H145M

01	MH 86.HE	del 18nov19, ex D-HADI	<b>20264</b>
02	MH 86.HE	del 18nov19, ex D-HMBF	<b>20266</b>
03	MH 86.HE	del 11dec19, ex D-HBTA	<b>20276</b>
04	MH 86.HE	del 11dec19, ex D-HCBP	<b>20278</b>
05	o/o	EDMQ as D-HADO	<b>20284</b>
06	o/o	EDMQ as D-HCBY	<b>20286</b>
07	MH 86.HE	del 22jul20, ex D-HBTJ	<b>20301</b>
08	MH 86.HE	del 20jul20, ex D-HADM	<b>20303</b>
09	MH 86.HE	del 22jul20, ex D-HADT	<b>20314</b>
10	MH 86.HE	del 22jul20, ex D-HCBP	<b>20316</b>
11	MH 86.HE	del 20jul20	<b>20325</b>
12	o/o	EDMQ	
13	o/o	EDMQ as D-HCBQ	
14	o/o	EDMQ	
15	MH 86.HE	del 05oct20, ex D-HCBV	<b>20336</b>
16	MH 86.HE	del 05oct20, ex D-HCBU	<b>20339</b>
17	o/o	EDMQ, ex D-HADE	<b>20341</b>
18	o/o	EDMQ	
19	o/o	EDMQ	
20	o/o	EDMQ	

#### Ireland

##### Irish Air Corps

On 19 December 2017, the Ireland ordered three PC-12/47E, also known as PC-12NG Spectre, for the Aer Chór na hÉireann (IAC, Irish Air Corps). The airframes involved have the construction numbers **1795**, **1838** and **1844**. Then, in a surprise move, a fourth PC-12/47E, c/n **1898** was purchased and delivered in April 2020, before the original three, as reported on Scramble Facebook News on 6 April 2020. This fourth one was bought with regard to the COVID-19 crisis. It was once ordered by a Chinese client but that order was cancelled, afterwards Pilatus offered the aircraft to Ireland.

On 10 September 2020, the other three aircraft were delivered. These three were built by Pilatus in Switzerland and flown to Rocky Mountain Metro Airport (CO) in the second half of 2019, where each underwent an ISR (Intelligence, Surveillance and Reconnaissance) modification with the Pilatus facility. Since 1996, the aircraft company has had a strong presence at the Rocky Mountain Metropolitan Airport in Broomfield (CO), doing aircraft completion work on the PC-12 aircraft, as well as managing the North and South American sales and service network in various leased facilities at the airport.

The Spectres belong to 104 Squadron where they replaced the good old Cessna 172. They will be used for ISR missions, medical evacuation and logistics support. Each has the capacity for nine passengers, or two patient stretchers along with support staff for the medical evacuation role.



Dark-grey "military" colours can be appreciated on this newly delivered PC-12 283 of the Irish Air Corps. It visited Luton on 19 October 2020 and was pictured by James Ronayne, who was present at the right time.



An Aeronautica Militare KC-130J Hercules, some prop blur, nice light, and a splendid landing pose. All ingredients together justify to publish this shot of MM62181/46-46, made by Frank Noort at Pisa on 8 October 2020.

#### PC-12/47E

280	104sq	ex HB-FXT	<b>1898</b>	sep20
281	104sq	del, ex N280NG	<b>1795</b>	sep20
282	104sq	del, ex N281NG	<b>1838</b>	sep20
283	104sq	del, ex N282NG	<b>1844</b>	oct20

#### Italy

##### Aeronautica Militare (AF)

The Aeronautica Militare is a prominent user of the Eurofighter T/F-2000A with a total of 95 examples. 81 are single seaters and 14 are two seaters. Already in 2004, the first examples were delivered. Stationed at four bases (Trapani, Grosseto, Gioia del Colle and Istrana), the T/F-2000A plays a vital role in the Italian Air Defence system. On 23 October 2020, after taking off from Leonardo's plant in Caselle (Turin), the final F-2000A was delivered to the Aeronautica Militare and landed at Istrana Air Base in the North of Italy. The Italian Air Force Chief of Staff, General Alberto Rosso, accompanied MM7356 on board two-seater TF-2000A MM55129/4-32. The final F-2000A was handed over during a ceremony which was attended by the Chief of Staff of the Italian Air Force, the CEO of Leonardo, Alessandro Profumo and the Aircraft Division Managing Director, Marco Zoff. Till now, the Aeronautica Militare lost only one Eurofighter. On 24 September 2017, F-2000A MM7278 was lost during an air show above the sea at Terracina (LT) with its pilot killed.

LIRE = Pratica di Mare (RM)

LIRP = Pisa-San Giusto (PI)

LIRH = Frosinone (FR)

#### C-130J-30

MM62194/46-60	50° Gruppo	ex std LIRP	<b>5548</b>	aug20
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#### F-2000A

CSX7351/4-9	Leonardo	ex MM7351/4-9	<b>IS077</b>	oct20
MM7356/-	132° Gruppo	ex CSX7356/Leonardo	<b>IS082</b>	oct20

#### HH-101A

MM81871/9-10	21° Gruppo	ex 15-10/81° Centro AE	<b>5026 7</b>	jul20
MM81873/15-12	21° Gruppo	ex 15-12/81° Centro AE	<b>50271</b>	may20
MM81874/15-13	21° Gruppo	ex 15-13/81° Centro AE	<b>50272</b>	may20

#### HH-139B

CSX81985/-	Leonardo	on order	<b>31906</b>	jul20
CSX81986/-	Leonardo	on order	<b>31905</b>	sep20
CSX81989/-	Leonardo	on order	<b>31911</b>	sep20
CSX81990/-	Leonardo	on order	<b>31912</b>	sep20
CSX81991/-	Leonardo	on order	<b>31923</b>	sep20
CSX81998/-	Leonardo	on order		oct20

The new batch of HH-139Bs (AW139M) for the Aeronautica Militare was noted recently with Leonardo Divisione Elicotteri.

#### MB339A (MLU)

MM54465/61-116	213° Gruppo	ex -/Leonardo	<b>6644</b>	jul20
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#### MB339A/PAN (MLU)

MM54551/-	313° Gruppo	ex 1/313° Gruppo	<b>6772</b>	aug20
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#### MB339CD

MM55065/-	212° Gruppo	ex 61-131/212° Gruppo	<b>6865</b>	aug20
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#### NH500E

MM81271/72-08	Sq C & S Linate	ex 72-08/208° Gruppo	<b>209</b>	feb20
MM81285/72-22	Sq C & S Linate	ex 72-22/208° Gruppo	<b>223</b>	jun20
MM81289/72-60	pres LIRH	ex 72-28/std LIRH	<b>227</b>	oct20

#### Aviazione dell' Esercito (AR)

#### AB205 MEP

MM80540/E.I.288	1° Reggimento	ex 54° Gruppo	<b>4151</b>	jul20
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#### AB206C-1

MM80639/E.I.578	TDY 208° Gr	ex 1° Reggimento	<b>9115</b>	jul20
MM80644/E.I.583	1° Reggimento	ex 1° Gruppo	<b>9127</b>	jul20
MM80885/E.I.617	1° Reggimento	ex 1° Gruppo	<b>9124</b>	jul20
MM80890/E.I.622	TDY 208° Gr	ex 1° Gruppo	<b>9132</b>	jul20
MM80900/E.I.632	TDY 208° Gr	ex 1° Gruppo	<b>9145</b>	feb20
MM80905/E.I.637	TDY 208° Gr	ex 1° Reggimento	<b>9132</b>	feb20
MM80912/E.I.644	1° Reggimento	ex 1° Gruppo	<b>9166</b>	jul20

#### AB412

MM81194/E.I.451	1° Reggimento	ex 1° Gruppo	<b>25532</b>	jul20
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#### UH-90A

MM81561/E.I.244	26° Gruppo	ex Leonardo	<b>ITAR45</b>	oct20
MM81563/E.I.246	27° Gruppo	ex CSX81563/E.I.246	<b>ITAR47</b>	jun20
CSX81567/E.I.250	Leonardo	new	<b>ITAR51</b>	jul20
CSX81568/E.I.251	Leonardo	new	<b>ITAR52</b>	sep20

#### UH-169B

CSX81993/E.I.109	Leonardo	new	<b>69120</b>	sep20
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#### Marina Militare (NY)

#### MH-90A

CSX81631/3-59	Leonardo	new		oct20
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#### Carabinieri (PO)

#### AB412SP

MM81381/CC-20	3° NE Bolzano	ex Raggr. Elicotteri		aug20
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#### NH500D

MM81920/CC-71	Carabinieri	ex CFS05SE/CFS05	<b>BH-02</b>	oct20
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On 12 October 2020, former Corpo dello Forestale NH500D CFS05CE/CFS-05 was noted at Roma-Urbe (RM) as Carabinieri MM81920/CC-71. It is still in the green and white Corpo dello Forestale livery.

#### Polizia di Stato (PO)

LIPZ = Venezia-Tessera (VE)

LIRQ = Firenze-Peretola (FI)

<b>A109A</b>				
PS-45	Air & Ground	ex std LIPZ	<b>7161</b>	sep20
PS-48	Air & Ground	ex 8° RV Firenze	<b>7204</b>	sep20
PS-49	Air & Ground	ex 8° RV Firenze	<b>7206</b>	sep20

<b>A109A-II</b>				
PS-59	Air & Ground	ex 1° RV Pratica di Mare	<b>7295</b>	sep20
PS-64	Air & Ground	ex 1std LIRQ	<b>7243</b>	sep20

<b>AB412</b>				
PS-42	Aerotech HS	ex std LIRE	<b>30709</b>	sep20
PS-43	Aerotech HS	ex std LIRE	<b>30711</b>	sep20

In September 2020, five former Polizia di Stato Agusta A109A/A-IIs were on sale with Air & Ground Aviation at Shirleywich (United Kingdom). This firm is specialized in helicopters as aftermarket products and services for both military and civil sectors. They were advertised on eBay with a price tag of GBP 70,000 (engines removed) and have apparently been sold to an unknown destination. They were noted in a hangar from Eurotech Helicopter Services at Caiolo (SO). Also noted with Eurotech Helicopter Services were two AB212s, PS-42 with 6,292 flight hours and PS-43 with 4,820 flight hours. Both were stored besides the Polizia hangar at Pratica di Mare (RM).

Guardia di Finanza (PO)

<b>AW139</b>				
CSX81996/-	Leonardo	on order		oct20
CSX81997/-	Leonardo	on order	<b>31935</b>	oct20

<b>AW169M</b>				
CSX82000/-	Leonardo	on order	<b>69105</b>	oct20
CSX82004/-	Leonardo	ex I-EASI	<b>69111</b>	oct20

Vigili del Fuoco (PO)

<b>AB412EP</b>				
VFOLVF-58	RV Arezzo	ex RV Sassari	<b>25904</b>	aug20

## Luxembourg

Luxembourg Armed Forces (AF)

<b>A400M</b>				
CT01	20sqn	ex Airbus D&S	<b>104</b>	oct20

On 9 October 2020, the first A400M was handed over to 20 squadron at Brussel-Melsbroek. The transporter is in full Luxembourg Armed Forces markings.

## Norway

Norske Luftforsvaret (AF)

<b>F-35A-4</b>				
5387	332 skv	d/d 27sep20	<b>AM-26</b>	sep20
5388	332 skv	d/d 27sep20	<b>AM-27</b>	sep20
5389	332 skv	d/d 27sep20	<b>AM-28</b>	sep20

## Poland

Sily Powietrzne (AF)

In March 2018, the Leonardo press office announced that the Polish Air Force ordered four additional M346s with a contract value of 115 million Euros. The four advanced jet training aircraft were all to be delivered in 2020.

The first M346 of the additional order, serial 7709, was delivered to Poland on 5 October 2020 followed by the second one (serial 7710) on 20 October 2020. The third one (serial 7711) was seen flying in full colours at Varese/Venegono in October 2020 and will be delivered soon. The fourth and last one (most probably serial 7712) has not been seen yet. These four M346s will join the fleet of eight aircraft already in service since their delivery between November 2016 and October 2017 and are operated by the 48. Eskadra Lotnicza (48.el)/4. Skrzydło Lotnictwa Szkolnego (4.SLSz, 4th Flying Training Wing) at Deblin air base.

Besides Italy, Poland is the only European user of the Alenia Aermacchi M346 Master advanced jet trainer which was developed in order to economically produce pilot training, and which features a cockpit layout resembling the cockpits utilized in the F-16C/D Fighting Falcon, Eurofighter Typhoon or even the Lockheed Martin F-35A Lightning II.

LILN = Varese/Venegono (Italy)

### M-346

7709	41.BLSz	d/d 05oct20, ex CSX55238
7710	41.BLSz	d/d 20oct20, ex CSX55245
7711	on order	noted at LILN as CSX55246
7712	on order	noted at LILN as CSX55247

### Lotnictwo Straży Granicznej (GV)

It looks like the Polish Border Guard is re-registering its helicopters. The H135 was newly delivered earlier this year with the SP registration and recent photos on social media showed the SN registration. Also, from the PZL Kania recent photos were seen on social media with the SN registration.

### H135-P3H

SN-28XG	Straży Granicznej	ex SP-VSS	<b>2087</b>
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### PZL Kania

SN-25XG	Straży Granicznej	ex SP-VSK	<b>900403</b>
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### L-410UVP-E20

...	OK-JRY	d/d 17oct20	<b>193301</b>
...	OK-JRZ	d/d 17oct20	<b>193302</b>

On 29 January 2019, a contract was signed for the purchase of two L-410s. In June 2020, the first one was making test flights from Braunschweig (Germany), followed by the second one in October 2020. Both were delivered to the Border Guard at



The Ligurian village of Castelnuovo Magra forms a perfect backdrop for EH101-410UTY MM81635/2-20 of Grupelicot 1. It performed some exercises with the rescue hoist. (Sarzana-Luni, 1 October 2020, Frank Noort)



After its first flight on 13 April 2020, A400M CT01 for the Luxembourg Armed Forces was delivered to Luxembourg on 7 October 2020. It was welcomed during a ceremony with a traditional watering by fire trucks after Coert van Breda made this picture. Later on the transporter continued its journey to Brussels/Melsbroek where it is based.

Gdansk Airport on 17 October 2020.

Lotnictwo Policja (PO)

In 2019 and 2020, the Polish Police took delivery of brand-new S-70i and Bell 407GXl helicopters. The Mi-2 and PZL Kania helicopters were withdrawn from use. Below is an overview of all the active helicopters and where they are based.

#### Bell 206B-3

SN-16XP/A-015	Warszawa-Babice	<b>4154</b>
SN-17XP	Lodz-Lublinek	<b>4585</b>

#### Bell 412HP

SN-18XP	Warszawa-Babice	<b>36028</b>
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#### W-3A

SN-31XP/A-022	Warszawa-Babice	<b>310315</b>
SN-32XP/A-013	Warszawa-Babice	<b>300420</b>
SN-34XP	Krakow-Rakowice	<b>310414</b>

#### Mi-8T

SN-41XP/A-017	Warszawa-Babice	<b>10659</b>
SN-42XP/A-023	Warszawa-Babice	<b>10661</b>

#### S-70i

SN-70XP/A-101	Warszawa-Babice	<b>036/704008</b>
SN-71XP/A-102	Warszawa-Babice	<b>045/704027</b>
SN-72XP/A-103	Warszawa-Babice	

#### Bell 407GXl

SN-80XP/A-104	Warszawa-Babice	
SN-81XP/A-105	Warszawa-Babice	<b>54859</b>
SN-82XP/A-106	Warszawa-Babice	<b>54860</b>

### Portugal

Força Aérea Portuguesa (AF)

LPBJ = BA11 Beja  
LPMR = BA5 Monte Real  
LPOT = BA2 Ota

#### Alpha Jet A

15215	i/a LPOT	ex std LPBJ	<b>0047</b>	oct20
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On 22 October 2020, dismantled sistership 15211 was photographed on a low-loader apparently on its way out of Beja Airbase as well. Time will tell where to.

#### F-16AM

15122	LPMR	ex OGMA, to be1613	<b>M17-2</b>	oct20
15141	LPMR	ex OGMA, to be1617	<b>M17-8</b>	oct20

Both Vipers were delivered from Alverca to Monte Real Airbase after having been prepared by OGMA for delivery to Romania. Onward delivery to Romania is expected in November. The last aircraft in this second batch for Romania will be 15134.

15143	Esq201/301	new, ex 82-1004	<b>M17-11</b>	sep20
15145	tie-up tbc	o/o, ex 83-1097	<b>M17-22</b>	
15146	tie-up tbc	o/o, ex 83-1111	<b>M17-23</b>	
15147	tie-up tbc	o/o, ex 83-1114	<b>M17-24</b>	

Three additional airframes will bring the remaining Portu-

guese F-16 fleet up to the desired size of 24 single seat aircraft and four duals. These will most probably be the three ex-USAF machines above that have been in Portugal since late 2014. The tie-ups with the Portuguese serials need confirmation.

Marinha Portuguesa (NY)

Due to the COVID-19 pandemic, the delivery of the first upgraded Super Lynx Mk95A 19204 has been postponed from September 2020 to January 2021. The remaining four upgraded machines are expected back in Portugal later in 2021.

### Romania

Fortele Aeriene Romane (AF)

On 27 January 2020, the ministers of defence from Portugal and Romania formally signed the contract for the sale of five additional F-16s to the Romanian Air Force at a total value of 130 million euros. The deal also included the technical conversion of the aircraft to Romanian specifications, the transfer of technical information and the setup for maintenance in Romania.

The "new" aircraft will undergo modernisation at the OGMA facilities (Portugal) before delivery to Romania. The planned delivery schedule was two in June 2020, two in October 2020 and the last one in early 2021. However, the first two Fighting Falcons were delivered two months later, in August 2020. These were F-16AM serial 1614 (ex-Portugal 15132) and serial 1616 (ex-Portugal 15135).

On 8 October 2020, the third aircraft was ready and departed the OGMA facilities at Alverca to Air Base No.5 Monte Real (Portugal). Number four was flown to Monte Real on 19 October 2020. Both aircraft, fully modernised and painted in Romanian Air Force camouflage, will most probably be delivered soon to Romania. The aircraft have Romanian Air Force serials 1613 (ex-Portugal 15122) and 1617 (ex-Portugal 15141).

The fifth and last F-16 is planned to be delivered in the beginning of 2021 and will receive serial 1615 (ex-Portugal 15134). After this final delivery, the Romanian Air Force has seventeen F-16s in its inventory, fourteen single seat aircraft and three dual seat aircraft. All Fighting Falcons are operated by Escadrila 53 Vanatoare *Warhawks* / Baza 86 Aeriana at Borcea/Fetesti.

LPAR = Alverca (Portugal)  
LPMR = Monte Real (Portugal)

#### F-16AM

1601	Esc.53	del 04oct16, ex FAP/15121
1602	Esc.53	del 04oct16, ex FAP/15123
1603	Esc.53	del 04oct16, ex FAP/15124
1604	Esc.53	del 04oct16, ex FAP/15125
1605	Esc.53	del 15dec16, ex FAP/15126

1606	Esc.53	del 15dec16, ex FAP/15127
1607	Esc.53	del 29sep17, ex FAP/15128
1608	Esc.53	del 04oct16, ex FAP/15129
1609	Esc.53	del 29sep17, ex FAP/15130
1613	Esc.53	del 30oct20, ex FAP/15122
1614	Esc.53	del 14aug20, ex FAP/15132
1615	LPAR	ex FAP/15134
1616	Esc.53	del 14aug20, ex FAP/15135
1617	Esc.53	del 30oct20, ex FAP/15141

#### F-16BM

1610	Esc.53	del 04oct16, ex FAP/15137
1611	Esc.53	del 15dec16, ex FAP/15138
1612	Esc.53	del 29sep17, ex FAP/15139

### Serbia

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

The Ministry of Defence has published documents about the light general-purpose Gazelles named HO-45. The HO-45 Gazelles will be armed with 12.7mm M87 machine guns in gondolas and 80mm unguided rocket launchers. The Serbian air force already operates the armed HN-45M GAMA (Gazela Malutka) version. An upgrade program for this type was announced and displayed before. But the upgrade plans on the HO-45 are new. The air force still has 5 HO-45 Gazelles and the test centre (TOC) also has one in use. We wonder if the plans also include to arm the two disarmed HN-45Ms again.

On Friday 25 September the only airworthy MiG-21 of Serbia, 16185, crashed. This has very likely been the very last flight of the MiG-21 in Serbian service. All MiG-21bis were already withdrawn from use because of their expired service life, leaving only three MiG-21UMs with the 101.lae at Batajnica. The other two are 16178, which has been used for spares, and 16180, which is not airworthy with its service life expiring in 2021. Reactivation of 16178 was considered, but has been most likely abandoned forever...

#### MiG-21UM

16185	101.lae	w/o 25sep20	<b>516999513</b>
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### Spain

#### Ejército del Aire (AF)

LESA	=	Salamca/Matacán
LEZL	=	Sevilla/San Pablo
LFML	=	Marseille/Marignane (France)
LSZC	=	Stans/Buochs (Switzerland)

#### A400M

TK.23-10	Airbus D&S	f/n, #102..	<b>111</b> aug20
TK.23-11	Airbus D&S	f/n, #102..	<b>112</b> sep20

#### C295M

T.21-07/35-07	353 Esc	recoded, ex 35-45	<b>012</b> oct20
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#### CASA 101EB

E.25-16/79-16	i/a León	d/d 02sep20, ex 741 Esc	<b>016</b> sep20
E.25-40/793-40	AGA	recoded, ex 79-40	<b>041</b> sep20
E.25-41/74-41	std LESA	ex 741 Esc	<b>042</b> sep20
E.25-53/74-09	Gr54/CLAEX	ex 741 Esc	<b>054</b> sep20
E.25-54/79-35	741 Esc	ex AGA	<b>055</b> sep20
E.25-81/793-81	AGA	ex 741 Esc/74-34	<b>089</b> sep20

Aviojet E.25-41 will be preserved at the gate of Matacán Airbase.

#### EC120B

HE.25-2/782-02	782 Esc	recoded, ex 78-21	<b>1140</b> sep20
HE.25-13/782-13	782 Esc	recoded, ex 78-32	<b>1223</b> sep20
HE.25-14/782-14	782 Esc	recoded, ex 78-33	<b>1231</b> sep20

#### MQ-9 Predator-B

NR.05-0./233-01	233 Esc		sep20
NR.05-02/233-02	233 Esc	recoded, ex 23-01	sep20

As far as we know only NR.05-02 and NR.05-03 were delivered by September 2020. The recoding of NR.05-02 to 233-02 therefore suggests that 233-01 should be NR.05-03. Confirmation of this assumption would be most welcome.

#### NH90-TTH

HD.29-16/803-16	803 Esc	#10227, d/d 14oct20	<b>1425</b> oct20
HD.29-17/803-17	Airbus LFML	#10236, c/n update	<b>1426</b> jul20

These are the first two of twelve NH90-TTH intended for the Spanish Air Force.

#### PC-21

E.27-01/792-01	Pilatus	#10239, f/n	<b>314</b> sep20
E.27-02/792-02	Pilatus	#10240, f/n	oct20

Construction numbers **316** and **317** were noted with Pilatus in September and will probably prove to be machines for Spain as well.

#### T-35C

E.26-29/791-29	791 Esc	recoded, ex 79-76	<b>148</b> sep20
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### Sweden

#### Flygvapnet (AF)

#### JAS39C

39212/212	F21	ex F17	<b>39-212</b> oct20
39254/254	F21	ex F17	<b>39-254</b> oct20

### Switzerland

#### Schweizer Luftwaffe (AF)

Switzerland's voting system is unique among modern democratic nations in that Switzerland practices direct democracy in parallel with representative democracy. One of the tools



Venegono is the birthplace of the M346. With beautiful autumn light and scenery, Fabrizio Capenti saw the first steps outside of 7711/CSX55246, part of a follow on order for Poland, on 13 October 2020.



'Rossijskaya Federatsiya Otkrytoye Nebo ('Russian Federation Open Skies') Tu-154M RF-85655 is seen here arriving at Cologne-Bonn from Kubinka on 10 August 2020 by Anton van Ruiten.

of this voting system is the optional referendum. It allows citizens to oppose laws voted by the federal parliament, cantonal and/or municipal decrees. Sunday 27 September 2020, the government made a second attempt for spending as much as 6 billion francs (USD 6.5 billion) to purchase new fighter jets, to replace its ageing fleet of Northrop F-5E/F Tigers and McDonnell-Douglas F/A-18C/D Hornets by 2030. By a margin of 8,670 votes, Swiss citizens have given a cautious all-clear for a multi-billion purchase of new fighter jets for the air force. In the end, 50.1% of the roughly three million voters who cast ballots approved the CHF6 billion funding packet after a surprising afternoon that left pollsters unable to call the result until the last minute. Defence Minister Viola Amherd welcomed the victory and said the government would now proceed with the evaluation of four models bidding for the contract: the Lockheed F-35A Lightning II, Boeing's F/A-18 Super Hornet, Dassault's Rafale, and Airbus' Eurofighter Typhoon. In principle, voters will have no further say on the type of new planes to be bought. However, the Group for a Switzerland without an Army (GSoA), which led the opposition campaign, has already said it will launch a people's initiative to challenge the government's choice. Amherd said this will not derail plans to finalize the contract by 2021.

## United Kingdom

### Royal Air Force (AF)

During a ceremony at RAF Coningsby Defence Secretary Ben Wallace officially opened the joint Royal Air Force-Qatar Emiri Air Force (QEAF) unit 12 (B) squadron. This unit has been in operation, using RAF Typhoon jets since June 2020. During the occasion, a Statement of Intent was signed by the UK Defence Secretary and the Qatari Minister of State for Defence Affairs Dr. Khalid, to establish a second joint-squadron in the future. In this statement, the United Kingdom offers to base Qatar's nine Hawk training aircraft, which currently are on order, at a RAF station. Although not specifically mentioned, it is believed this will be at RAF Valley.

EGDM = Boscombe Down

Airbus	Airbus Military at Madrid-Getafe (Spain)		
CMF	Chinook Maintenance Facility at RAF Odiham		
EGUB Pool	28sq, 33sq and 230sq pool at RAF Benson		
P2MF	Puma HC2 Maintenance Flight at RAF Benson		
StandardAero	StandardAero at Fleetlands		
TMU	Typhoon Maintenance Unit at RAF Coningsby		

### Atlas C1

ZM412	24/70sq	ex Airbus D&S	<b>042</b> sep20
ZM418	24/70sq	ex Airbus D&S	<b>072</b> sep20

### Chinook HC5

ZH897	StandardAero	ex 27sq	<b>M4476</b> sep20
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ZH901	18(B)sq	ex QinetiQ	<b>M4480</b> sep20
ZH904	EGDM	ex 1310Flt	<b>M4483</b> aug20

### Chinook HC6

ZK555	CMF	ex 7sq	<b>M7706</b> sep20
ZK556	StandardAero	ex 7sq	<b>M7707</b> sep20
ZK557	7sq	ex CMF	<b>M7708</b> sep20

### Chinook HC6A

ZA680	27sq	ex 28sq	<b>M7024</b> sep20
ZA704	28sq	ex 27sq	<b>M7006</b> sep20
ZD981	EGDM	ex 18(B)sq	<b>M7029</b> sep20
ZH775	CMF	ex 27sq	<b>M4451</b> aug20
ZH776	18(B)sq	ex StandardAero	<b>M4452</b> sep20

### Puma HC2

XW214	P2MF	ex EGUB Pool	<b>1120</b> sep20
XW216	see note	ex EGYB Pool	<b>1129</b> sep20
ZJ955/X	EGUB Pool	ex P2MF	<b>1363</b> sep20

Both XW214 and XW216 returned from deployment to Afghanistan (Operation Toral) and were placed in temporary storage at RAF Benson awaiting maintenance with P2MF. Work on XW214 commenced by end September 2020, but XW216 at that point in time was still awaiting its turn.

### Sentinel R1

ZJ690	5(AC)sq	see note	<b>9107</b> sep20
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Returned to RAF Waddington following service by Raytheon at Hawarden on 17 September 2020. The aircraft was placed inside a hangar and seems to be temporarily stored.

### Typhoon T3

ZK379	TMU	ex 41(TES)sq/379	<b>BT024</b> sep20
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### Typhoon FGR4

ZJ914/914	IX(B)sq	ex TMU	<b>BS005</b> sep20
ZJ919/WS-L	IX(B)sq	ex uncodcd	<b>BS010</b> sep20
ZK306	TMU	ex 1(F)sq/306	<b>BS057</b> aug20
ZK310/310	3(F)sq	ex 1(F)sq/310	<b>BS063</b> sep20
ZK312/312	3(F)sq	ex II(AC)sq/312	<b>BS067</b> sep20
ZK319	TMU	ex 3(F)sq/319	<b>BS080</b> sep20
ZK320/320	1(F)sq	ex 6sq/320	<b>BS081</b> sep20
ZK322	TMU	ex 1(F)sq/322	<b>BS083</b> sep20
ZK323	TMU	ex 3(F)sq/323	<b>BS084</b> sep20
ZK324/324	1(F)sq	ex 6sq/324	<b>BS085</b> sep20
ZK328/328	3(F)sq	ex II(AC)sq/328	<b>BS089</b> aug20
ZK330/330	29sq	see note	<b>BS091</b> sep20
ZK333/333	1(F)sq	ex 6sq/333	<b>BS094</b> aug20
ZK335/335	41(TES)sq	ex TMU	<b>BS096</b> sep20
ZK338/338	1(F)sq	ex TMU	<b>BS099</b> sep20
ZK342/342	3(F)sq	ex XI(F)sq/342	<b>BS013</b> sep20
ZK351/351	3(F)sq	ex XI(F)sq/351	<b>BS112</b> sep20
ZK353/353	29sq	ex TMU	<b>BS114</b> sep20
ZK360/360	12(B)sq	see note	<b>BS121</b> sep20
ZK373/373	12(B)sq	ex TMU	<b>BS134</b> sep20
ZK427/427	1(F)sq	ex XI(F)sq/427	<b>BS143</b> sep20
ZK428/428	29sq	ex XI(F)sq/428	<b>BS144</b> sep20

On 18 September 2020, ZJ914/914 in its new black aggressor colours was delivered to IX(B)sq at RAF Lossiemouth. After having received attention by the Typhoon Maintenance Unit (TMU), ZK330 was delivered to XI(F)sq in September 2020. Later that same month, the jet was passed on to 29sq. Following the completion of Operation Azotize (deployment of Typhoons to Estonia) on 1 September 2020, the aircraft involved returned to RAF Lossiemouth. These were ZK320/320, ZK324/324, ZK333/333 and ZK360/360. All four were passed on to 1(F)sq, technically speaking by 6sq which was responsible for the Estonia detachment. Of these, ZK360/360 moved on to 12(B)sq at RAF Coningsby on 16 September 2020.

#### Voyager KC3

ZZ335	1312Flt	ex 10/101sq	<b>1334</b>	sep20
ZZ337	10/101sq	ex 1312Flt	<b>1390</b>	sep20

Army Air Corps (AR)

#### Bell 212 AH1

ZH814	7Regt Conversion Flt, ex 7Flt	<b>30512</b>	sep20
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After ZK067 was flown to Brunei on board a 99sq C-17A, ZH814 was returned to the UK using the same method. It arrived at Middle Wallop on 21 September 2020, and has been operating alongside ZJ969 with 7 Regiment Conversion Flight since.

#### Gazelle AH1

XZ290	StandardAero	ex 665sq	<b>1489</b>	sep20
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## Africa

### Algeria

#### Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

The website Menadefense.net reported on 26 October 2020 that the Algerian Air Force received the first MiG-29M and MiG-29M2 fighter aircraft. If correct, the first batch arrived already in Algeria a few weeks back. According to the information given, this first batch was delivered in a disassembled state. It is unknown how many aircraft are involved in this batch and if the aircraft were delivered as air freight or by boat. The report mentions the coastal town of Oran, so by boat is a possibility.

The contract for the new single seater MiG-29M and dual seater MiG-29M2 was signed during the MAKS-2019 International Aviation and Space Salon in Moscow, Russia. It is expected that the new M and M2-models will replace the older MiG-29S and MiG-29UB, which are mainly in use at Bou Sfer air base. The number of aircraft in this contract is reported to be fourteen aircraft.

DAAJ = Djanet-Tiska  
 DAAQ = Aïn Oussera  
 DAAX = Chéragé  
 DAEO = Oum el Bouaghi  
 DAUU = Ouargla  
 UKOO = Odessa, Ukraine

#### Mi-171Sh

SM-22	f/n DAAJ, photo	jan16
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#### MiG-21MF

FD-16	pres UKOO	as 172	<b>964712</b>	sep20
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In the aviation museum of Odessa at least three former Algerian MiG-21s can be found, of which one is repainted in the old Algerian Air Force colour scheme and marked as 172. This aircraft was known as one of the many Algerians that were stored at Odessa in 2005, unfortunately we do not have any confirmation yet about the other Algerian MiG-21s in the museum.

#### MiG-21UM

FE-90	std DAEO	location update
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Thanks to some searching on Google Earth and comparing photos we have of this aircraft we were able to locate this MiG-21 two-seater. It is at the huge base of Oum el Bouaghi at 35°53'03.19"N, 07°17'17.60"E.

#### MiG-23MF

FP-23	pres DAAX	location update
FP-36	wfu	f/n database, photo
FP-59	wfu	f/n database, photo

Thanks to a photo from Peter Weinert we knew that FP-23 was preserved somewhere. Now we found out it is has been preserved since at least June 2013 at Chéragé and can be found at 36°46'29.53"N, 02°55'40.29"E.

#### MiG-25PDS

FU-24	std DAAQ	f/n database, photo	2018
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According to an Algerian spotter this MiG-25 overran the runway somewhere in 2016 and ended up in a sand dune at the end. It has been stored since at least October 2016 at the MiG-25 base Aïn Oussera in the North of Algeria, see Google Earth at 35°31'12.63"N, 02°52'15.19"E.

#### MiG-29S

FC-78	3 EDA	f/n database, photo
FC-88	3 EDA	f/n database, photo

#### Su-7BMK

363	pres at DAUU	location update
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Also thanks to some searching on Google Earth we were able to match a known photo of this Sukhoi Su-7 with its correct location. It can be found at the gate of the Su-30 fighter base Ouargla at 31°56'04.64"N, 05°24'08.81"E.



Royal Norwegian Air Force F-35A 5146, returns to Luke AFB (AZ) from the Barry M. Goldwater Range, after a mid-morning mission on 27 October 2020. The aircraft has colourful "LITAGO" and 75th RNoAF anniversary markings (Nate Leong).



The development in operational capabilities of the Eufi is the theme on the tail 30+96 of TLG-31. Anton van Ruiten took this picture at Norvenich on 17 September 2020.

**Su-27MKI**  
KF-66 12 EDA c/n update **10MK4209**

### Angola

Força Aérea Nacional de Angola (AF)

**Su-30KN**  
C-123 13° EdC f/n, photo

### Benin

Force Armees Populaire du Benin (AF)

**B727-2Y4**  
TY-25A ex TU-VAO to N621AZ **22968/1815** oct16  
This Boeing 727 was intended to replace the B727-256A TY-24A, which was taken out of service in May 2016 and placed in storage at Johannesburg, South Africa. However due to problems with some documents, the aircraft was never taken up by the Government of Benin. Photos on a French internet page show the aircraft in full government colour scheme with titles and the coat of arms of Benin on the tail. On the same site is a photo of the aircraft made in October 2016 at Johannesburg without the titles, different colour of cheatlines but still with serial TY-25A. The 727 was taken up in the FAA database on 9 December 2016 as N621AZ.

**MA600**  
TY-26A o/o, as TY-BDR Gvmt, del. 30sep20 sep20  
The Xian MA600 is an improved version of the MA60 and is manufactured by the Xi'an Aircraft Industry Corporation, which belongs to the Aviation Industry Corporation of China (AVIC). The route it took was from Kunming-Wujiaba (China), to Dhaka (Bangladesh), Nagpur (India), Karachi (Pakistan), Dubai (UAE), Jeddah (Saudi Arabia), Addis Ababa (Ethiopia) and finally to Cotonou (Benin). TY-BDR was only used as a delivery registration and during its test flights in China it used B-00HA.

### Burkina Faso

Force Aérienne de Burkina Faso (AF)  
DFFD = Ouagadougou

**AS550**  
BF2013 Esc. Hel. B29 f/n DFFD oct20  
BF2015 Esc. Hel. B29 f/n DFFD oct20

The delivery of these Fennec helicopters came as a complete surprise and it is unknown where the helicopters came from. At least two serials were found by Peter Weinert, but also unknown is how many have been delivered.

**UH-1H**  
BF1606/06 w/o 31jan20 dump DFFD **18061** feb20  
This Huey crashed on 31 January 2020 and its fuselage can now

be found on the dump of Ouagadougou, see 12°21'47.27"N, 01°30'38.55"W.

### Cameroon

Armée de l'Air du Cameroun (AF)  
FKKY = Yaoundé-Ville

**AW109E**  
TJ-XDT o/o serial update oct20  
On 17 September four AW109s were noted wrapped in blue plastic outside at Vergiate, Italy. From three of these it is certain they have the same camouflage colour scheme, the fourth was blocked, and on one the roundel was just visible. On 12 October two were noted at Vergiate without the blue plastic, CSX81933 (c/n **11840**) and the one above. So we expect they will be delivered soon.

**SA330Ca**  
TJ-XCR ex 12ème Esc. std FKKY in hangar **1119** aug17

### Egypt

al Quwwat Al Jawwiya Il Misriya (AF)  
LILG = Vergiate, Italy

**AW149**  
... o/o, CSX81981 f/n LILG **49064** oct20

**F-4E**  
... pres. Bernice at 23°58'14.25"N, 35°27'20.07"E  
Bernice Air Base is also known as Ras Banas, but this name is only used for the civil part of the airport.

**Gomhouria Mk6**  
... pres. Bernice at 23°58'13.93"N, 35°27'20.91"E

**Ka-52**  
6603 111 AW f/n database, photo jul20

**MiG-15UTI**  
2603 Port Said serial update apr20  
Preserved at the museum, see Google Earth at 31°16'10.93"N, 32°17'58.97"E

**MiG-21F-13**  
5391 f/n database, photo logbook oct73  
5435 f/n database, photo logbook oct73  
5502 f/n database, photo logbook oct73  
5540 f/n database, photo logbook oct73  
5584 f/n database, photo logbook oct73  
5808 f/n database, photo logbook oct73  
5872 f/n database, photo logbook oct73  
5811 f/n database, photo logbook oct73  
5820 f/n database, photo logbook oct73  
5901 f/n database, photo logbook oct73  
5907 f/n database, photo logbook oct73  
5912 f/n database, photo logbook oct73

## MiG-21MF

8360 pres. Bernice at 23°58'14.67"N, 35°27'20.45"E  
8622 pres. Bernice at 23°56'51.36"N, 35°28'57.84"E  
8676 pres. Bernice at 23°56'50.47"N, 35°28'58.98"E

## Kenya

Kenya Air Force (AF)

### C-27J

222 ex CSX62308 d/d 30sep20 sep20  
The third and final C-27J for Kenya finally left Turin, Italy, on 30 September 2020. It was first noted in July 2018 and flew a lot of missions in and around Italy, especially during the COVID-19 crisis.

## Libya

al Quwwat al-Jawwiya al Jamahiryian al Libya (AF)  
LFMP = Perpignan, France

### A340-212

5A-ONE std LFMP active again? 151 oct20  
After being in storage at Perpignan (France), for more than six years, Libya's Government A340-200 5A-ONE was brought back to life on 14 October by having its engines started. It's unknown if the plane will go back into service, but when it does it will be one of the few remaining flying A340-200s.  
Libyan National Army Air Force (AF)

### Mi-24/35

... w/o 23sep20  
Serial looks like 95x but this cannot be confirmed for 100%.

## Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)  
GMME = Rabat-Salé

### CH-47C

... (1x) preserved at GMME jun16  
... (3x) instr. airframe at GMME oct16  
... (3x) dump at GMME nov17  
While updating and adding all the preserved, stored and dumped military aircraft/helicopters with their current location in the Moroccan database, we had a closer look at Rabat-Salé too. On the base there are nowadays no fewer than seven Chinooks. Three are used as an instructional airframe (loading trainer), one is preserved and three can be found on the dump. On the dump there were four CH-47 fuselages until 22 July 2019, but one was removed after this date. Unfortunately no serials are known, so if anybody can help us with

photos or the serials we will be very happy. Also information about the Chinook that was removed from the dump is welcome.

### G-IITT

CN-ANL Gvmt dump GMME 182 jul19  
We had this Gulfstream in our database with the last noted date June 2012. By studying Google Earth images from Rabat-Salé we found out that the aircraft was stored here since at least December 2012. From November 2017 till at least December 2018 it was preserved on the base, see Google Earth at 34°02'44.45"N, 06°45'48.83"W. After that it was moved to the dump, see 34°03'9.06"N, 06°45'57.86"W, where the tails and wings were removed.

al-Darak al-Malikiy al-Maghribiy (Royal Moroccan Gendarmerie) [PO]

KMQS = Chester County G.O. Carlson Airport (PA), United States

### S-92A

... o/o, as N308Q f/n KMQS 920308 oct20  
Completely unexpected this dark grey Sikorsky S-92 Helibus appeared on the internet. Unconfirmed reports say the Moroccan police ordered two of these S-92s, with an option on an additional one. The helicopters are said to have been ordered late 2018 and the first one should be delivered before the end of this year.

## Nigeria

Nigerian Air Force [AF]  
KVAD = Moody AFB, United States

### A-29B

... o/o photo, at KVAD 314000249 sep20  
A photo of an A-29 in Nigerian Air Force colour scheme was published on the internet in an article about the first Nigerian pilots starting training at Moody AFB. On the ejection seat was a sticker with 249 on it. There is a gap between the construction numbers of the ones that went to Mauretania (31200246 and 3120047) and the ones that were recently delivered to the Philippines (31200250 till 31200255), so this one fits in perfectly. If 31200248 will also go to Nigeria is not known at the moment.

Nigerian Government [GV]

LILG = Vergiate, Italy

LILN = Varese-Venegono, Italy

### AW109SP

... o/o, NIMASA as CSX81988, f/n LILN 22421 sep20



Although not flying as low as could be expected, Victor Priday made this shot of Juno HT1 ZM522 in Wales on 14 September 2020.



Just a great shot by Victor Priday of Typhoon T3 ZK383 flying low over Wales on 17 September 2020.

... o/o, NIMASA as CSX81994, f/n LILG **22424** oct20  
 Both the AW109SP GrandNew helicopters ordered for the 'Deep Blue' project, see Scramble 493, were seen test flying. They will operate for the Government agency NIMASA, which stands for Nigerian Maritime Administration & Safety Agency.

### South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

#### Cheetah B

858	Denel	for Draken International?	<b>B-01</b>	oct20
861	Denel	for Draken International?	<b>B-08</b>	oct20

#### Cheetah C

344	Denel	for Draken International?		oct20
370	Denel	for Draken International?		oct20
375	Denel	for Draken International?		oct20

#### Cheetah D2

845	Denel	for Draken International?		oct20
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All the Cheetahs above have recently been noted during a test flight at Denel and so it is expected these will go to Draken International soon.

### South Sudan

South Sudan People's Defence Forces

#### Mi-17V-5

SPAF-108	re-registered	as SSAF-108		
SSAF-108		ex SPAF-108		sep20

In October 2018 the Sudan People Liberation Army was renamed into South Sudan People's Defence Force. It looks like they now also have started to apply "new" serials to their helicopters.

### Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

#### FT-6

774	wfu	f/n database, photo		
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#### PT-6

260	FTS	f/n database, photo		
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### Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

Tunisia's order for six ANKA-S drones was cancelled, as the country cannot pay for the UAVs despite significant financial backing from Turkey. Last year, the Tunisian Ministry of Defence announced a tender for the supply of Medium Altitude Long Endurance (MALE) UAV's which was subsequently won by the Turkish Aerospace Industries (TAI). The contract involved the backing of Turkish Eximbank which will pay for

up-to 85% of the cost of the drone system. This arrangement, which is advantageous to Tunisia, however fell through because the country couldn't come up with its own part of the payment. If the contract was sustained, TAI would supply three ANKA-S systems, with each system comprising of two UAVs and one control centre. All of which costs a total of USD 80 million. For now, Tunisia would have to do it with its eight AeroVironment Inc. Unmanned Aircraft Systems acquired from the US. Tunisia also hosts a US drone operations base, from where the US conduct surveillance drone operations inside Libya.

#### F-5E

Y92515/IL	15sq	w/o 06oct20	<b>HW1003</b>
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### Asia

#### Afghanistan

Afghan Air Force (AF)

On 29 September 2020, MD Helicopters, Inc. (MDHI) announced a retrofit contract award from Army Contracting Command-Redstone to support allied operations of the MD530F Cayuse Warrior helicopter.

In this contract, valued at USD 6,1 million, MDHI will retrofit eighteen legacy MD530F helicopters operated by the Afghanistan Air Force with ballistic-tolerant crashworthy fuel systems (CWFS). Jointly developed with Robertson Fuel Systems, the 59-gallon MD530F CWFS realises extra safety and survivability for crew and helicopter. The CWFS features self-sealing fuel cells, crash-worthy fuel bladders, gravity fed auxiliary fuel transfer, and combat proven performance. Under the contract, MDHI will perform the retrofit of the CWFS for each helicopter in Afghanistan.

#### Bangladesh

Bangladesh Biman Bahini (AF)

#### K-8W

19331	15sq	f/n, del 15oct20	oct20
19332	15sq	f/n, del 15oct20	oct20

At last! The seven K-8W that were ordered in 2015, and already seen in China during 2019, have now been delivered. Footage showed two new serials. Three others were spotted in China as 19329, 19330 and 19335. So the batch most likely runs from 19329 to 19335.

Bangladesh Army (AR)

The Bangladesh army issued a request for proposals to obtain a mid-range attack drone. Contenders would likely come from Turkey, China and the USA.

## China

### People's Liberation Army Air Force (AF)

<b>H-6H</b>		
40577	36th Division/107th Regiment	sep20
40670	36th Division/107th Regiment	sep20

<b>J-10A</b>		
68015	70th Brigade	oct20

<b>J-10C</b>		
68132	72nd Brigade	oct20

<b>J-11BG</b>		
61025	1st Brigade	oct20

This is the first upgraded J-11B noted in operational service. The upgrade might include an AESA radar in the nose and is external distinguishable by its lightly coloured radome.

<b>JL-10II</b>		
2219	Shijiazhuang FA/1st Brigade	oct20

<b>JL-10III</b>		
68832	72nd Brigade	oct20

By now, the air force has three JL-10 versions operating, for the time being unofficially called status 01 status 02 and status 03, or JL-10I, JL-10II and JL-10III. The initial version JL-10I is recognizable by its pitot tube on the nose which is sufficient for the Advanced Jet Trainer (AJT) role. Most of the aircraft identified JL-10A can now be called JL-10II. For the Lead in Fighter Trainer role (LIFT) the nose cone is occupied by a radar unobstructed by any pitot tube.

Also the aircraft has as VHF/HF radio antenna just behind the cockpit. The next version, status 03, which was recently noted, has an ECM package in the tail equivalent to the JF-17 tail installation. Two other operational JL-10s/L-15 versions include the JL-10H flying with the Navy and L-15Z flying in Zambia.

<b>Y-7H</b>		
53310	WTC/Transport & SAR Brigade	sep20

<b>Y-8DZ</b>		
3xx1x	20th Div	oct20

Although this version was first noted in February 2019, on 8 October this Y-8DZ ELINT version, together with the Y-9G ECM version mentioned below flew over the Taiwan Strait getting the neighbouring countries nervous. The Y-9G was exposed to the public for the first time on the parade over Beijing a year ago, but for the Y-8DZ it was the first time the public could have a good look at at thanks to the pictures made by the Republic of China AF.

The Y-8DZ is a replacement for the Y-8CB and it features two large box antennas on each side. Also the antenna canoe on the forward belly has been retained from the Y-8CB. A large amount of aeriels is installed around the aft fuselage. On top of the tail a rearward facing ESM antenna is located. Unfortunately, also this aircraft now features the new yellow coloured serial.

<b>Y-9G</b>		
31019	20th Div/60th Reg	oct20
31110	20th Div/60th Reg	oct20

<b>Y-20A</b>		
20049	13th Division/37rd Regiment	sep20

This new aircraft is also the first Y-20 that sports a new low visibility serial, i.e. small light grey text on the tail and the Chinese roundel in the same colour.

People's Liberation Army (AR)  
As reported earlier, China has acquired an additional quantity of helicopters. In the recently published annual report of State Corporation "Rostec" details have become available on this sale.

During the MAKS 2019 JSC Russian Helicopters has signed agreement for the following 100 Mi-171 and 21 Ansat

helicopters:  
- 68 Mi-171 helicopters (including modernized Mi-171E);  
- 18 Mi-171Sh helicopters (military transport)  
- 14 Mi-171 helicopters with VK-2500 engine;  
- 21 Ansat helicopters.

As mentioned in Scramble 497 early September some Mi-171E helicopters were delivered to the 76th LH Brigade and also some Mi-171Sh were noted at the paintshop at Rostec. Off course it remains to be seen whether all helicopters are to be used by the military.

<b>Mi-17-1V</b>		
LH992733	72nd Brig	photo

<b>Z-8B</b>		
LH963855	80th Brig	photo

<b>Z-9A</b>		
LH906918/18	LH Academy	photo

<b>Z-10</b>		
LH953116	161st Brig	aug20
LH962115	79th Brig	photo
LH981146	74th Brig	photo
LH992155	72nd Brig	sep20

<b>Z-11</b>		
LH908312/12	LH Academy	photo

### People's Liberation Army Navy (NY)

<b>H-6J</b>		
9041	STC Indep. Bomber Reg	sep20
9121	STC Indep. Bomber Reg	sep20

<b>J-15</b>		
31	Carrier Air Wing	photo
32	Carrier Air Wing	photo
33	Carrier Air Wing	photo
34	Carrier Air Wing	0311 photo
35	Carrier Air Wing	photo

Although no construction numbers are known, it can be expected that these J-15s are part of the third production batch.

<b>Z-9D</b>		
9384	4th Div/11th Reg	Z9-0374 sep20
9504	4th Div/11th Reg	Z9-0769 sep20

<b>Z-9S</b>		
374	Carrier Air wing	photo

Note that the helicopters 370-374 are nowadays called Z-9S, which is a Z-9D in the SAR role with modifications including a EO turret under the nose.

### Air bases

The last couple of months China is progressing very well in the reopening of Air Force bases that had been dormant for decades.

Nanyang-Neixing in the Henan province at 32.973274N 111.882773E is operational by now. Not only the apron area and runway saw major modernizations including twenty shelters for H-6 size aircraft. Also the caverns in the neighbouring mountain were enlarged to a serious degree with multi new H-6 size entrances. Recent footage confirm that the nuclear role H-6N bombers of the 106th Brigade are based here (serials 55x3x). This variant was first shown to the public during the Beijing flypast in October last year.

Only 400 km to the east the dormant air base at Lu'an in the Anhui province at 31.62806N 116.269537E is currently undergoing a major modernization, including the construction of many H-6 size shelters on the new aprons. Whether also the cavern will be made available again will be known within a few months. The H-6 is currently in full production in three versions for the Chinese Air Force and Navy at Xi'an-Lan-liang, The original design of this aircraft, the Tupolev Tu-16, first took to the air on 27 April 1952 (only one week after the first flight of the XB-52).



Again the Indian military comes to the rescue of Air India, taking over some aircraft no longer needed by the airline. In the past Constellations and Boeing 707s changed hands, now it are two Boeing 777s. VT-ALV is in full Indian Air Force colours but still has to receive its military serial. (Delhi-Indira Gandhi International, 1 October 2020, Shrey Chopra)

## India

### Bharatiya Vayu Sena (AF)

#### B777-337ER

(K7066)/VT-ALV	AHQCS	d/d 01oct20	<b>36320/1537</b>
(K7067)/VT-ALW	AHQCS	d/d 24oct20	<b>36321/1541</b>

The B777s, delivered to Delhi on 1 October 2020 respectively 24 October 2020, are still civil registered (VT-ALV resp. VT-ALW) and are formally not in use with AHQCS yet.

#### CH-47F(I)

ZL4680	126HF	f/n	<b>M2415</b>	oct20
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#### Dhruv

ZD4047	151HU	ex J4047	<b>DS36</b>	oct20
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#### Dhruv Mk.IV Rudra

ZD4149		grey c/s, f/n		oct20
ZD4150		grey c/s, f/n		oct20
ZD4156		grey c/s, f/n		oct20
ZD4162		grey c/s, f/n		oct20

#### Do228-202K

KD723	41sq	f/n		sep20
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#### Hawk Mk132

A3482	52sq	ex FTS Bidar	<b>0903/HT003</b>	oct20
A3484	52sq	ex FTS Bidar	<b>0905/HT005</b>	oct20
A3485	52sq	ex FTS Bidar	<b>0906/HT006</b>	oct20
A3682	52sq	f/n		oct20
A3698	52sq	f/n		oct20

#### II-78MKI

KJ3450	78sq	ex RK3450	<b>20434 25852</b>	sep20
KJ3453	78sq	ex RK3453	<b>20434 25862</b>	sep19

#### LCH

ZF001	HAL	f/n	<b>LSP-01</b>	sep20
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#### Mi-35E

ZT3132	104HU	ex Z3132	<b>110 944/24-04</b>	oct20
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#### MiG-29UPG

KBU721	28sq	ex KB721	<b>296052xxxx/3002</b>	oct20
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#### Rafale EH

BS007	Dassault Avn	f/n		jul20
BS011	Dassault Avn	f/n		oct20

#### Su-30MKI-3

SB124	15Wg	ex 30sq/2Wg		oct20
SB333		f/n		oct20

#### Tejas LCA Mk1

LA5013	45sq	f/n with unit	<b>SP-13</b>	oct20
LA5022	HAL	f/f 24sep20	<b>SP-22</b>	sep20
LA5023	HAL	high speed taxi trials	<b>SP-23</b>	sep20

### Bharatiya Nau Sena (NY)

#### Do228-201

IN233	to Maldives	as 233	<b>4061</b>
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The Do228 was donated to the Maldives for use with the Coast Guard department of the Maldives National Defence Force. It will be operated under the responsibility of the MNDF, but all running costs are covered by India.

#### MiG-29K

IN814	INAS303	f/n	sep19
IN824	INAS303	f/n	sep19
IN829	INAS303	f/n	may17

## Indonesia

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

#### NC212i

A-2112	PTDI	o/o, also AX-2126	oct20
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Social media channels quote **437/N117** as identity, but we are not entirely convinced about that yet. It is the first of nine ordered back in 2018 for delivery 2020 (five) and 2021 (four). Obviously, there is no way they are going to meet that planning!

## Japan

### Nihon Koku-Jieitai (AF)

We knew that Koku Sotai Shireibu Hikotai (Air Defence Command Headquarter Squadron) was split up in August 2014. The T-4s and U-4s of the unit came under the command of the Chubu Koku Homentai (Central Air Defence Command) and we thought the unit's name became Shireibu Hikotai. It seems the correct name is Chubu Koku Homentai Shireibu Shien Hikotai, so in line with the other three Air Defence Command HQ flights at Misawa, Fukuoka and Naha.

RJNA = Nagoya/Komaki	RJNG = Gifu
ADC = ChubuKH Shir.Sh.Hik.	ADTW = Hiko Kaihatso Jikk.
AGG = Hiko Kyodogun	ARS = Kyunantai
ARW = Koku Kyunandan	AWSG = Hiko Keikai Kanshigun
EWOG = Denshi Sakusengun	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	

#### C-1

38-1003	Miho	403 Hikotai mks	<b>8003</b>	oct20
68-1019	o/h RJNG	nb, test	<b>8019</b>	oct20

C-1 003 returned to its preservation-spot next to the YS-11 at Miho.

For a while we feared that C-1 019 was also withdrawn from use and scrapped, its last note being February 2019. However,

the frame still has some life in it as it was noted on test-flights from Gifu following overhaul by Kawasaki. So twelve C-1s (including the C-1FTB end EC-1) are still active.

**C-2**  
08-1212 Kawasaki HI f/n, test Gifu **12** oct20

**RC-2**  
18-1202 EWOG nb, ex ATLA/ADTW **2** oct20

The Denshi Sakusengun (Electronic Warfare Operation Group) received its first RC-2 ELINT aircraft on 1 October 2020. A few days earlier, the Japanese MoD had officially named this C-2 modification RC-2, following the rest of the aviation and spotting community who had dubbed it RC-2 after the aircraft emerged at Gifu in February 2018. The aircraft is reportedly replacing the YS-11EBs in use with Denshi Hiko Sokuteitai (Electronic Intelligence Squadron), so probably the EC-1 will soldier on for some more years.

**E-2D**  
01-3473 AWSG with roundel and badge oct20

No info on the date of official hand-over to the JASDF and delivery flight from Iwakuni to Misawa.

**F-2A**  
03-8506 8 Hikotai ex IRAN **1006** oct20  
03-8556 3 Hikotai ex IRAN **1056** oct20  
03-8559 3 Hikotai nb, ex IRAN **1059** oct20

There were rumours the F-2A fleet was grounded for three weeks in September after a hairline crack was found on the wing of a Matsushima based F-2B. JASDF officials did not comment, either by confirming or denying, and by the beginning of October it seemed all flying had resumed. Oddly F-2B operations continued in these weeks, at least from Hyakuri.

**F-2B**  
03-8104 3 Hikotai ex IRAN **3004** oct20

**F-4EJ Kai**  
87-8404 Komatsu preserved at gate **M104** oct20  
This aircraft was placed near the main gate of Komatsu sporting a 303 Hikotai badge on one side and a 306 Hikotai badge on the other side of the tailfin.

We only have 17 F-4EJ Kai Phantoms as active with 301 Hikotai in our database, probably even less, as four have not been seen for three months or more. Still no indication when 301 Hikotai will stop with Phantom operations, probably in December 2020.

**F-15DJ**  
32-8059 23 Hikotai ex nb/IRAN **819/009** oct20  
52-8062 ex 303 Hikotai? nb Komatsu **906/012** sep20  
92-8067 o/h RJNA nb, ex 23 Hikotai **017** oct20  
02-8071 o/h RJNA nb, ex 23 Hik?/201 Hik **021** oct20  
02-8073 o/h RJNA nb, ex 23 Hikotai **023** oct20  
72-8090 AGG ex IRAN **040** oct20

According to the Nagoya blog, F-15DJ 071 came from Nyutabaru, however we had it last noted as 201 Hikotai (July 2020). It is possible it spent the last months with 23 Hikotai at Nyutabaru but we have not seen any photos to prove this.

**F-15J**  
32-8826 23 Hikotai nb, ex IRAN **026** oct20  
42-8837 303 Hikotai ex IRAN **037** oct20  
62-8864 201/203 Hikotai nb, ex IRAN **064** oct20  
62-8866 203 Hikotai nb, ex IRAN **066** oct20  
62-8872 23 Hikotai ex 203 Hikotai **072** oct20  
92-8913 204 Hikotai ex nb/IRAN **113** sep20  
02-8920 204/304 Hikotai nb, ex IRAN **120** sep20

**F-35A**  
09-8719 Mitsubishi HI f/n, test Nagoya **AX-19** oct20  
09-8720 Mitsubishi HI f/n, test Nagoya **AX-20** oct20  
09-8721 Mitsubishi HI f/n, test Nagoya **AX-21** oct20  
09-8722 Mitsubishi HI f/n, test Nagoya **AX-22** oct20

After a production gap of ten months, four new F-35As emerged from the Mitsubishi FACO at Nagoya within one week. So the delivery schedule for 2020 will probably be met after all.

**F-86D**  
84-8119 ex preserved ex Chippubetsu **173-276** jul14  
84-8134 ex preserved ex Matsushima **173-130?** feb15

We found time to tackle some outstanding 'old aircraft' updates in our Japan database. These come from Japanese sources, the fate of these Sabres is unclear. The one at Matsushima was water-damaged by the tsunami and although it was washed and cleaned later on, salt water might have been its nemesis. As this version of the Sabre was never based at Matsushima, the need to keep this relic is not very high.

**UH-60J II**  
08-4612 Mitsubishi HI f/n, test RJNA **2062** oct20

**T-4**  
56-5601 o/h RJNG nb, for ADTW **1001** oct20  
06-5631 o/h RJNG nb, ex 501 Hikotai **1031** oct20  
06-5643 o/h RJNG nb, ex 301 Hikotai **1043** sep20



The Indian Air Force recently celebrated its 88th anniversary. This event, called Air Force Day, featured a handful of IAF aircraft, including this nice formation of Rudra helicopters with ZD4149 leading. Shrey Chopra was lucky enough to be there for the rehearsal and capture all these at Hindon on 6 October 2020.



Another very welcome visitor at Hindon was Mi-35 Z3137, normally based at Suratgarh. This 104 squadron asset is to be retired very soon as the AH-64E(I) is taking over. (Hindon, 6 October 2020, Shrey Chopra)

06-5646	o/h RJNG	nb, ex ADC	<b>1046</b>	oct20
06-5688	o/h RJNG	nb, ex 32 FTS	<b>1088</b>	oct20
36-5699	8 Hikotai	active	<b>1099</b>	oct20
66-5744	32 FTS	active	<b>1144</b>	oct20
76-5752	13 FTW	ex nb/21 Hikotai	<b>1152</b>	sep20
86-5764	303 Hikotai	active	<b>1164</b>	oct20

#### T-7

26-5901	11 FTW	ex IRAN	<b>1</b>	oct20
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#### U-125A

92-3011	ARW	Naha ARS, ex IRAN	<b>258348</b>	oct20
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Unfortunately becoming standard practice, it is not adorned with the unit base sticker.

Rikujo Jieitai (AR)

RJCO = Okadama RJNG = Gifu

RJTU = Utsunomiya

#### AH-1S

73447	SD	ex IVATH	<b>47</b>	oct20
73466/66	VATH?	TDY Koku Gakko	<b>66</b>	sep20
73475	o/h RJTU	test, SK coded	<b>75</b>	oct20
73478	o/h RJTU	test, VATH coded	<b>78</b>	oct20

AH-1S JG-3447 operated from Akeno since November 2018 but retained its Kisarazu IVATH code up to at least November 2019.

#### OH-1

32620	EH?	code nn/IRAN at RJNG?	<b>1020</b>	oct20
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The fifth Ninja confirmed as active. Still a long way to go.

#### UH-1H

41613/MH	Kurume-shi	Camp Maekawara	<b>41613</b>	may16
41638	Hiroshima-shi	Camp Kaitaichi, removed?	<b>38</b>	

#### UH-1J

41848	MH	ex no unit code	<b>1J48</b>	oct20
41874/SU	at RJCO	ex Utsunomiyakou?	<b>1J74</b>	oct20
41898	XI	ex no unit code	<b>1J98</b>	oct20
41922	SD/FujiHikohan	ex NEH	<b>1J122</b>	oct20

UH-1J JG-1874 no longer had the last-three white training code, so might be destined for one of the Okadama units.

#### OH-6D

31123/SK	ex preserved	ex Camp Kurume	<b>6424</b>	apr07
31129/X	Kobe-shi	KawasakiSeishin works	<b>6430</b>	nov19
31147	Anan-shi	Camp Tokushima	<b>6448</b>	nov15
31153	Hamamatsu	ex SIST	<b>6454</b>	sep20
31154/SU	ex preserved	ex Tachikawa	<b>6455</b>	oct12
31183/VIII?	Kurume-shi	Camp Maekawara	<b>6489</b>	may16
31251/XIV	Kitakyushu-shi	Camp Kokura	<b>6561</b>	sep18

The Shizuoka Institute of Science & Technology (SIST) had two former JGSDF frames at their premises, an LR-1 (see below) and OH-6D 31153. It seems both have returned to the MoD and were photographed at Hamamatsu airbase. The full

serial of 31153 was stickered over, however the tail-boom showed "JG-1225" and is a well-documented tail-boom swap for this helicopter.

Tachikawa at one time had two OH-6s preserved, 31154 was removed by September 215 and replaced by 31173. Something to check!

#### OH-6J

31027	ex preserved	ex Camp Kokura	<b>6328</b>	nov90
31085	ex preserved	ex Camp Iwate	<b>6389</b>	apr14
31098/III	ex preserved	ex Tachikawa	<b>6402</b>	sep15

OH-6J JG-1098 was removed by March 2016.

#### CH-47JA

52967	o/h RJNG	no code, ex HGPIII	<b>5071</b>	oct20
52972	109 Hikotai	unit code nn	<b>5082</b>	oct20

The Chinook component of the Yuso Kokutai (Transport Aviation Group) received its first CH-47JA in October 2020 and at the same time the squadron badge for this unit, 109 Hikotai was noted, possibly at Takayubar. It consists of two crossed samurai swords and superimposed the head and red helmet of a samurai warrior. The unit name was not clear but ends with '..GIMI'. Chinook JG-2972 was previously used by Seibu Homen Herikopotutai's 3 Hikotai "Kingfishers" with WH code. According to the tweet, 109 Hikotai will be based at Takayubar, so it is possible the "Kingfishers" will simply be renamed into 109 Hikotai. The other two units of Yuso Kokutai, 107 and 108 Hikotai will be operating the V-22Bs, initially from Kisarazu but later planned from Saga.

#### KV107 II-A4

51809/WH	ex preserved	ex Camp Tsuchiura	<b>4100</b>	oct05
51814/WH	ex preserved	ex Camp Shinmachi	<b>4110</b>	dec18

#### LR-1

22010/IHB	Hamamatsu	ex SIST	<b>394/810</b>	sep20
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Also photographed at Hamamatsu airbase and a former instructional frame at the Shizuoka Institute of Science & Technology.

Kaijo Jieitai (NY)

RJNA = Nagoya/Komaki

nmks = no unit number

#### MH-53E

8629	309th AMARG	as 169603, stored	<b>65586</b>	may16
8630	309th AMARG	as 169604, stored	<b>65587</b>	may16

Both helicopters were noted at Davis-Monthan, AZ in October 2020 after all useful parts were removed. The US Navy serials have been applied albeit very small. Above dates of May 2016 are last note dates as still with the JMSDF. According to the 309th AMARG tweet, a total of four former JMSDF MH-53Es were acquired by the US Navy, however we have six frames

already identified as being in the US. Beside the above two, 8621, 8623 and 8628 were all seen at Cherry Point and 8625 was photographed road-running in California.

#### SH-60K

8408	o/h RJNA	nmks, ex 212ATS	<b>5008</b>	oct20
8414	23 Kokutai	ex 22 Kokutai	<b>5014</b>	oct20

#### XSH-60L

8501 MoD/ATLA red/white c/s, ex 8901? **5001?** oct20  
 We already reported that production of the SH-60K will switch to an updated version dubbed SH-60L somewhere in the near future. The first prototype XSH-60L was seen outside doing ground tests at the Mitsubishi site at Nagoya on 1 October 2020. As standard for prototypes, it was in the white/red colour scheme, however we think this frame is the former USH-60K 8901 (itself former SH-60K 8401). This helicopter was the first of an intended successor to the UH-60J rescue choppers, however development was halted after it was announced the JMSDF would gradually stop SAR operations. These are to be performed by both the JASDF and Japan Coast Guard. The USH-60K 8901 was last seen at Akeno in November 2019, that should have been enough time for the modifications.

#### P-1

5503	3 Kokutai	ex IRAN	<b>3</b>	oct20
5522	1 Kokutai?	no unit no. at Kanoya	<b>22</b>	oct20
5527	1 Kokutai	ex KHI	<b>27</b>	oct20
5528	3 Kokutai	ex KHI	<b>28</b>	oct20

#### P-3C

5061	2 Kokutai	ex o/h Nippi?	<b>9058</b>	oct20
5100	5 Kokutai	ex no unit number	<b>9097</b>	oct20

#### Kaijō Ho'an-chō (CG)

General Atomics Aeronautical Systems is performing validation flights for the Japan Coast Guard (JCG) with an UAV. MQ-9B SeaGuardian N190TC is operating from Hachinohe and is validating the wide-area maritime surveillance capabilities of RPAS (Remotely Piloted Aircraft Systems) for carrying out JCG's missions, from search and rescue to maritime law enforcement.

#### Laos

Laos People's Liberation Army Air Force (AF)

#### Il-103

732	oct20
735	oct20

Earlier, 732 was reported incorrectly as an LE500, which can be considered incorrect. At that time (mar18) a second Il-103

remained unidentified.

#### Malaysia

Tentera Udara Diraja Malaysia (AF)

The Royal Malaysian Air Force (TUDM) issued a tender for acquisition of new Maritime Patrol Aircraft at the beginning of October. The tender is for an initial batch of two aircraft with a total of six being required in total. In the interim, the TUDM is in the midst of converting a total of three CN235 transport aircraft into MPA versions. Two are currently being converted with the third example planned to be delivered for conversion in January 2021.

#### Maldives

Maldives National Defence Force (DF)

233	MNDF	ex India IN233	<b>4061</b>
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The Do228 was donated to the Maldives. It will be operated under the responsibility of the MNDF, but all running costs are covered by India.

#### Myanmar

Tamdaw Lay (AF)

#### MiG-29

2720	f/n	oct20
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The MiG-29 was noted at Magway air base on 6 October 2020, where it experienced a small landing mishap.

#### Nepal

Nepal Army Air Wing (AR)

#### M28-05

NA-063	ex SP-DGO	<b>AJE003-55</b>
NA-064	ex SP-DGU	<b>AJE003-56</b>

Both aircraft were delivered mid-December 2019.

#### North Korea

Democratic People's Republic of Korea Air Force (AF)

#### MiG-29

576	oct20
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#### Pakistan

Pakistan Fiza'ya (AF)

#### AW139

18-014	nm	c/n conf	<b>31832</b>	oct20
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#### JF-17B

19-607	16(MR)sq	del	sep20
20-615	PAC Kamra	f/n	oct20



Pascal Simon visited Bali and witnessed some Skwadron Udara 45 Super Pumas landing at I Gusti Ngurah Rai on 23 October 2020. H-3205 is a locally built version by IPTN and has the original white and grey colour scheme.

## Pakistan Fauj (AR)

**Ce208B EX**

16-701 nn dk.green sep20  
This received a new splash of paint and serial. It may be the former 5079.

**Philippines**

Hukbong Himpapawid NG Pilipinas (AF)

**AH-1F**

1023 20 AS ex Jordan AF oct20  
1027 20 AS ex Jordan AF **21718** oct20

Both helicopters arrived at Clark AFB on November 2019. The serials indicate use by 10sq of the Jordanian air force, however 1027 has been positively identified as ex Israeli 393, that was sold to Joran a few years earlier. Bu October 2020 the helicopters, now in a grey colour scheme, were ready for use by the 20th Attack Squadron within 15th Strike Wing.

**R-44**

In August the Army has received two yet unidentified second hand Robinson R44 helicopters. The helicopters will be used for initial helicopter training.

**UH-1H**

During the 58th founding anniversary of the 205th Tactical Helicopter Wing (205THW), the Philippine Air Force Air Mobility Commander, Maj. Gen. Simeon Felix, announced his government is negotiating with South Korea over the handover of 21 UH-1H Iroquois helicopters.

On 21 July 2020, the Republic of Korea Army retired the type. The Iroquois was replaced by the locally built KAI KUH-1 Surion helicopter. The Iroquois' will be donated on an as-is serviceability level. However, fundings have to be found to cover the remaining expenses. The 21 UH-1Hs offered to the Philippines will be inspected in November 2020. Also, the USA has to give the green light for this deal. Further reports indicate that also the Korean MD520 are to be looked at.

In addition to these former South Korean helicopters, the number of operational UH-1s within 205THW will increase even more: fundings are allocated within FY2021 to bring ten stored UH-1D/Hs back into service. The Scramble Magazine database currently only shows nine active UH-1D and UH-1H helicopters with the 205th Tactical Helicopter Wing

Pilipinas Hukbong Dagat (NY)

**TC-12B**

The navy has signed an agreement with the US Navy for the acquisition of eight Beechcraft TC-12B Huron aircraft. The aircraft will be used for maritime patrol duties. Having physically checked thirteen aircraft in September/October an agreement was signed about the work to be done on the eight aircraft to be delivered.

**Singapore**

Republic of Singapore Air Force (AF)

A Republic of Singapore Air Force's CH-47D Chinook helicopter, based in Oakey, Australia, made its inaugural deck-landing on the Royal Australian Navy's Landing Helicopter Dock HMAS Adelaide in the waters off Townsville, Australia in late October.

The Chinooks are based at Oakey in Queensland, Australia, and have now qualified to operate from the Royal Australian Navy's (RAN's) two Canberra-class landing helicopter dock (LHD) amphibious assault ships as part of efforts to enhance interoperability. The RSAF is due to expand the number of Chinooks in Australia due to the imminent delivery of the first CH-47F Chinooks currently on order. The RSAF will mark the 30th anniversary of its training in Shoalwater Bay Training Area, Queensland this year.

**South Korea**

Dae Han Min Guk Gong Gun (AF)

Without any publicity, the RoKAF has received and introduced into service its four RQ-4 Global Hawks. North Korea is very sensitive to the deployment of these strategic assets and claims it will destroy peace and stability on the Korean peninsula.

The RoKAF has confirmed it has some issues with at least two frames, one has oil leaks in the landing gear and another has control sensor-related problems, however it is not confirmed whether these problems occurred during operations in South Korea or were already present at delivery.

**Taiwan**

In 2009 the Taiwanese government ordered sixty UH-60M Black Hawks for the Army, Air Force and the National Airborne Service Corps (NASC). With the arrival of six UH-60Ms in the port of Kaohsiung in Taiwan on 7 October 2020, delivery of the order has been fully completed. Time for an overview of the Black Hawks currently in service.

The Taiwanese Army received thirty Black Hawks. These are divided between the 601st Air Assault Group, 601st Airborne Brigade at Longtan and the 602nd Air Assault Group, 602nd Airborne Brigade at Hsinshue. The Air Force received fifteen Black Hawks for use with the Air Rescue Group. This unit is headquartered at Chiayi Air Base as part of the 4th Tactical Fighter Wing, but maintains detachments at air bases around the country. The NASC also received fifteen Black Hawks. The nine helicopters already in service are based at Hualien air base (Northern Region, First Brigade), Taichung air base (Middle Region, Second Brigade) and Taitung air base (Southern Region, Third Brigade). The six new helicopters will be divided between Songshan airport (Taipei, Northern Region, First Brigade) and Kaohsiung airport (Southern Region, Third Brigade).

Over the years, two UH-60Ms were lost. The NASC lost NA-706 at sea on 5 February 2018. On 2 January 2020, the Air Rescue Group's 933 crashed in the mountains.

**UH-60M**

901/27250	601st AAG	oct19
902/27251	602nd AAG	oct19
903/27252	601st AAG	oct20
904/27253	602nd AAG	oct19
905/27279	601st AAG	oct19
906/27281	602nd AAG	oct19
907/27283	602nd AAG	nov15
908/27285	602nd AAG	oct19
909/27286	602nd AAG	nov19
910/27287	602nd AAG	oct19
911/27288	601st AAG	oct20
912/27289	602nd AAG	oct19
913/27315	601st AAG	oct20
914	nn	
915/27293	nn	oct20
916/27295	602nd AAG	oct19
917/27296	601st AAG	oct19
918/27297	602nd AAG	oct19
919	602nd AAG	oct19
920/27299	602nd AAG	oct19
921/27300	601st AAG	<b>704630</b> oct19
922/27301	602nd AAG	oct19
923/27302	601st AAG	oct19
924/27303	602nd AAG	oct19
925	602nd AAG	oct19
926/27307	602nd AAG	oct19
927/27306	601st AAG	oct19
928/27310	602nd AAG	oct19
929/27311	602st AAG	oct19
930/27312	602nd AAG	oct19
931/27313	Air Rescue Grp	<b>704749</b> oct20
932	nn	<b>704750</b>

933/27316	Air Rescue Grp	w/o 02jan20	
934/27317	Air Rescue Grp		oct20
935/27319	Air Rescue Grp		nov19
936/27...	Air Rescue Grp		nov19
937/27322	Air Rescue Grp		oct20
938/27323	Air Rescue Grp		nov19
939/27324	Air Rescue Grp		dec19
940	nn		
941/27325	Air Rescue Grp		nov19
942	nn		
943/27328	Air Rescue Grp		nov19
944/27318	Air Rescue Grp?		nov19
945/27305?	Air Rescue Grp?		dec19
NA-701/27278	NASC		<b>704317</b> dec15
NA-702/27280	NASC		<b>704327</b> dec19
NA-703/27282	NASC		<b>704339</b> dec19
NA-704/27284	NASC		<b>704359</b> oct16
NA-705/27292	NASC		<b>704567</b> dec19
NA-706/27294	NASC	w/o 05feb18	<b>704591</b>
NA-707/27290	NASC		nov19
NA-708/27291	NASC		<b>704559</b> oct20
NA-709/27308	NASC		<b>704713</b>
NA-710/27320	NASC		oct20
NA-711/27329	NASC		oct20
NA-712/27330	NASC		oct20
NA-713/27331	NASC		oct20
NA-714/27332	NASC		oct20
NA-715/27333	NASC		oct20

Chung-Hua Kong Jun (AF)

#### F-5E

5261 7th FTW w/o 29oct20 **VE1013**

This F-5E Tiger II crashed in the Pacific shortly after take-off from Taitung air base. The pilot ejected from the aircraft but unfortunately died from cardiac arrest.

#### Thailand

Royal Thai Army (AR)

#### UH-1H

5777 **10707** oct20

On 7 October, a step down ceremony was held by the Royal Thai Army for the UH-1H helicopter. The ceremony was attended by three UH-1Hs including 5777. The helicopter type had been operational within the army since 1968 and the Scramble database lists at least 220 different airframes, although another 50+ Hueys noted are still unaccounted for.

Being such a versatile helicopter, its role has been taken over within the Army by a multitude of other types including, the UH-72A, Mi-17V-5, H145, AW139/149, UH-60L and the Bell 212.



On 7 October 2020, six new UH-60M Black Hawks were offloaded from a cargo vessel in the port of Kaohsiung. They are destined for the National Airborne Service Corps (NASC) responsible for SAR, emergency medical services and disaster relief. (NA-714, Tsungfang Tsai)

## Vietnam

Không quân Nhân dân Việt Nam (AF)

Already in 2019, Vietnam signed a USD 350 million contract to purchase at least twelve Yakovlev 130 (combat) advanced training aircraft. Within the Không quân Nhân dân Việt Nam (Vietnam People's Air Force), the Yak-130s will serve with the 915th Aviation Training Regiment at the Air Force Officer School at Dong Tac Air Base. The 915th Aviation Training Regiment is responsible for student pilots undergoing training before piloting the Sukhoi Su-27 and Su-30MK2 fighters and fighter-bombers. The Yak-130s will replace the ageing fleet of Czech-built Aero L-39C Albatros training aircraft operating with the 910th Aviation Training Regiment. No information was published on the aircraft's delivery schedule to Vietnam, but the first photo was published with the front fuselage in primer, a Vietnamese flag and the construction number.

#### Yak-130

... on order **130.12.05.103** oct20

## Latin America

### Chile

Fuerza Aérea de Chile (AF)

#### A-29B

469	Grupo 1	f/n, del 17sep20	sep20
470	Grupo 1	f/n, del 17sep20	sep20

Chile recently received two brand new A-29Bs in September 2020, they were delivered through Asuncion, Paraguay. Two more are on order for Grupo 1 too. We suspect this block of four is construction number **314000265** to **269**.

#### G-IVSP

913	Grupo 10	del, ex N1LW	<b>1297</b> oct20
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### Colombia

Fuerza Aérea Colombiana (AF)

First described as fake news by the FAC, refer Scramble 494, it has now been made official: Colombia did order the T-6 Texan II to become its next advanced trainer. The first aircraft will be delivered in March 2021 and they will replace the venerable T-37B Tweet, of which less than a dozen is still operated. The Texan IIs will probably be operated with the military aviation school at Calí-M.F. Suarez, with its short runway in the city, rather than at the current home of the T-37s, jet base Palanquero. The recently ordered Cessna 172SPs will also operate from Calí-M.F. Suarez, consolidating the training of Colombian air force pilots at one base.



The Embraer Phenom 100 is the smallest member of the Brazilian manufacturers bizjet line. The Brazil Air Force received the first examples out of an order for six, 3701 being number one. The aircraft is called U-100 in air force service and is operated by 6 ETA. (Sao Paulo International, 20 September 2020, Robbert Snijders)

**C-130H**  
FAC1016 ESCTA 811 f/n, ex 83-0488 **5014** oct20  
Ejército de Colombia (AR)

**UH-1H-II**  
EJC5402 BAAV 5 w/o 11oct20 **8894**

### Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

**An-2**  
FAR12-01 f/n photo

**L-200**  
12-20 f/n photo

**Mi-4**  
28 f/n photo

**MiG-21F-13**  
414 f/n, ex 14? photo  
434 f/n, ex 34? photo

**Z142**  
633 Tropas Guardafronteras, f/n photo

Sociedad de Educación Patriótico-Militar (DF)

**Z142**  
CU-D633 SEPMI f/n photo  
These two Zlins may be one and the same aircraft, but who operated it first is unknown.

### Ecuador

Fuerza Aérea Ecuatoriana (AF)

**G120TP**  
FAE-1100 ESMA f/n oct20  
FAE-1101 ESMA f/n (adsb) oct20  
FAE-1102 ESMA f/n (adsb) oct20

These were taking turns flying over Quito, rehearsing and performing a fly-by celebrating 100 years of FAE.

**H145M**  
... Esc2211 ex D-HABT **20347** oct20  
... Esc2211 ex D-HBTS **20349** oct20

The first two H145M of six on order were handed over to Ale 22, Esc2211 on 27 October 2020. This happens to be FAE's 100th birthday! Other than the test registrations, D-HADT and D-HBTS, no further details on their FAE identities are known yet.

**TH-57A**  
FAE-401 Esc2212 dam 08oct20 **5001**

### Guatemala

Fuerza Aérea Guatemalteca (AF)

**IAI201**  
856 EdT w/o 21jan84 **0038**

An update on the fate of 856, it crashed on a flight from La Aurora to El Petén, just after take-off, taking the lives of eleven people on board.

### Mexico

Guardia Nacional - Policía Federal (PO)

**Falcon 20E**  
PF-803 re-registered as GN-803 **282**  
GN-803 Guardia Nacional, ex PF-803 **282** oct20

**S-70A**  
PF-105 re-registered as GN-105 **703233**  
GN-105 Guardia Nacional, ex PF-105 **703233** sep20

Fiscalía General de la República (PO)

**BAe125-800A**  
XC-LPU DGSA (FGR) ex N833MM **258127** sep20

Gobiernos Estatales Mexicanos (GV/PO)

**Beech 200**  
XC-LPO ex YV3096 **BB-957** oct20

**Lj36A**  
XC-GBC to XB-GBC (ex TP-105) **36-050** may20

### Panama

Servicio Nacional Aeronaval (CG)

**UH-1H-II**  
AN-113 f/n, ex DOSAW **12581** sep20  
AN-114 f/n, ex DOSAW **13335** feb20  
AN-115 f/n, ex DOSAW **13336** dec19  
AN-116 f/n, ex DOSAW **13356** dec19  
AN-117 f/n, ex DOSAW **13474** feb20  
AN-118 f/n, ex DOSAW **13772** dec19

On 28 June 2019, the sextet was taken over from the US Dept of State, which published a document with their tie-ups.

### Paraguay

Fuerza Aérea Paraguaya (AF)

The air force is shedding some of its aircraft. These were either withdrawn from use already, or crash victims. The ministry of defence issued a decree to auction the following airframes:

Ce402C	0222*)
CeU206G	0234*)
Ce310R	TE-03/(0233), ZP-MDA (0231)
T-23A	0014*)
T-25A	0133, 0135
T-35A/B	0105*), 0110
UH-50	H-025, H-026
UH-1H	H-0431*), H-0432, H-0437*), H-0438
H269A	H-029

Those marked \*) were crash victims. Both Ce310s never wore

their allocated FAP serials. Of this list, ZP-MDA was put up for sale 23 October 2019 already, all the others on 20 July 2020.

#### Beech 58

0810	GATE	allocated serial, not a Ce210!
0827	GATE	allocated serial

#### Ce182

0820	GATE	'20' visible on photo
0821	GATE	'21' visible on photo

These were parked in the high grass, one of them since 2019 already, and are likely withdrawn from use.

#### Ce208B

0252	GATE	ex ZP-BCW	<b>208B-2190</b>	oct20
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We suspected this allocation, it now wears its serial.

#### CeT206H

0823	GATE	allocated serial
0824	GATE	allocated serial
0825	GATE	allocated serial
0826	GATE	allocated serial

#### Ce210 (subtypes between brackets)

0810	not a Ce210	mispolo for 0812
0811 (N)	GATE	ex 'ZP-BUM' (M)
0812 (N)	GATE	ex 'CP-2633' (T210M)
0813 (L)	GATE	w/o 20jan17, ex 'ZP-BHF'
0814 (L)	GATE	ex 'ZP-BRW' (L) sep20
0815 (L)	GATE	allocated serial, ex 'ZP-BCQ' (M)
0816 (L)	GATE	allocated serial, ex 'ZP-BCI' (M)
0817 (N)	GATE	ex 'ZP-BBG' (T210L) 2020
0818 (L)	GATE	allocated serial, ex 'ZP-TZR' (M)
0819 (L)	GATE	allocated serial, ex 'ZP-BDK' (M)
0822 (L)	GATE	ex 'PT-SOM', dam 16oct20 oct20

The impounded drug trafficking aircraft were allocated serials and are listed on GATE's records. It is unclear if this is just a paper allocation or that the aircraft are actually active. Most were impounded in 2015/16, but 0822 was impounded 18 January 2020 and its previous identity is assumed because of the exact same colour scheme of 'PT-SOM'. Whereas 0811 to 0812 and 0817 (at least) have a standardised white colour scheme with a red/white/blue cheat line; the others likely retain the colours they had applied when they were impounded.

#### Peru

##### Fuerza Aérea del Perú (AF)

Currently, the second Hercules, L-100-30 397, is undergoing an avionics upgrade. It will receive a glass cockpit, similar to 382. The latter is now marked "1970-2020 50 Años Hercules" on the tail.

SPJC = Lima-Callao/Intl Jorge Chavez

#### Bo105LSA3

637	pres Ancon	ex std SPJC	<b>2031</b>	oct20
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It is preserved inside the gate of the Escuela de Supervivencia en el Mar (sea survival school, ESMAR) barracks in this village north of Lima, S11.77064°, W77.17277°. It is there since at least May 2020.

#### Ejército del Perú (AR)

To replace crash victim EP-664, the army is procuring a single Mi-171E.

#### Fuerza Aviación Naval del Perú (NY)

#### S-2E

AA-541	wfu, fate?	ex 152358, del nov74	<b>245C</b>
AA-544	w/o may82	ex 152360, del jun75	<b>247C</b>

This just leaves AA-542 to be identified. We are also still looking for the identity of the S-2 monument at the Fuerza de Operaciones Especiales training barracks West of Callao airport, S12.03035, W77.13792. In fact, it has been sitting there since at least May 2002 already!

#### Uruguay

##### Fuerza Aérea Uruguaya (AF)

#### C-29 (BAe125-700A)

500	sold	ex CX-CIB, to ...	<b>257071</b>
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After a failed attempt to auction this controversial aircraft, see also Scramble 491 - Page 57, it has now been sold. The set bottom price of USD 350.000 was not met in the first round, in this second auction it changed hands with an Argentinian business man residing in Uruguay for a mere USD 180.000. This further fuels the local political debate as it was bought for USD 1.010.000 and was hardly used by the budget-stricken air force...

#### North America

##### Canada

##### Royal Canadian Air Force (AF)

The RCAF has chosen the name "Kingfisher" for the new Airbus CC-295 Fixed Wing SAR aircraft. Such was announced by the Minister of Defense during the official handover of the first operational aircraft at Comox (B.C.) on 25 September 2020.

On 13 October, the RCAF celebrated sixty years of operations with the C-130 Hercules. A ceremony and a flypast were held at CFB Winnipeg (Man.) to celebrate six decades of flying with the well-known Lockheed transporter. Back in 1960, 435 squadron was the first Canadian unit to receive the C-130, when four C-130Bs were delivered. Although the career of the B-model lasted for only six years, with the remaining three



After the USA, Mexico has become the largest user of the Beechcraft T-6 Texan II in the world. Four of these (2008, 2029, 6605 and one unknown) were pictured by Enrique Giese during the Mexican independence parade of 16 September over Mexico City.



This Peruvian Bo105LSA3 found its last resting place at the barracks of the Sea Survival School (ESMAR) in Ancon, north of Lima. (October 2020, Fernando Cárdenas)

aircraft sold in 1967, the introduction set the mark for the next sixty years of flying the Herk with 435 squadron. The B-model was followed by the E-model, and with both early models now retired, the RCAF still operates the CC-130H and CC-130J as the type became known under the Canadian military designation system adopted in the late sixties. Such is the life span that three generations of Canadian airmen have flown the Herk and in total 59 different airframes were delivered to the RCAF. The H/J-models are used in a variety of roles, mostly as cargo haulers, but 435 squadron is tasked with air-to-air refuelling of the CF-18. Another important role in Canada is Search And Rescue (SAR), in which the older H-models are operated from Trenton (Ont.) and Greenwood (N.S.). Their tasks will be taken over by the recently acquired CC-295 Kingfisher Fixed Wing SAR-aircraft.

OpReassurance 2020 has six RCAF CF-188s deployed to Mihail Kogalniceanu (Romania) for NATO air policing tasks since late August. Like previous years, the jets will return home in the first days of the new year 2021. The squadron leading the 2020 deployment is 433sq *Porcupine* from Bagotville (Que.). Serials already known were 188757, 188769, and 188791, missing serials 188742 and 188760 were taken from new footage this month.

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

295501	442sqn	h/o 25sep20	<b>183</b>
295505	o/o Airbus	f/n	<b>194</b> sep20

The latest Kingfisher was noted in an Airbus video, confirming the construction number serial tie-up.

## United States

### United States Air Force (AF)

On 8 October 2020, United States Air Forces Europe's 493rd Fighter Squadron, part of the 48th Fighter Wing, deployed fourteen F-15C/D Eagles to Keflavik Air Base (Iceland). Normally based at RAF Lakenheath in the United Kingdom, the Eagle detachment is deploying to Iceland to fly Air Policing missions within the framework of NATO's defensive air role in the High North. Iceland is one example of special Air Policing arrangements, as they do not have own fighter aircraft to conduct the mission. In the past, the USAF maintained one fighter squadron for Quick Reaction Alert (QRA) duties at Keflavik. The 57th Fighter Squadron, back then part of USAF's Air Combat Command, was inactivated on 1 March 1995. The following LN coded Eagles are now deployed to Iceland:

Box!!!

84-0010, 84-0019, 84-0044(D), 84-0046(D), 86-0156, 86-0159, 86-0160, 86-0163, 86-0164, 86-0165, 86-0166, 86-0171, 86-0172 and 86-0175.

Box end!!!

On 9 and 10 October 2020, eighteen F-16C Fighting Falcons from the 77th Fighter Squadron, part of the 20th Fighter Wing deployed to Prince Sultan Air Base (PSAB, Saudi Arabia). The 77th FS, also known as the "Gamblers", are normally based at Shaw AFB (SC). They deployed in support of Operation Inherent Resolve (OIR). The last major deployment of the 77th FS was in 2018. In support of Operation Freedom's Sentinel they were then based at Bagram air base (Afghanistan). The squadron is one of the oldest units in the United States Air Force, its origins dating back to 20 February 1918. This is the first time the 77th has been deployed to PSAB but it is not the first time this base housed a USAF deployment. The following 77th FS SW-coded F-16Cs were seen transiting Morón air base (Spain) on their way to the Middle East where they will be added to the 378th Air Expeditionary Wing at Prince Sultan:

90-0821, 91-0345, 91-0353 ('77FS' flagship), 91-0356, 91-0368, 91-0371, 91-0376 (mlt tail c/s), 91-0377 (special tail mks), 91-0387 (on loan from 55th FS), 92-3910, 92-3920 ('20FW' flagship), 93-0536, 94-0041, 94-0044, 94-0046, 00-0225, 01-7050 and 01-7052

20 October 2020 saw the arrival of three Air Force Special Operations Command (AFSOC) Pilatus U-28A Draco Intelligence, Surveillance and Reconnaissance (ISR) aircraft at Rota Air Base (Spain). The aircraft were seen transiting through Rota for a regular change for their deployment in support of CENTCOM area of operations. Coming from Lajes airfield on the Azores, the transatlantic flight of U-28As was accompanied by an HC-130J Combat King II. From Rota they headed east towards Catania Fontanarossa Airport (Italy). The following aircraft were involved: U-28As 04-0688, 05-0446 and 05-0597 with support of HC-130J 16-5873/LI.

After more than thirteen years in service, the U-28A intelligence, surveillance and reconnaissance aircraft officially received approval for the naming convention of "Draco" in May 2019. The mission of the Draco is to provide manned fixed-wing tactical airborne ISR support to humanitarian operations, search and rescue, conventional and special operations missions. Draco is the Latin term for dragon. According to the AFSOC website, Special Operations Command operated

a total of 28 U-28As in May 2019. The Scramble Magazine database shows a total of 35 active aircraft operated by 5th SOS at Duke Field (Eglin AF Aux. Nr.3) (FL), the 14th WPS, the 34th SOS and the 319th SOS, all at Hurlburt Field (FL) and the 318th SOS at Cannon AFB (NM).

After more than two years since a USAF B-2A Spirit flew some 3,950 kilometres from Joint Base Pearl Harbor-Hickam (HI), to conduct routine training in the vicinity of Wake Island and carried out a hot-pit refuel on the island, Scramble Magazine has learned that the Air Force Civil Engineer Centre (AFCEC) have begun executing USD 87 million in critical airfield construction at one of the most isolated Air Force installations to enhance operational and defence capabilities for US Forces.

The outpost, known as Wake Island Airfield, on a remote Pacific island, holds great significance for US Forces because it serves as a trans-Pacific refuelling depot for military missions in addition to being a military training and missile testing location. This two-and-a-half square-mile coral atoll, also known as Wake Atoll, is made out of three islets and is considered the air bridge for US Forces aircraft flying across the Pacific Ocean because of its unique location and the 9,800-foot (three kilometre) runway. This runway has great importance. It enables the US Forces to conduct their mission(s), and in case of emergency, allows military aircraft to divert to the island and land there safely.

As the longest in the Pacific, the runway has deteriorated after many years of use. Although multiple construction works have been carried out on Wake Island in the past few years, the runway infrastructure is critical to mission assurance. Wake Island is US Territory, and has been named a National Historic Landmark due to the World War II battle that took place at the atoll in 1941. The US Air Force took control of the island in 1973. Located halfway between Hawaii and Japan, Wake Island Airfield handles between 500 and 600 aircraft annually and now needs improved infrastructure to fully support US Forces missions.

On 14 October 2020, 134th Fighter Squadron/ 158th Fighter Wing under command of the Vermont Air National Guard, and based at Burlington International Airport (VT), received its twentieth and final Lockheed Martin F-35A Lightning II. The Vermont ANGs 134th FS was activated at what is now known as Burlington International Airport (VT) on 24 May 1946. What is not much known, is that besides being named

the “Green Mountain Boys”, the 134th also inherited the World War II heritage emblem of “The Yellow Scorpions” on the port side of their F-35As. Having flown until recently the F-16C/D Fighting Falcons, the 134th was the first ANG unit in the country to receive the F-35A. The first 134th Lightning arrived on 19 September 2019. On 13 August 2020, the Green Mountain Boys surpassed their first F-35A Lightning II 1,000 sorties milestone. With the final VT coded Lightning arrived (18-5361), this is the 134th FS’s full inventory:

17-5265, 17-5266, 17-5277, 17-5278, 17-5279, 17-5280, 17-5284, 18-5336, 18-5337, 18-5338, 18-5339, 18-5340, 18-5341, 18-5343, 18-5344, 18-5349, 18-5358, 18-5359, 18-5360 and 18-5361

KSPS Sheppard AFB (TX)

<b>A-29B</b>				
17-2029	81st FS	f/n oct20	*_314*_	oct20
<b>B-1B</b>				
85-0092/GA	WSU NIAR	ex 309th AMARG	<b>52</b>	oct20
86-0103/DY	9th BS	ex 28th BS	<b>63</b>	sep20
<b>KC-10A</b>				
83-0077	309th AMARG	ex 60th AMW	<b>48218/388</b>	sep20
<b>KC-46A</b>				
18-46041	97th AMW	ex 22nd ARW		sep20
18-46049/Y	56th ARS	new delivery	<b>/1181</b>	sep20
<b>AC-130J</b>				
17-5869	4th SOS	new delivery		sep20
<b>C-130H</b>				
81-0626	154th TRS	ex 164th AS	<b>382-4939</b>	oct20
83-0488	to Colombia	ex 309th AMARG	<b>382-5014</b>	sep20
85-1363	154th TRS	ex 181st AS	<b>382-5075</b>	oct20
<b>C-130J</b>				
17-5904	115th AS	new delivery		oct20
<b>KC-135R</b>				
57-1430	92nd ARW	ex 171st ARS	<b>17501/T0110</b>	oct20
63-8887	351st ARS	ex 50th ARS	<b>18735/T0718</b>	oct20
<b>F-15E</b>				
90-0243/MO	391st FS	ex 389th FS	<b>1176/E145</b>	oct20
<b>F-16CM</b>				
88-0497/HO	40th FLTS	ex 8th FS	<b>1C-99</b>	sep20
91-0345/SW	77th FS	ex 55th FS	<b>CC-43</b>	oct20
<b>F-16DM</b>				
90-0838/WW	14th FS	ex 13th FS	<b>CD-5</b>	oct20



Second Qatar F-15QA Eagle 002 seen on a testflight out of St. Louis International (MO) on 24 September 2020. Easy to see why it is called Advanced Eagle and why the USAF is interested in a domestic variant dubbed F-15EX. (Alex Farwell)

**F-35A**

17-5240/ED	461st FLTS	ex 422nd TES	<b>AF-182</b>	oct20
17-5242/ED	461st FLTS	ex 422nd TES	<b>AF-184</b>	oct20

**T-6A**

04-3756/CB	37th FTS	ex 33rd FTS	<b>PT-308</b>	oct20
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**T-38C**

64-13194/RA	435th FTS	ex 560th FTS	<b>N5623</b>	sep20
66-4374/EN	pres KSPS	ex 469th FTS	<b>T6005</b>	oct20

## United States Army (AR)

Following the retirement of the OH-58A/C Kiowa by 5th AVN at Fort Polk (LA), also A/2916th AVN at Barstow Daggett AHP (CA) retired its final three Kiowa helicopters. Footage on the NTC Facebook page showed that at least eight Kiowa helicopters were still in use by A/2916th AVN. A farewell ceremony was held outside the Operations Group HQ Building at Fort Irwin (CA) on 29 September 2020. At 10:30 hours local time five Kiowas overflew this location in a V-formation. They were shortly followed by two more Kiowas in formation with a pair of UH-72A Lakota helicopters. The latter type replaced the Kiowa with this company. The following four could be identified: 69-16173, 70-15086, 71-20584 and 71-20667. Three of these have already been entered into the FAA register and will be used by law enforcement agencies. Probably most significantly, these were the last operational Kiowa helicopters in service with the US Army.

A(-)/2-104th AVN	NJ ARNG, NAS Lakehurst, AASF#1 JB McGuire-Dix-Lakehurst (NJ)
Det.1 B/2-104th AVN	CTARNG, AASF#1 Bradley IAP, Windsor Locks (CT)
Det.1 B/1-168th AVN	OR ARNG, AASF#2 Eastern Oregon RAP Pendleton (OR)
1-223rd AVN	Knox AHP, Fort Rucker (AL)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
WAATS	AZARNG, Western Army National Guard Aviation Training Site, at AASF#2 Silver Bell AHP, Marana (AZ)

**Beech 300LW**

Three of these aircraft passed through Europe during September 2020. On 1 September 2020, 07-61015 passed through JHC Aldergrove while en route from Prague to Keflavik. It was followed by 07-61011 and 07-61012 on 18 September 2020. This pair made the same stops, but they returned to JHC Aldergrove the same day, only to continue their journey towards Iceland again on 20 September 2020. All three were deployed to West Asia and their unit allocations are unconfirmed. Initially, the Beech 300LW aircraft were used by TF ODIN (Observe, Detect, Identify and Neutralize). The unit became active in Iraq in 2006 (TF ODIN-I) and in Afghanistan in 2009 (TF ODIN-A). Initially, TF ODIN worked with aviation assets assigned to other units but their own aviation component officially stood up at Fort Hood (TX) on 5 June 2009. This was B/3-214th AVN, and it was equipped with eleven Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modified Beech 300KW aircraft. These initially flew using civil registrations, which were later replaced by military serials. By 2020, TF ODIN is still active in Afghanistan but there is no mention anymore of B/3-214th AVN.

During a command change in 2019, it was mentioned that personnel from various units were assigned to TF ODIN in this war-torn country, the following aviation units were mentioned: F/1st CAB (Fort Riley, KS), 15th MI Bn (Fort Hood, TX), 204th MI Bn (Fort Bliss, TX) and 224th MI Bn (Fort Stewart, GA). TF ODIN uses a mix of different aircraft in Afghanistan, which match nicely with the mentioned units which are listed between brackets behind each type: MQ-1C Grey Eagle Unmanned Aerial Vehicles (F/1st CAB), RO-6A (204th MI Bn) and various Beech 200/300 (C-12) variants (15th MI Bn and 224th MI Bn). According to ADSB, the three aircraft which passed through Europe all flew to Fort Hood (TX). This makes it likely that they are assigned to B/15th MI Bn which resides

at Robert Grey AAF, Fort Hood (TX).

**CH-47F**

04-08709	Det.1 B/1-168th AVN, ex nb	<b>M8709</b>	oct20
08-08776	Det.1 B/1-168th AVN, ex 1-223rd AVN	<b>M8776</b>	oct20
09-08784	Det.1 B/1-168th AVN, ex Det.1 B/2-104	<b>M8784</b>	oct20
10-08802	Det.1 B/1-168th AVN, ex Det.1 B/2-104	<b>M8802</b>	oct20

**OH-58C**

69-16173	to N381YC	ex A/2916th AVN	<b>40394</b>	oct20
70-15086	to N311YC	ex A/2916th AVN	<b>40637</b>	oct20
71-20667	to N342YC	ex A/2916th AVN	<b>41528</b>	oct20

**UH-60A**

79-23335	std BEST	ex A(-)/2-104th AVN	<b>70152</b>	oct20
81-23574	std BEST	ex nb	<b>70295</b>	oct20
81-23613	std BEST	ex WAATS	<b>70335</b>	oct20

Official documents show A/2-104th AVN PA ARNG as the former unit for 79-23335. This is most likely an admin error since 2-104th AVN is indeed a PA ARNG unit, but A(-)/2-104th AVN is part of NJ ARNG.

**TH-67A**

N48552/52G	for sale via GSA, ex 1-223rd AVN	<b>5275</b>	oct20
N67234/34A	for sale via GSA, ex 1-223rd AVN	<b>5125</b>	oct20
N67235/35E	for sale via GSA, ex 1-223rd AVN	<b>5126</b>	oct20
N67242/42C	for sale via GSA, ex 1-223rd AVN	<b>5127</b>	oct20
N67606/06B	for sale via GSA, ex 1-223rd AVN	<b>5177</b>	oct20
N67907/07D	for sale via GSA, ex 1-223rd AVN	<b>5223</b>	oct20
N67937/37G	for sale via GSA, ex 1-223rd AVN	<b>5227</b>	oct20

Seven Creek helicopters were offered for sale via auction on the US General Services Administration (GSA) website. They are all stored at Cairns AAF, Fort Rucker AAF (AL).

## United States Navy (NY)

After some ten years of thinking, the US Navy (still behind closed doors) has now started work to develop a new carrier-based fighter. This manned (or possibly optionally unmanned) fighter will be the first fighter development for the US Navy in almost twenty years. The US Navy stood up a new programme office (PMA-230 and named Next Generation Air Dominance, NGAD). It initiated dialogs with partners in the aviation industry (most likely Boeing, Lockheed Martin and Northrop Grumman). The NGAD fighter - with a 1,000+ miles range - will be developed to replace the F/A-18E/F Super Hornet and its electronic attack variant, the EA-18G Growler, from the early 2030s onwards. The aircraft will initially be added to the F-35C Lightning II within a Carrier Air Wing.

US Navy acquisition chief James Geurts told the media the navy is working to outline the NGAD programme and the acquisition approach. The US Navy plans a whole new design as its sixth generation fighter, but it will combine F-35 and F/A-18E/F technology. As reported earlier on Scramble Facebook News, the FY21 budget will see the last Super Hornet acquisition, ending that programme earlier than once planned. The US Navy says it will save USD 4,5 billion across its five-year budget plan. That money can be used for the NGAD effort. USNI reports the NGAD acquisition could reach an incredible USD 67 billion budget to replace the Super Hornets and USD 22 billion to replace the Growlers. All this between 2032 and 2050.

A KC-130T equipped with the new NP2000 Propeller System successfully completed an aerial refuelling (AR) mission with an MV-22 Osprey during a test flight on 24 August 2020, as Naval Air Systems Command (NAVAIR) released late September 2020. The KC-130T, BuNo 164441/NY-441 once assigned to Marine Aerial Refueler Transport Squadron (VMGR) 452 *Yankees* ('NY-xxx') at Stewart International Airport (NY), is currently undergoing testing with Air Test & Evaluation Squadron (VX) 20 "Force" from NAS Patuxent River (MD). VX-20 will qualify the Hercules to become the first NP2000 configured aircraft in the US Department of Defence, certified to conduct AR missions.

The NP2000 upgrade transitioned the old C-130T's four-bladed propeller system to the eight composite blades system. The modification comes together with an enhanced electronic control system in the cockpit. As Scramble Magazine reported earlier, the US Air Force already certified the C-130H with the NP2000, but these aircraft are not able to conduct aerial refuelling. One would ask what the difference is... well, aerial refuelling is a critical manoeuvre and airflows behind a tanker aircraft must be carefully studied. This needs a completely different approach in certifying the new eight-bladed propeller system.

BuNo 164441 had not flown for almost a year and was scheduled for sundown by the US Marine Corps after the last Marine Aerial Refueler Transport Squadron in New York transitioned to the newer KC-130J models. But the US Navy co-ordinated with the USMC to transfer the aircraft between inventories and the Tactical Airlift Programme Office (PMA-207). Fleet Logistics Support Wing completed the required maintenance to bring the aircraft back to life and modified it with the NP2000. This move was of course realised by the increasing needs of aerial refuelling capacity with the US forces.

Upon completion of the certification process, 164441 and future AR configured Hercules' will be transferred to the US Navy Reserve, with the Commander Fleet Logistics Support Wing, Fleet Logistics Support Squadron (VR) 62 *The Nomads* ('JW-xxx') this fall to begin its new role. VR-62 currently operates five C-130Ts, all will be modified to the NP2000. The US Navy and US Marine Corps together still have some 35 C-130Ts assigned to VR-53, VR-54, VR-55, VR-62, VR-64, VMGR-452 and the two test units VX-20 and VX-30.

On 21 October 2020, the US Navy celebrated the sixtieth birthday of the first flight of the Grumman E-2 Hawkeye Airborne Command & Control aircraft. The two-engined turboprop aircraft was designed and developed during the late 1950s as a replacement for the piston-engined Grumman E-1 Tracer. The initially designated W2F-1 became E-2A (59 built) and this one was further developed to E-2B (1965, 49 of the 59 E-2As were upgraded to E-2B standard), E-2C (1971, 63) and the most modern E-2D Advanced Hawkeye (2007, up to 86 ordered so far). Each version with upgraded variants, such as E-2C Group I, Group II, Nav Update, Hawkeye 2000 and NP2000 (new eight-bladed propeller).

First US Navy fleet introduction took place in January 1964. The *Eyes of the Fleet*, or *Hummer* as it was often called (due to the sound of the engines), saw many combat operations, from Vietnam to Operation Eldorado Canyon (Libya), Operations

Desert Storm and Desert Shield (Iraq), Operation Enduring Freedom (Afghanistan) and Operation Iraqi Freedom (Iraq) and Operation Inherent Resolve (Iraq/Syria). Hawkeyes have supported the US Coast Guard, the US Customs Service during counter-narcotics (CN) and maritime interdiction operations (MIO), but also joined operations with American federal and state police forces during anti-drug operations. E-2s have been sold to the armed forces of Egypt (5x E-2C plus 1x added later on), France (3x E-2C plus 3x E-2D on order), Israel (4x E-2C, all withdrawn from use), Japan (13x E-2C plus 4x E-2D, with 9x E-2D on option), Mexico (3x E-2C, withdrawn from use), Singapore (4x E-2C), and Taiwan (4x E-2T/K).

#### United States Navy unit news

In 2021, The US Navy will establish two new squadrons. Helicopter Maritime Strike Squadron (HSM) 50 is planned to be established on 1 October 2021. The squadron, equipped with MH-60R Seahawks, will report to Helicopter Maritime Strike Wing Atlantic (HELMARSTRKWINGLANT) and will be based at NAS Jacksonville (FL) or NAS Mayport (FL). Electronic Attack Squadron (VAQ) 144 is set for establishment at NAS Whidbey Island on 1 October 2021. The squadron will be equipped with the EA-18G Growler. Full Operational Capability will be achieved in fiscal year 2023 to meet scheduled operational requirements for the squadron.

VAQ-144 will report to Commander, Electronic Attack Wing Pacific (COMVAQWINGPAC) as part of the Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC). The electronic attack squadron's mission is to operate from aircraft carriers and fixed land bases to tactically exploit, suppress, degrade and deceive enemy electromagnetic defensive and offensive systems, including communications and pro-forma signals in support of amphibious assaults, air strikes, and fleet operations.

In the near past it was reported that VAQ-143 was also planned as a new squadron, but there are no signs of that anymore. VAQ-143 and VAQ-144 were both planned as a relief for the deactivated US Marine Corps Marine Tactical Electronic Warfare Squadron (VMAQ) Prowler squadrons.

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

The US Navy Fleet Replacement Squadron (FRS) for the CMV-22B Osprey has been established at NAS North Island on 1 October 2020. The Fleet Logistics Multi-Mission Squadron (VRM) 50 SunHawks will be responsible to prepare future aviators, aircrew, and maintenance personnel for operating and maintaining the CMV-22B. VRM-50 will grow over time to assume training of US Navy personnel from the Fleet



Becoming a more regular sight outside the USA, the very troubled KC-46A programme finally delivers some positive output. The 22nd ARW sent KC-46A 17-46030 to Europe and of course Mildenhall was the lucky airbase. (30 September 2020, Tom McGhee)



Another deployment to the UK brought Aviano Vipers to Lakenheath, starting on 28 August 2020. Both 31st Fighter Wing squadrons brought aircraft to the UK, one of them was F-16CM 90-0709 in the new Have Glass V paint job, unfortunately without the coloured tailband. (8 September, Aleks Deaves)

Logistics Medium Multi-Mission Wing Training Detachment, attached to Marine Medium Tiltrotor Training Squadron (VMMT) 204 Raptors ('GX-xx') at MCAS New River (NC).

One of the two fleet squadrons destined to operate the CMV-22B, VRM-30 Titans, was established on 14 December 2018. The Titans will be the first to deploy a detachment of CMV-22Bs to replace C-2A Greyhound carrier-onboard-delivery aircraft on aircraft carriers. The Ospreys will embark USS Carl Vinson (CVN-70) in 2021, together with the first operational cruise of the F-35C Lightning II.

The Chief of Naval Operations established as of 1 October 2020, the Unmanned Carrier Launched Multi-Role Squadron (VUQ) 10. The squadron will be equipped with the Boeing MQ-25 Stingray and will call Naval Base Ventura County / NAS Point Mugu (CA) its home base. The first MQ-25 squadron is expected to start carrier operations from late 2021 or early 2022 and will become the Fleet Replacement Squadron (FRS) for the type. Initial Operating Capability is expected in 2024. VUQ-10 is part of the US Navy Pacific Fleet and the Airborne Command & Control Logistics Wing (ACCLOGWING) that also commands the current fleet of Hawkeyes and Greyhounds. The first MQ-25s are used for training as part of the MQ-25 Fleet Integration Team (FIT). The FIT, responsible for tactics, techniques, and procedures (TTP) will eventually hand over their knowledge to the FRS.

It is expected that a few more MQ-25 squadrons will be established that in turn will form detachments that will be assigned to a Carrier Air Wing (CVW). The US Navy plans to buy 72 Stingrays, worth USD 13 billion, that initially will supply aerial refueling for the CVW. Not for this moment, the unmanned aerial system is very well capable for other missions like intelligence, surveillance, and reconnaissance (ISR) and even strike. Possibly VUQ-10 was established out of VU-10, the once US Navy Utility Squadron Ten that was operating out of Guantanamo Bay (Cuba), equipped with the Douglas JD-1 Invader. These Invaders were used for target towing for anti-aircraft tracking and gunnery during the fifties. VU-10 became Fleet Composite Squadron (VC) 10 Challengers ('JH') that eventually was disestablished on 1 July 1993. Maybe this is the nickname for the new Stingray squadron VUQ-10.

FRCE = Fleet Readiness Center East, Cherry Point (NC)  
 FRCMA = Fleet Readiness Center Mid Atlantic, Oceana (VA)  
 FRCSW = Fleet Readiness Center South West, North Island (CA)

<b>C-2A</b>	162176/21	VRC-30	ex 41/VRC-40	<b>56</b>	sep20
<b>E-2D</b>	169062/AB-602	VAW-126	ex 674/VAW-120	<b>AA28?</b>	oct20
<b>F/A-18C</b>	165217	FRCSW	ex NE-412/VFA-34	<b>1396/C442</b>	sep20
<b>F/A-18E</b>	165867/NJ-211	VFA-122	ex NE-307/VFA-192	<b>E043</b>	sep20
<b>F/A-18F</b>	165922/NF-107	VFA-102	ex NJ-150/VFA-122	<b>F068</b>	sep20
	165928/EC-79	FRCSE	ex DD-211/VX-31	<b>F074</b>	mar20
	166891/NF-113	FRCSE	ex VFA-102	<b>F221</b>	oct20
<b>MH-53E</b>	164863/AN-431	HM-12	ex TB-13/HM-15	<b>65619</b>	oct20
	169603	309th AMARG	ex FRCE	<b>65586</b>	oct20
	169604	309th AMARG	ex FRCE	<b>65587</b>	oct20
These two were of a batch of four former Japanese MH-53Es which apparently received new bunos.					
<b>P-8A</b>	168438/LA-438	VP-5	ex LK-438/VP-26	<b>40818/4294</b>	sep20
	168754/754	nmks	ex LC-754/VP-8	<b>42250/4547</b>	sep20
	169550/LC-550	VP-8	ex 550/VP-30	<b>64080/7462</b>	sep20
<b>T-6B</b>	166207/E-207	VT-2	w/o 23oct07	<b>PN-198</b>	
<b>CMV-22B</b>	169437	VRM-50	ec VRM-30	<b>D2003</b>	oct20
	169441	Boeing	f/n	<b>D2007</b>	oct20

United States Marine Corps (NY)

The CH-53K King Stallion is scheduled to join Marine Operational Test and Evaluation Squadron (VMX) 1 at MCAS New River (NC) by late October 2020. The USMC already took delivery of the first CH-53K on 16 May 2018, but the promising programme schedule was set back due to 126 technical issues on the helicopter. To solve all these issues, the manufacturers needed two years. Currently 118 of the 126 issues have been solved, of which the most important ones, the exhaust gas reingestion issue which caused the aircraft's engine to suck back in dirty air, reducing its power, is re-engineered. Now the King Stallion is capable of lifting more than three times the weight of its predecessor (27,000 pounds in a 110 nautical miles range).

Now nearly all the technical issues have been solved and only a few tests remain before the King Stallion can be cleared for operational testing with VMX-1. The squadron will move

the King Stallion toward completion of developmental test in early 2021, leading to Initial Operational Test and Evaluation (IOT&E) in 2021. The first deployment for the CH-53K is expected to take place in either late 2023 or early 2024.

As always... budget becomes an issue these days. In 2017, the USMC planned a Unit Flyaway Cost of USD 92 million per CH-53K, but this amount has risen to a massive USD 148 million per CH-53K. The USMC is now looking to cut down costs while the manufacturers are hoping to see enough orders (including export orders) to bring the average Unit Flyaway Cost down to USD 87 million. The provisional cancellation of a possible order of export candidate Germany will not help to bring down the Unit Flyaway Cost price. So eyes are now focusing on countries like Israel and Japan, and possibly Germany again in a new acquisition race.

United States Marine Corps unit news

### Marine Force Pacific (MARFORPAC)

On 15 October 2020, Marine Attack Squadron (VMA) 311 Tomcats ('WL-xx') encountered a sad Sundown ceremony at home base MCAS Yuma (AZ). But the great news is, in spring 2022, the squadron will reactivate as Marine Fighter Attack Squadron (VMFA) 311 operating the F-35C Lightning II. The Tomcats will be based at MCAS Miramar (CA) from that moment. Likewise in that period, VMA-214 Black Sheep ('WE-xx') will begin flying the F-35B as VMFA-214, but they remain at Yuma.

The *Tomcats* were initially commissioned in 1942 as a training squadron flying the SNJ Texan but quickly transitioned to a fighter attack squadron flying the F4U Corsair from MCAS Cherry Point (NC). The squadron participated in World War II with the Corsairs and after the war they transitioned to TO-1 Shooting Stars in 1949. They flew the first Marine jet combat mission in the 1950s during the Korean Conflict. In the summer of 1958, the squadron swapped to A4D Skyhawk operations. VMA-311 was named Marine Corps Aviator Association's Attack Squadron of the Year in 1988 and 1991, and became the first Marine squadron to employ the AV-8B Harrier II in service with the squadron since 1988) in combat during Operation Desert Shield. VMA-311's Harriers were also the first to fly combat missions in Afghanistan during Operation Enduring Freedom, and participated in the (again) first combat sortie of Operation Iraqi Freedom in 2003. VMA-311 is part of Marine Aircraft Group 13 and commanded by the 3d Marine Aircraft Wing.

VMA-214 *Black Sheep* was commissioned at MCAS Ewa (HI) on 1 July 1942 and started to fly with the F4F Wildcat. The Black Sheep participated in World War II, with F4U Corsairs

and transitioned to the F9F Panther after their Korean war combat deployment. The period between Korea and Vietnam saw several significant changes for the Black Sheep. VMF was changed to VMA on 9 July 1957, and was re-designated as "attack" rather than "fighter". In March 1958, the Black Sheep transitioned to the FJ-4 Fury. VMA-214 became the first squadron to deploy flying their aircraft across the Pacific. Another aircraft change occurred in January 1959, when the Black Sheep changed over to the newer FJ-4B Fury. On 23 January 1962, VMA-214 replaced the FJ-4B Fury with the A-4B Skyhawk. VMA-214 returned from Vietnam in April 1967, and moved to MCAS El Toro. In September 1987, the Black Sheep squadron moved to Yuma. In June 1989, they transitioned to AV-8B Harrier. Both squadrons are expected to be Full Operation Capable with the F-35B and F-35C from 2024.

The US Marine Corps Marine All Weather Fighter Attack Squadron (VMFA(AW)) 242 *Bats* ('DT-xx') was re-designated into Marine Fighter Attack Squadron (VMFA) 242 during the change of command and re-designation ceremony at home base MCAS Iwakuni (Japan) on 16 October 2020. Of course, this event had everything to do with the *Bat's* transition to the F-35B Lightning II. The first "boss bird" of the *Bats* is F-35B Lightning II BuNo 169623/DT-01 that acted as a ceremonial back-ground. Separating from the unit is old "boss bird" F/A-18D 165685/DT-01.

Two Four Two was established at then MCAS El Centro (CA) as Marine Torpedo Bombing Squadron (VMTB) 242 on 1 July 1943. The squadron started to operate with the Grumman TBM-3 Avenger that wore a patch with *Bugs Bunny* riding a torpedo. That squadron was deactivated on 23 November 1945. On 1 October 1960, the unit was reactivated as Marine Attack Squadron 242, flying the Douglas A4D Skyhawk from MCAS Cherry Point (NC). Four years later, in September 1964, the squadron converted to the Grumman A-6A Intruder and was re-designated to VMA(AW)-242. During the Vietnam war, VMA(AW)-242 took the name *Batmen*, which later became *Bats*. After returning from Vietnam, the squadron was based at MCAS El Toro (CA). From 1977, the more modern A-6E was introduced. On 14 December 1990, VMA(AW)-242 was re-designated into Marine All Weather Fighter Attack Squadron 242 with the introduction of the F/A-18D Hornet.

### US Marine Corps Reserve (USMCR)

The United States Marine Corps (USMC) have officially retired the Bell AH-1W Super Cobra from their operational inventory after 34 years of service. The Super Cobra was introduced on 27 March 1986 within the USMC and served since as the backbone of the USMC's dedicated attack heli-



Pictured F-35A from the 308th Fighter Squadron, the training squadron for the Netherlands, is carrying a Knight on his Steed at the top of the tail. F-35A 13-5066 was photographed on a smoky day landing at Luke AFB (AZ) on 20 August 2020. This aircraft was returning from a Gunfighter Flag mission. (Nate Leong)



A photo of what is believed to be UV-18 96-6003 seen landing at Andrews AFB (MD). As its lack of colours suggests, not much is known of its origins or unit. (14 October 2020, Tim Wolfe)

copter fleet. The Whiskey, as it was often called, served all recent wars where the US was involved, including Operations Desert Storm (Iraq), Iraqi Freedom (Iraq), Enduring Freedom (Iraq and Afghanistan) and Inherent Resolve (Iraq, Syria) and many humanitarian missions like Operation Restore Hope (Somalia) and during the US interventions of Haiti, former Yugoslavia and Libya. The last flight, an AH-1W in formation with its successor, an AH-1Z, took place on 14 October 2020.

The last detachment of AH-1Ws to complete a sea-borne deployment returned earlier this year with the 26th Marine Expeditionary Unit on board the USS Bataan (LHD-5). The detachment of four helicopters was temporarily assigned to Marine Medium Tiltrotor Squadron (VMM) 365 (Reinforced) *Blue Knights* ('YM-xx') and was part of Marine Light Attack Helicopter Squadron (HMLA) 167 *Warriors* ('TV-xx'), normally based at MCAS New River (NC). "The AH-1W Super Cobra has served admirably and leaves a remarkable legacy of on-time, on-target attack helicopter support for our Marines," said Col. David Walsh, the program manager for Light/Attack Helicopter Programs (PMA-276). "Although the AH-1W chapter is closing, look-a-like but the far more advanced and four-bladed AH-1Z Viper stands ready with even greater capability to support our USMC for years to come."

The AH-1W started its life as AH-1T+ and made its first flight on 16 November 1983 from the Bell Flight Research Center in Arlington (TX). The helicopter was redesignated into AH-1W and the first ones were delivered to the USMC on 27 March 1986. The final and 179th AH-1W was delivered in 1999. The Scramble database reveals that at least 33 AH-1Ws were written-off during war- and peace-time accidents. Through August 2020, the USMC flew the Super Cobra for 933,614 hours. Technically, some AH-1Ws survived, but these (43 airframes) were remanufactured into AH-1Z Vipers. Marine Light Attack Helicopter Squadron (HMLA) 773 Det.A *Cobras* ('MM-xx') took the honour to fly the last Super Cobra from home base NAS New Orleans JRB-Alvin Callender Field (GA). The AH-1W will soldier on in two countries: Taiwan (some sixty still operational) and Turkey (some ten).

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)

#### KC-130T

164442/NY-442	309th AMARG	ex VMGR-452	<b>382-5222</b>	sep20
165315	to ?	ex NY-315/-452	<b>382-5385</b>	mar14

#### F/A-18A+

163155/MA-00	309th AMARG	ex VMFA-112	<b>582/A489</b>	aug20
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#### F/A-18C

164638/WS-415	FRCSE	ex VMFA-323	<b>1056/C267</b>	mar20
164905/NA-215	309th AMARG	ex VMFA-312	<b>1237/C364</b>	aug20

#### F-35B

169623/DT-01	VMFA-242	ex 07/VMFA-211	<b>BF-87</b>	apr20
169624/DT-02	VMFA-242	ex CF-11/VMFA-211	<b>BF-88</b>	sep20
169689	LMTAS	f/f 08sep20	<b>BF-104</b>	sep20

#### F-35C

169705	LMTAS	f/f 15oct20	<b>CF-49</b>	oct20
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#### AH-1W

165051/MM-20	309th AMARG	ex HMLA-773 Det.A	<b>26311</b>	oct20
165285/MM-22	309th AMARG	ex HMLA-773 Det.A	<b>26333</b>	sep20
165449/MM-28	309th AMARG	ex HMLA-773 Det.A		jul20

#### AH-1Z

167809/SE-42	HMLA-USA	ex SM-42/HMLA-369	<b>59010</b>	oct20
168053/SM-43	HMLA-469	ex SN-43/HMLA-169	<b>59020</b>	aug20
169507/TV-	HMLA-167	f/n	<b>592..</b>	dec19
169509/TV-33	HMLA-167	special c/s	<b>592..</b>	sep20

#### AV-8B

163869/KD-26	309th AMARG	ex VMAT-203	<b>177</b>	jul20
163877/KD-23	309th AMARG	ex VMAT-203	<b>185</b>	aug20
166288/WH-05	VMA-542	ex YM-55/VMM-365		aug20

#### MV-22B

168015/MQ-410	VMM-774	ex MQ-10	<b>D0145</b>	sep20
168235/YM-00	VMM-365	ex SPMAGTF-CR A	<b>D0185</b>	oct20
168343/10	VMM-262	ex YZ-10/VMM-363	<b>D0246?</b>	sep20

#### United States Coast Guard (CG)

On 6 October 2020, the US Coast Guard (USCG) ordered a new C-37B long range command and control aircraft with Gulfstream Aerospace of Savannah (GA). The military variant of the well-known Gulfstream 550 will cost the American taxpayer USD 66,6 million. That amount also includes the installation of specific USCG communications and security suits. The new C-37B will replace an ageing C-37A, so the USCG retains a necessary two-aircraft fleet in order to provide this deployed command and control capacity. The USCG currently operates two C-37s, C-37A (based on the Gulfstream V) with serial 01 (construction number 653) and C-37B serial 02 (c/n 5416). Both aircraft are used for command and control and required-use transport worldwide for USCG and Department of Homeland Security (DHS) leadership. The duo is based at Washington/Ronald Reagan Washington National (DC). The USCG suits include an enhanced weather radar and ditto

vision system (the latter allows increased visibility in poor weather conditions), autopilot and an ultra-modern heads-up display for the pilot. The Gulfs are also equipped with both commercial and military communications equipment to provide secure and non-secure voice and data capability.

<b>MH-60T</b>			
6005	Mobile	ex Kodiak	<b>70655</b> sep20
<b>MH-65D</b>			
6506	New Orleans	ex Atlantic City	<b>6050</b> sep20
6511	New Orleans	ex San Francisco	<b>6121</b> aug20

United States Customs and Border Protection (CV) Textron Aviation was again awarded a contract by the US Customs and Border Protection (CBP) to manufacture highly-missionized versions of the Sierra Nevada Corporation (SNC) / Beechcraft King Air 350. Following Scramble's news reports earlier this year, it is reported that the latest order contains Beechcraft King Air 350CER number 26 and 27 for the US CBP Air and Marine Operations (AMO). The two Multi-role Enforcement Aircraft (MEA) 350CERs will be added to a fleet of King Air 350s that is already in use to safeguard the USA as part of the coordinated application of AMO's aviation and maritime law enforcement resources. The new order represents the third and fourth Beechcraft King Air 350CER ordered for AMO in 2020.

The US C&BP/AMO aircraft are equipped with an array of modern technology that can be deployed for ground interdiction operations, air-to-air intercept operations and medium-range maritime patrols, including active and passive sensors and an optimized communications suite. The aircraft are operated by multiple crewmembers who employ the mission equipment and coordinate a (real-time) information stream to ground forces. As known, the Beechcraft King Air 350CER is an extended range version of the King Air 350i. The CER is configured with a glass-cockpit and an optional cargo door, resulting in enhanced mission flexibility.

## Oceania

### Australia

Royal Australian Air Force (AF)

<b>F/A-18A</b>			
A21-22	to be preserved	ex 75sq	<b>476/AF22</b> oct20

This F/A-18A was withdrawn from use on 14 May 2020 at RAAF Base Williamtown. It was earmarked for heritage display. On 26 October the disassembled aircraft was transported to Canberra (ACT), where it will be reassembled and made ready for



MC-12S 13-00282 has a special device under its belly, it seems to be a rotating tube. They keep on going visiting Wiesbaden- Erbenheim, next one was announced for end of October, but often they are delayed into the night hour! (16 October 2020, Frank Schuchardt)

display at the Australian War Memorial. The official handover is planned to be in December 2020.

### Australian Army (AR)

Airbus Helicopters has suffered a setback in Australian Defence's LAND 4503 project as the government rejected an offer for 22 upgraded Tiger helicopters. Project LAND 4503 is aimed at replacing the Tiger Armed Reconnaissance Helicopter currently in service with the Australian Army. The Tiger has a troubled history in Australian service. Twenty-two were ordered for the Army, with the first one delivered in 2005. Full operational capability was only achieved on 18 April 2016, eleven years later. Despite this, in the 2016 Defence White Paper it was already decided that the Tigers would be replaced in the 2021-2030 timeframe.

Three contenders were in the race to fulfil the LAND 4503 requirement for new Armed Reconnaissance Helicopters. The Bell Helicopter AH-1Z, the Boeing AH-64E and the Airbus Helicopters Tiger. Airbus offered upgraded Tigers and an additional seven H145M helicopters. So now it is back to the drawing board for Airbus. The H145M were meant to - partly - fulfil the requirement for a new armed light helicopter for Special Forces support under project LAND 2097. In 2018 a request for information for at least 16 special operations support helicopters was released. The helicopters are intended for use by the Australian Army's 6th Aviation Regiment, based at Holsworthy and will complement a squadron of larger MRH-90 Taipan helicopters. Next to Airbus Helicopters, Bell Helicopter has also submitted a proposal for the support helicopter, a militarised version of the Bell 429.

And to add insult to injury, a new problem has come to light regarding the MRH90 Taipan helicopter in service with the Australian Army and Navy. It turns out that the door gunner cannot open fire when troops are fast-roping from the helicopter because the opening is too narrow. According to a Defence official "It is not an issue of the gun mount design. It is an issue of the width of the door. The door isn't wide enough to enable the safe exit while firing is taking place." Chief of the Defence Force General Campbell said the Army had reworked its tactics: helicopters are deployed in pairs so one can shoot while troops rappel from the second aircraft, meaning they can never fly a single-ship mission.

### Credits

Danny Bonny, Morné Booij-Liewes, Winston Brent, Fernando Cardenas, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Jeff Rankin, Bram Risseuw, Jos Stevens, Peter Weinert, Tim Wolfe

# Showreports



One of the highlights of the Kauhava Air Show was the Global 6000. The aircraft, intended for the UAEAF, visited the air show together with the Saab 39E Gripen, mainly to focus on a possible sale to Finland. (Kauhava, 27 August 2020, Harri Koskinen)

## Kauhava (Finland)

Air show 2020 29/30 August 2020

Static:			
105/4-HE	Rafale C	ETR03.004	
30+10	EF2000(T)	TLG73	
39247/247	JAS39C	F17	
39831/831	JAS39D	F17	Saturday only
396002	JAS39E	Saab	
HN-448	F/A-18C	HävLLv 31	
GO-4	Grob G115E	HävLLv 41	<b>82309E</b>
HW-350	Hawk Mk51	HävLLv 41	
VN-17	L-70 Vinka	HävLLv 41	
NH-211	NH90-TTH	1.HK/HekoP	
HH-7	MD500E	2.HK/HekoP	
OH-SFJ	Saab 91D	as/ex SF-24	
SE-RMU	Global 6000	Saab	for UAEAF

### Elsewhere/flying:

109/4-IM	Rafale C	ETR03.004	special mks
R225/64-GY	C-160R	ET00.064	
39218/218	JAS39C	F17	Saturday only
CC-2	C295M	TukiLLv	
HN-415, HN-422	F/A-18C	HävLLv 31	
HW-352/7	Hawk Mk51A	HävLLv 41/Midnight Hawks	
GO-7	Grob G115	HävLLv 41	
VN-4	L-70 Vinka	HävLLv 41	
NH-209	NH90-TTH	1.HK/HekoP	
HH-4	H500D	2.HK/HekoP	
OH-HVN	AW119Ke	Border Guard	
OH-MVO	Do228-212	Border Guard	
OH-LCH	C-53C	ex DO-11, Finnish Air Lines	
OH-SZJ	Fw44J	as/ex SZ-24	
OH-VIF	VL Viima II	as/ex VI-17	
OH-VIG	VL Viima II	as/ex VI-3	
OH-XLA	Tiger Moth	NOT ex mil, RAF markings	
FM-21/K, FM-82/M	CM170	ex Ilmavoimat preserved	

### Demonstration teams:

XX177, XX232, XX242	Hawk T1	Red Arrows	
XX245, XX311, XX325	Hawk T1	Red Arrows	
XX219, XX278, XX319	Hawk T1A	Red Arrows	
XX322	Hawk T1A	Red Arrows	
XX310	Hawk T1W	Red Arrows	
HW-341/1	Hawk Mk51	HävLLv 41/Midnight Hawks	
HW-357/2	Hawk Mk51A	HävLLv 41/Midnight Hawks	
HW-339/3	Hawk Mk51	HävLLv 41/Midnight Hawks	
HW-350 "40 Years Hawk"	Hawk Mk51	HävLLv 41/Midnight Hawks	
OH-FMA	CM170	as/ex FM-37/R	
OH-FMM	CM170	as/ex FM-51	
OH-SFA	Saab 91D	as/ex SF-36	
OH-SFF	Saab 91D	as/ex SF-4	
OH-SFN	Saab 91D	as/ex SF-16	
OH-SFP	Saab 91D	as/ex SF-22	

The Saab 91Ds are part of the team named Woikosken Safirit.

## London (Ont., Canada)

Air Show 12-13 September 2020

130334	CC-130H	424sq	12
15004	CC-150	437sq	12-13
188933, 188939	CF-188B	433sq	12-13
80-0275/DM	A-10C	355th Wg "355WG"	12-13
60-0028/LA	B-52H	2nd BW	12
60-0052/-	B-52H	2nd BW	13
85-0034	KC-10A	305th AMW	12-13
95-0103	C-17A	62nd AW	12-13
79-0003/OK	E-3C	552nd ACW	12
82-0007/OK	E-3C	552nd ACW	13
93-0540/SW	F-16C	20th FW	13
94-0047/HL	F-16C	20th FW	12
04-4076/FF	F-22A	1st FW	12
09-4183/FF	F-22A	1st FW	13
17-5248/HL	F-35A	421st FS	13
17-5276/HL	F-35A	421st FS	12
6568	MH-65D	Detroit	13

Also present were the Thunderbirds. The larger types operated from their home bases. The USAF fighters, Thunderbirds and C-17 flew out of Selfridge ANGB (MI). The CF-188Bs operated from London (Ont.).

## Hindon Air Force Station (India)

Air Force Day 2020 (rehearsal) 6 October 2020

Static:			
BS001	Rafale EH	17sq	
KBU721	MiG-29UPG	28sq	
KC3807	C-130J-30	87sq	
KF134	Mirage 2000H	40Wg	
KW3554	ERJ145SM	DRDO	
LA5006	Tejas LCA Mk1		45sq
SB124	Su-30MKI-3	15Wg	
ZD4154	Rudra MkIV	unit nn	
ZL4680	CH-47F(I)	126HF	
ZV4822	AH-64E(I)	137HS	

### Flypast:

CB8007	C-17A	81sq	
KC3802, KC3806	C-130J-30	77sq	
KC3809	C-130J-30	87sq	
KD716, KD718	Do228-202K	41sq	
LA5013	Tejas LCA Mk1	45sq	
RB004	Rafale DH	17sq	
SB333	Su-30MKI-3	unit nn	
SB... (3x)	Su-30MKI-3	unit nn	
ZD4149, ZD4150, ZD4152	Rudra MkIV	unit nn	
ZD4156, ZD4162	Rudra MkIV	unit nn	
ZL4670, ZL4671	CH-47F(I)	126HF	
ZP5206, ZP5217	Mi-17-V5	155HU	
ZP5221	Mi-17V-5	155HU	
Z3137	Mi-35E	104HU	

ZT3132	Mi-35E	104HU	6819, 6827	F-16V	4th TFW
ZV4805, ZV4810	AH-64E(I)	125HU	931/27313, 934/27317	UH-60M	Air Rescue Group
ZV4820, ZV4821	AH-64E(I)	137HS	937/27322	UH-60M	Air Rescue Group
HU512	DH82A	IAF Vintage Flight	0811/74-6011	AT-3	Thunder Tigers
VP905	C-47B	IAF Vintage Flight, ex G-AMSV	0820/75-6020	AT-3	Thunder Tigers
... (2x)	Jaguar	unit nn	0832/76-6032	AT-3	Thunder Tigers
... (2x)	Mirage 2000	unit nn	0834/76-6034	AT-3	Thunder Tigers
... (2x)	MiG-29	unit nn	0839/76-6039	AT-3	Thunder Tigers
... (2x)	Su-30MKI-3	unit nn	7301, 7308	CH-47SD	Air Transport Group

**Demonstration teams:**

A3482, A3484, A3485	Hawk Mk132	52sq/Suryakiran
A3670, A3682, A3698	Hawk Mk132	52sq/Suryakiran
A3699, A3700, A3701	Hawk Mk132	52sq/Suryakiran
ZD4042, ZD4047	Dhruv Mki	151sq/Sarang
ZD4049, ZD4059	Dhruv Mki	151sq/Sarang

Indian Air Force Day is celebrated every year on 8 October at Hindon Air Force Station. All aircraft above were noted during the rehearsal on 6 October 2020.

**Taipei (Taiwan)**

National Day Flypast 10 October 2020

**Flypast:**

6642, 6675, 6678	F-16V	4th TFW
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The main attraction at the Air Force Day at Hindon AFS was the brand new Dassault Rafale. The aircraft, serial BS001, was delivered to India in July this year. (Hindon, 6 October 2020, Shrey Chopra)



Sweden sent its latest Gripen version to the Kauhava Air Show. The Gripen E is one of the candidates for the replacement of the Finnish Air Force's ageing F/A-18 Hornet. (Kauhava, 27 August 2020, Harri Koskinen)



UH-60M 937/27322 was one of three Black Hawks of the Republic of China Air Force Air Rescue Group that participated in the annual National Day flypast over Taipei. (10 October 2020, Reinier Schreurs)



With the first Apaches delivered to India in July 2019, the Indian Air Force now has 22 AH-64E(1)s in its inventory. ZV4820 is photographed during the flypast rehearsal on 6 October 2020. (Hindon, Shrey Chopra)



The Indian Air Force Vintage Flight has been operating this Dakota, former civil Dakota G-AMSV and painted as VP905, since May 2018. The aircraft is based at Hindon AFS. (6 October 2020, Shrey Chopra)

# Mexico 210th Independence Day parade 2020



Enrique Giese  
Wim Sonneveld

*Despite being hit hard by the pandemic, Mexico celebrated its independence on 16 September 2020 with a military parade, for which Enrique Giese boarded a Hercules and photographed C-27J 3401 of Escuadrón Aéreo 302.*

For years, Mexican Independence Day is celebrated as a national holiday on 16 September, usually with a huge military parade in Mexico City. The pandemic and austerity measures by the Mexican government resulted in a smaller event than usual, to avoid the pandemic to spread further. Only days before the actual date, the go-ahead was finally given for the event to take place, albeit in an adapted way. This caused our local correspondent Enrique Giese to rush to Mexico City airport on the morning of 16 September to board Hercules 3616 and join the parade, after receiving the approving phone call late the night before.

Behind the Herk, C-27J Spartan 3401 formed up in the parade, as did four of the participating T-6C+ Texan IIs of the Fuerza Aérea Mexicana (FAM, Mexican air force) for a few minutes. The formation of Texans that accompanied the Herk had some sort of mishap, then, two T-6s that were on the left side disappeared and the formation was undone. Allegedly, someone flew a drone in the path of the Texans who managed to evade it, although no official statement has been made about it.

The commander in charge of the parade was Major General André Georges Foullon Van Lissum, the undersecretary of SEDENA (Ministry of Defence). Participants were down to 671 members of the armed forces and the national guard, as well as just fifteen civilians from public and private institutions in the country, 81 vehicles, 56 aircraft and... 66 horses. For obvious reasons, the time and route of the parade was less than in other years, and the military contingents were significantly reduced.

Many aspects with regards to the air parade had changed this year, not only due to the pandemic, but also with the construction of Mexico City's new civil airport at Santa Lucia, once the FAM's main base. Most of the FAM fixed-wing aircraft will be operating from Mexico City-Benito Juarez and Toluca as was already the case with this year's air parade. During the air parade, the participating 56 aircraft crossed the skies in complicated weather conditions as many clouds were present around Mexico City. Most of the aircraft belonged to the FAM, incorporating some of the navy and the national guard.

At the Plaza de la Constitución, special forces of the Mexican Army carried out an infiltration with rapid ropes from two

EC725 helicopters, whilst two MD530s helicopters acted as air-to-ground security support, demonstrating the high degree of training that the armed forces have in the fulfilment of their missions. At the same spot, paratroopers made a free fall jump from a Mi-17 helicopter, using navigation techniques whilst descending through the clouds, they managed to land in front of to the National Palace without setbacks, despite the horrible weather conditions. Moreover, no less than twenty T-6C+ Texan IIs flew over the National Palace.

For the first time in the air parade, two women formed one aircrew as Lieutenant Miriam Martínez and Second Lieutenant Carolina Paola Pérez flew a FAM T-6C+ together. One of the most colourful formations and unique in the world, three Boeing 737s were escorted by two F-5 jets. Another interesting formation of aircraft consisted of said Hercules 3616, C-27J 3401 and eight T-6C+s. The Mexican national guard's participation with three UH-60s in the new white/silver colour scheme was another novelty of the 2020 air parade. For its part, the navy contributed with six T-6C, one UH-60M and one EC-725.

The changed format, using multiple bases to launch the aircraft from and adverse weather conditions, proved not helpful in gathering the serial numbers of the parade. The serials below could be gleaned from pictures:

#### Air Force (FAM)

B737	3526, 3527, 3528
C-27J	3401
C-130K-30	3616
C295M/W	3201, 3202, 3206, 3208
EC725	1001
EMB145SA	4101
F-5E	4510
F-5F	4501
Mi-17	1703, 1707
T-6C+	2005, 2008, 2024, 2027, 2029, 6605, 6610

#### National Guard

S-70A	GN-105
UH-60M	GN-110

#### Navy

EC725	ANX-2231
T-6C+	ANX-1311, ANX-1313, ANX-1314, ANX-1317, ANX-1319
UH-60M	ANX-2305

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Iceland is the theme for this month's cover. Jan Zocher visited the country in August this year and came back with some stunning images. First one is Beech 200 TF-FMS on 12 August at Akureyri, and is operated by Flugmálastjórn Islands, or the CAA of Iceland.



Norlandair has a fleet of three DHC-6-300 Twin Otters, of which TF-NLD is one, which Jan saw on 11 August at Grimsey. They have four scheduled destinations, Grímsey, Vopnafjörður, Þórshöfn and Nerlerit Inaat Airport, which it flies in cooperation with Air Iceland.



Air Iceland Connect operates two Dash 8-400s and three -200s. They all carry names after women settlers and Icelandic saga heroines. Pictured TF-FXK is named Þuríður sundafyllir / Thurid the Sound-Filler. (Reykjavik, 12 August)



*"Touch the Sky with Glory" is the Indian Air Force's motto, words spoken by the Lord Krishna it is said. As a banner might be unreadable when carried by CH-47F(I) ZL4671, a sea container was deemed better suited. (Hindon AFS, 6 October 2020, Shrey Chopra)*



*Underslung flags do work in flight below helicopters, as demonstrated by this pair of Mi-17V-5s, rehearsing for the 88th Air Force Day in India. Shrey Chopra beautifully framed ZP5217 and ZP5221 over Hindon AFS on 6 October 2020.*