



480
May 2019

Scramble



***USS Stennis
Berlin Airlift at 70***

DUTCH AVIATION SOCIETY



Since mid-March all Boeing 737 MAX are grounded after a second accident with this type. WestJet 737-8 C-GDDR was delivered at the end of January of this year but didn't fly to much. (Seattle-Boeing Field (WA), 21 January 2019, Steve Bailey)



Garuda has ordered 50 MAX 8s. The first was delivered in December 2017. In between non where delivered and after the accidents they changed the order to MAX-10 and 787 Dreamliners. The sole 737-8 was seen at Singapore on 8 March 2019 by Jeep Stoker.



Due to the grounding a lot of MAXs are still at the three airfields of the Boeing factories in the Seattle surroundings. One of them is Shenzhen Airlines with test registration N6055X. Once delivered it will become B-208J. (Seattle-Boeing Field (WA), 5 March 2019, Steve Bailey)

Editorial

It looks like we are finally saying goodbye to a long and cold winter, as the temperatures are slowly rising and we can enjoy longer days with – hopefully – fully sunshine. That hasn't stopped the editorial team from putting in the usual efforts to present to you issue 480.

Issue 480 is a jubilee issue, as it marks forty (!) years since Scramble started, back then as 06-24 Nieuws. In 1979 it was nothing more than a few stenciled black and white copies without any pictures held together by a staple. Today Scramble consist of more than 100 full colour pages full with pictures and – of course – serial numbers and registrations.

As a treat our jubilee edition is 128 pages thick, with quite a few interesting articles! The first article is a report of the five day visit of the USS John C. Stennis to the port of Marseille. The second article covers the HAI HELI-EXPO, which was held from 23 till 27 March in Atlanta (GA). The third article is a historic article, because this month we commemorate the 70th anniversary of the Berlin airlift, which ended on 12 May 1949. The fourth and last article is written by Ivan Voukadinov and is a report about the 115th Fighter Wing and its 176th Fighter Squadron, known as the "Badger Air Militia" based at Dane County Regional Airport / Truax Field (WI). Furthermore all regular sections – with the exception of the Showreports – are included in this Month's issue.

Our stock of 2019 SWAFs, SMS Europe and SMS North America copies is decreasing at a steady pace, so if you don't want to miss out please visit our online shop and order your copy before it is too late!

Cover Photo



In order to perform high visibility missions along the Baltic States, Fairford enjoyed a detachment of six B-52s (Fairford, 20 March 2019 Mark Rourke)

Important dates

Scramble 481	
Deadline copy:	14 May 2019
Deadline photos:	21 May 2019
Planned publication date:	11 June 2019

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

Scramble World Airline Fleets 2019	243 pages
SMS Europe 2019	139 pages
SMS North America 2019-2020	183 pages
Scramble Military Transports 2017	87 pages

Movements Netherlands



The Dutch Air and Space Center (NLR), KLM and GKN Fokker are celebrating 100 years in existence this year. The centenary was kicked off on the day this photo was taken. Part of the celebrations was a fly by of KLM Boeing 777 PH-BVG accompanied by four Dutch Air Force F16s (J-066, J-144, J-515 and J-616) flying over the center of Amsterdam. (Amsterdam, 14 March 2019, Sjaak Louwen)

Amsterdam

			February 2019	EI-FYC	B737-8	Norwegian	f/v IBK476/7
08.OE-INQ	A320-214	EasyJet	f/v EZY8877/80	G-ZJHW	B737-800	Jet 2	f/v EXS205/6
			March 2019	G-KLNW	Ce510	Saxonair	SXN51D
01.9H-ILA	CL-850	VistaJet Malta	02 VJT600	G-NEOT	A321-251NX	British Airways	f/v 04 BAW444/423
D-AGBA	Falcon 8X	Volkswagen	03 WGT1A	LX-VMF	Ce560XL	Luxaviation	05 LXA15P
D-AHOS	ERJ135BJ	Air Hamburg	02 AHO761Y/833S	M-IFFY	Ce510	Xead Aviation	04
D-IBJJ	Ce525A	Air Hamburg	dep AHO175Z	OO-JUK	Falcon 7X	Flying Service	dep FYG116
EC-MIH	B787-8	Air Europa	AEA1091/8	TC-LKB	B777-36NER	Turkish Airlines	THY1951/2
EC-MUA	B777-212ER	Privilege Style	SLM994/3	04.9H-VCO	CL-350	VistaJet Malta	VJT449
G-HCSA	Ce525A	Bookajet	dep	4X-CPX	G-IVSP	Arkia	05
G-HCSA	Ce525A	Bookajet	13	CS-TVB	A320-251N	TAP Air Portugal	f/v TAP674/3
G-LEAX	Ce560XLS	London Exec Aviation	LNx37AX	D-IADV	Ce551	MCH Holdings	
LX-LBT	B737-7K2	Luxair (basic KLM c/s)	dep LGL41	D-IDAS	EMB500	DAS Private Jets	
N814RR	G550	Clay Lacy Aviation	f/v 04	D-1KBO	Ce525A	Silver Cloud Air	SCR357
OE-FMT	EMB500	Jet 24	f/v 02	D-ISAR	Raytheon 390	Euroflug Frenzel	05
OE-GGO	EMB505	MJet	f/v	EC-MPE	B787-8	Air Europa	AEA1091/8
OK-RLV	G280	Avcon Jet		EC-MUA	B777-212ER	Privilege Style	06 SLM994/3
VP-BVG	Global XRS	MVA Aviation		LN-STB	CL-350	Sundt Air	MDT5
YU-MPC	Ce525	MPC Holding		LX-JFE	PC-12/47E	Jetfly Aviation	05 JFA29C/12C
02.9H-FLN	Global 5000	Albinati Aviation	dep ULC53	LX-JET	EMB545	Global Jet Luxemb.	f/v 05 SVW35ET
D-CCVD	Ce560XLS	Atlas Air Service	03 ATL1D	OO-MMT	Ce560XLS	Air Service Liège	dep
D-CHIP	Ce525B	E-Aviation	EFD3P	OY-JTS	B737-7K2	Jet Time	SAS1549/50
D-CXLS	Ce560XLS+	Air Hamburg	03 AHO331A/005M	05.9H-JOY	CRJ200ER	Air X Charter	AXY507/8
EC-MTI	B787-9	Air Europa	AEA1091/8	9H-VCK	CL-350	VistaJet Malta	06 2x VJT405
EC-MUA	B777-212ER	Privilege Style	03 SLM994/3	B-LRM	A350-941	Cathay Pacific	f/v CPA271/0
LX-VMF	Ce560XL	Luxaviation	dep LXA15P	C-GIIT	CL-605	Execaire	06
M-OBIL	Ce525C	Ulla Popken Fashion		D-AINT	A320-271N	Lufthansa	f/v DLH996/7
N40NW	Falcon 2000LX	SF1 Holdings	dep	D-CSOS	Lj45	Jetcall	JCL1
OE-FMT	EMB500	Jet 24	03	D-IGST	Raytheon 390	Peak Air	
OK-BEE	Beech 400A	JetBee Czech	03 JBC135B/129B	F-HAPE	Beech 1900D	Twin Jet	f/v POF75 2x
OK-RLV	G280	Avcon Jet		F-HPUR	BAe125-800XP	Valljet	VLJ89BR/R
OK-UGJ	Ce680	Travel Service	TVS38J/67J	LX-EAA	Lj45	Luxemb. Air Ambulance	LRQ9100
OO-XLS	Ce560XLS+	Air Service Liège		M-CRAO	Beech 350	Dr. Oetker	
PH-MDG	Ce680	Exxaero	dep XRO129	N707FJ	Falcon 900	Exxaero	dep
03.D-CSCE	EMB505	Luxaviation Germany	04 LXG55CE	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
EC-MMX	B787-8	Air Europa	AEA1091/8	OO-OMG	EC120B	Heli Business	f/v
				OY-JTS	B737-7K2	Jet Time	SAS553/4
				VQ-BTX	A320-214	Aeroflot	f/v AFL2192/3

06.9H-JOY	CRJ200ER	Air X Charter	AXY609/614	G-SHUI	Ce680A	Air Charter Scotland	EDC993R
9H-IGH	Global 6000	VistaJet Malta	09 VJT780	N841WS	G450	Millburn World Travel Services	10
D-AXTM	Global Express	FAI rent-a-jet	IFA6020	10.V-11	G-IV	334sq	11 NAF11
D-BANN	CL-300	SAP Systeme	07	D-ICMK	Beech C90GTI	Kapp	
D-IADV	Ce551	MCH Holdings		D-ISAR	Raytheon 390	Euroflug Frenzel	12
EC-MIG	B787-8	Air Europa	AEA1091/8	EC-MIG	B787-8	Air Europa	AEA1091/8
G-KLNW	Ce510	Saxonair	SXN51D	G-IPAX	Ce560XL	Air Charter Scotland	11 EDC229
LX-JFY	PC-12/47E	Jetfly Aviation	07 JFA13C/88P	N910RW	TBM-910	Redwood	13
LX-VMF	Ce560XL	Luxaviation	12 LXA15P	N1972N	G550	Nike	
M-IFFY	Ce510	Xead Aviation	07	PH-MDG	Ce680	Exxaero	11 XRO125
N410DM	Ce560	Alliance One Int'l	f/v	SP-SPE	ATR72-202	Sprint Air	11 SRN273/4
N533GV	G550	Netflix	f/v 08	11. A6-EQE	B777-31HER	Emirates	f/v UAE145/6
N707FJ	Falcon 900	Exxaero	22	D-CLIF	EMB505	Spree Flug	f/v 12
OE-FFF	Ce510	GlobeAir	08 GAC071E/581T	EC-MUA	B777-212ER	Privilege Style	13 SLM994/3
OO-MMT	Ce560XLS	Air Service Liège	11	HB-JSG	CL-605	Robert Bosch	
OY-JTS	B737-7K2	Jet Time	SAS1549/50	N860AA	G550	ALA Services	13
PH-TFC	B737-8K5	TUI Netherlands	dep TFL067F	OE-FAF	Ce525A	Smartline	
TC-REC	G450	REC Aviation	09	OE-FXJ	Eclipse 500	Androtek	f/v 12
07.9H-KAZ	BAe125-900XP	Hyperion Aviation	08 HYP005	OE-FZB	Ce510	GlobeAir	12 GAC581U/V
9H-VCK	CL-350	VistaJet Malta	08 VJT405	OO-MTT	Ce560XLS	Air Service Liège	12
9H-VFC	CL-605	VistaJet Malta	VJT585	OY-NLA	Ce650	North Flying	NFA051/15P
D-CAGA	EMB505	Luxaviation Germany	LXG55GA	VQ-BKI	Global XRS	Gama Aviation	13
D-CEFO	Ce560XLS+	Air Hamburg	AHO423R/397B	12.D-CEFE	Ce525C	Eisele Flugdienst	13 EFD4E
D-ISAR	Raytheon 390	Euroflug Frenzel	08	D-CFLY	Ce560XLS+	Air Hamburg	AHO377Q
EC-MOM	B787-8	Air Europa	AEA1091/8	D-CSOS	Lj45	Jetcall	JCL1
EC-MUA	B777-212ER	Privilege Style	08 SLM994/3	EC-LDK	Ce510	ClipperJet	13 ORO1021
EI-FYD	B737-8	Norwegian	f/v IBK476/7	EC-NAR	Ce525A	Air Taxi & Charter Int'l	f/v IBJ712A/B
G-XJCJ	Ce550	Xclusive Jet Charter	XJC436/P	LX-JFW	PC-12/47E	Jetfly Aviation	JFA75G/76H
N512DN	A350-941	Delta Air Lines	f/v DAL134/5	M-INER	Global 6000	ICC Aviation	
N600AR	G450	North Holdings	08	N892CH	G550	Crown Holdings	f/v 14
OO-PCN	PC-12/47E	European Aircraft Private Club	f/v 08	N900LY	G-V	Lyon Aviation	15
OY-JJK	Raytheon 4000	Sun-Air	f/v 08 SUS501	OK-HDJ	HA-420	Aero Partner	DFC046F
OY-JTS	B737-7K2	Jet Time	SAS2551/552/547/8	OO-AMR	Ce525A	Air Service Liège	13
SP-SPE	ATR72-202	Sprint Air	SRN271/2	OO-JUK	Falcon 7X	Flying Group	14 FYG117/135
TC-CLG	BAe125-900XP	Servis Air	08	13.D-CBBB	Ce560XLS+	DC Aviation	DCS703
TC-NTA	Ce680	Skyline	f/v 12	D-CFLY	Ce560XLS+	Air Hamburg	AHO434N
08.D-AGBB	Falcon 8X	Volkswagen	10 WGT2B	D-CURT	Lj31A	Air Alliance Express	AYY102
D-CPMI	Ce560XLS+	Papier Mettler		EC-KOL	Ce560XL	Gestair	14 GES121L
EC-MNS	B787-8	Air Europa	AEA1093/4	EC-MOM	B787-8	Air Europa	AEA1091/8
EI-FJZ	B737-8JP	Norwegian	div IBK5321	ES-SAO	A320-214	Smartlynx (a/w)	f/v 14 TFL458/927
F-GPGA	BAe125-900XP	Valljet	f/v VLJ94BA	G-HCSA	Ce525A	Bookajet	18
HB-JXN	A320-214	EasyJet Switzerland	f/v EZS1357/8	G-XION	Falcon 8X	Execujet (UK)	f/v
N70PS	Global Express	Worldwide Jet Charter	WWI70	HB-JSF	CL-650	Robert Bosch	
OE-INA	A320-214	EasyJet	f/v EZY4567/8	N400BC	Global 6000	Ball Corp	15
OE-LSY	A319-111	EasyJet	f/v EZY8881/4	OM-GTG	B737-84P	Go2Sky (a/w)	LOT265/6/7/8
OO-XLS	Ce560XLS+	Air Service Liège	arr	OO-AMR	Ce525A	Air Service Liège	
09.D-CCVD	Ce560XLS	Atlas Air Service	10 ATL1D	PH-MDG	Ce680	Exxaero	14 XRO125
D-CTWO	Lj35A	Air Alliance Express	AYY108	TC-NBZ	A320-251N	Pegasus Airlines	f/v PGT1257/8
D-IBJJ	Ce525A	Air Hamburg	10 AHO195G/007M	YL-LCP	A320-232	Smartlynx (a/w)	14 TFL095P/509
EC-MSZ	B787-9	Air Europa	AEA1091/8	14.8P-ASD	G650ER	Grupo Santo Domingo	19
EC-MUA	B777-212ER	Privilege Style	10 SLM994/3	D-ISAR	Raytheon 390	Euroflug Frenzel	18 2x



In November 1999 this Airbus was delivered to SABENA as OO-SSE. After it was withdrawn from use the airbus went on to serve with Khalifa Airways, National Air Services and Royal Falcon Airlines before it was added to the AtlasGlobal fleet in April 2015. (Amsterdam - Schiphol, 31 March 2019 Robert Eikelenboom)



Previously in service with TAM as PT-MVL this Airbus A330 was withdrawn from use in March 2016. It was returned to its lessor as EI-GEX and delivered to AtlasGlobal as TC-AGL in December 2018. (Amsterdam - Schiphol, 24 March 2019 Robert Eikelenboom)

EC-MUA	B777-212ER	Privilege Style	15 SLM994/3	OE-FWF	Ce510	GlobeAir	18 GAC855W/517Q
ES-SAO	A320-214	Smartlynx (a/w)	15 TFL928/575	18.D-AERO	ERJ135BJ	Air Hamburg	AHO796V
F-HATG	Ce525C	Flying Faster	15	CS-DTT	Falcon 7X	EJME Aircraft Mgmt	19 JME710T
HB-VPG	EMB505	JABJ	PJS701/2	D-BERT	Falcon 2000LX	Bertelsmann	BFD18T/65H 2x
M-CRAO	Beech 350	Dr. Oetker		D-CEFO	Ce560XLS+	Air Hamburg	AHO315U/464G
M-IFFY	Ce510	Xead Aviation	15	D-IJOA	Ce525A	Excellent Air	19 ECA8C
M-NTOS	Ce525C	Selementos		EC-MUA	B777-212ER	Privilege Style	20 SLM994/3
M-OBIL	Ce525C	Ulla Popken Fashion		F-HGLG	Lj75	Ixair	
N860AA	G550	ALA Services	15	G-HCSA	Ce525A	Bookajet	22
OE-FCB	Ce510	GlobeAir	16 GAC959J/K	LX-VMF	Ce560XL	Luxaviation	20 LXA15P
OE-FDT	Ce510	GlobeAir	GAC966U/855V	M-OBIL	Ce525C	Ulla Popken Fashion	
OO-MMT	Ce560XLS	Air Service Liège	15	M-SETT	Global 5000	Lodging 2020	19
15.V-11	G-IV	334sq	NAF11	N264C	Falcon 900LX	Int'l Aviation Holdings	23
D-CASH	EMB505	Air Hamburg	16 AHO283B/482F	N588TN	G550	Journey Aviation	f/v 19
D-CAWX	Ce680	Aerowest	16	OE-FHK	Ce510	GlobeAir	GAC519R/316U
EC-NCG	A320-271N	Vueling	f/v VLG6294/5	OE-HLL	CL-300	IJM	19 IJM439
ES-SAO	A320-214	Smartlynx (a/w)	16 TFL576/927	OK-BEE	Beech 400A	JetBee Czech	JBC111C/D
G-JZBS	B737-8MG	Jet 2 Holidays	f/v EXS205/6	OK-EAS	Beech 400A	Time Air	TIE199Y
G-LEGC	ERJ135BJ	London Executive Avn	16 LNX27GC	OO-AMR	Ce525A	Air Service Liège	
LX-GJM	Ce525C	Global Jet Luxembourg	SVW24JM	OO-OCA	Beech 350	Air Service Liège	
LX-JAG	ERJ135BJ	Global Jet Luxemb.	f/v SVW49AG	OO-MMT	Ce560XLS	Air Service Liège	20
LY-NVW	A320-232	Avion Exp. (a/w)	f/v 16 TFL091/149	PP-BLO	ERJ135BJ	Hahn Participações Eireli	20
OE-FZA	Ce510	GlobeAir	GAC500L/M	TC-AGL	A330-203	Atlas Global	f/v KKK2247/8
OK-RLV	G280	Avcon Jet		19.8P-ASD	G650ER	Grupo Santo Domingo	20
SP-KPE	Saab 340A/QC	Sprint Air	f/v SRN030/1	A7-BFP	B777-FDZ	Qatar Cargo	f/v QTR8203/4
16.9H-FAM	EMB500	Luxwing	17 LWG301/391	C-FFIP	CL-350	CFFI Ventures	f/v 20
9H-ILB	CL-850	VistaJet Malta	17 VJT626	D-CTOR	EMB505	Luxaviation Germany	LXG55OR
D-CEFO	Ce560XLS+	Air Hamburg	17 AHO312K/443Y	D-IADV	Ce551	MCH Holdings	20
D-CHLR	EMB505	Atlas Air Service	ATL9K	D-ICMK	Beech C90GTi	Kapp	
EC-MTI	B787-9	Air Europa	AEA1091/8	D-IJOA	Ce525A	Excellent Air	20 ECA8C
EC-MUA	B777-212ER	Privilege Style	17 SLM994/3	EC-MMX	B787-8	Air Europa	AEA1091/8
ES-SAO	A320-214	Smartlynx (a/w)	17 TFL928/686	ES-SAO	A320-214	Smartlynx (a/w)	20 TFL552/1565
LX-VMF	Ce560XL	Luxaviation	18 LXA15P	F-HSAS	Falcon 7X	Luxaviation France	20 LEA160S
LY-FSK	BAe125-900XP	Classic Jet	18 LLT973/4	LX-ALX	CL-350	Luxaviation	20 LXA25Z
LY-NVW	A320-232	Avion Express (a/w)	TFL150/149	N207R	CL-605	Raytheon	f/v 20 TWY27
LY-NVW	A320-232	Avion Express (a/w)	17 TFL150/092P	N483CM	G450	Hyundai Colombia	f/v 20
N904DF	Global Express	DSWA	f/v 19	N613LF	G550	Westfield	
N988NC	G650ER	21 st Century Fox America	f/v 17	N910RW	TBM-910	Redwood	20
N3788B	G550	Jet Aviation	17 JAS71	OO-OCA	Beech 350	Air Service Liège	
PH-TFN	B737-8	TUI Netherlands	arr TFL9980	YL-LCQ	A321-231	Smartlynx (a/w)	f/v LOT267/8
17.9H-FAM	EMB500	Luxwing	19 LWG302/391	20.A6-BLY	B787-9	Etiihad Airways	f/v ETD77/8
B-6545	A330-243	China Eastern	f/v CES771/2	CS-TTX	ERJ195AR	TAP Express	f/v TAP674/3
D-CAWX	Ce680	Aerowest	18	D-CAHO	Ce560XLS+	Air Hamburg	AHO346D
D-CHLR	EMB505	Atlas Air Service	ATL9K	D-CAWS	Ce680	Aerowest	21
D-CHRE	Ce680	Hahn Air	HHN40E	D-IADV	Ce551	MCH Holdings	
D-IMPO	Beech C90A			D-IWIR	Ce525A	Excellent Air	21 ECA4C
EC-MLT	B787-8	Air Europa	AEA1091/8	EC-MPE	B787-8	Air Europa	AEA1091/8
ES-SAO	A320-214	Smartlynx (a/w)	19 TFL686/551	ES-SAO	A320-214	Smartlynx (a/w)	21 TFL1566/0509
F-HGLG	Lj75	Ixair		F-HGLG	Lj75	Ixair	21
M-IFFY	Ce510	Xead Aviation	18	I-NEOX	B737-86N	Neos	21 TFL071P/741
N827GA	G-IVSP	PPG Industries		LX-NMX	Ce525B	Jetfly Aviation	f/v JFA74A/75H

M-FINE	Global 5000	Noristevio Investments	f/v	G-THFC	ERJ135BJ	Luxaviation UK	LNK49TC
N46GX	Global 6000	Texas Instruments	f/v 21	HB-JVG	Fokker 100	Helvetic Airways	OAW6418/9
N560US	Falcon 2000LX	United Svs Automobile Ass.	f/v 21	LY-GTW	B737-4Q8	GetJet (a/w)	LOT265/6
N709SP	Ce680A	Scannell Citation	f/v	N707FJ	Falcon 900	Exxaero	26
N888SF	Ce680	Steiner Film Aviation		OM-GTH	B737-8BK	Go2Sky (a/w)	LOT267/8
OE-FWF	Ce510	GlobeAir	GAC731P/519S	OO-SDV	Beech B300	Savencia Fromage & Dairy	
OK-BEE	Beech 400A	JetBee Czech	21 JBC139A/B	UR-GEC	B767-33AER	Ukraine International	f/v AUI101/2
OO-IDE	Ce525	Air Service Liège		24. 9H-CLG	CL-850	Air X Charter	25 AXY2509/10
OY-NEW	Falcon 8X	Air Alsie	MMD500	9H-VCM	CL-350	VistaJet Malta	VJT457
PH-BCG	B737-8K2	KLM	del KLM9870	D-CHIP	Ce525B	E-Aviation	EFD3P
PH-CDH	B737-86J	Corendon	arr CND1005	D-CSCA	Ce525B	Silver Cloud Air	SCR378
SP-KPG	Saab 340A	Sprint Air	SRN228/9	ES-SAO	A320-214	Smartlynx (a/w)	25 TFL158/561
YU-MPC	Ce525	MPC Holding		G-FXRS	Beech 400A	Flexjet	f/v 25 FLJ54/5
21. 9H-KAZ	BAe125-900XP	Hyperion Aviation	23 HYP005	G-JZBE	B737-8MG	Jet 2 Holidays	f/v EXS205/6
CS-DLN	Falcon 2000EX	NetJets Europe	f/v 25 NJE9XC	LX-VMF	Ce560XL	Luxaviation	28 LXA15P
D-IMPC	Ce525	VVB Jet		LY-GTW	B737-4Q8	GetJet (a/w)	LOT265/6
EC-MSZ	B787-9	Air Europa	AEA1091/8	N264C	Falcon 900LX	Int'l Aviation Holdings	arr
EC-MUA	B777-212ER	Privilege Style	22 SLM994/3	N930EN	Global Express	E Management	TWY930
ES-SAO	A320-214	Smartlynx (a/w)	22 TFL510/575	OE-IFB	B747-4B5ERF	ASL Airlines Belgium	25 TAY914E
F-HMML	EMB505	Synair	22	OM-GTH	B737-8BK	Go2Sky (a/w)	LOT267/8
HB-JCN	A220-371	Swiss	f/v SWR724/5	OO-IDE	Ce525	Air Service Liège	28
I-NEOX	B737-86N	Neos	22 TFL742/421	OO-MMT	Ce560XLS	Air Service Liège	28
LX-VMF	Ce560XL	Luxaviation	22 LXA15P	T7-GSA	B737-8JM	ACASS Canada	26
N451FX	G450	Flexjet	f/v 22 LXJ451	25. 9A-JIP	Ce525A	Air Pannonia	f/v 26
N885GM	G550	Bend Properties	f/v 22 EDG85	A6-BME	B787-10	Etihaq Airways	f/v ETD77/8
OE-FHK	Ce510	GlobeAir	GAC978K/L	G-CBA	CL-350	EJME (Portugal)	JME313A
OM-GTH	B737-8BK	Go2Sky (a/w)	f/v LOT265/6/7/8	D-AOLG	Fokker 100	Avanti Air	AFR1436/7
OO-JUK	Falcon 7X	Flying Service	30 FYG136/11K	D-ASEE	A320-214	Sundair	SDR812F/8810
OO-MMT	Ce560XLS	Air Service Liège	22	D-CDOC	Lj45	Jetcall	JCL2
OY-LHD	A320-231	Danish Air Transport	SAS827/8	D-IADV	Ce551	MCH Holdings	26 2x
22. 9H-VCA	CL-350	VistaJet Malta	24 VJT401	EC-MUA	B777-212ER	Privilege Style	27 SLM994/3
9H-VCN	CL-350	VistaJet Malta	VJT437	ES-SAO	A320-214	Smartlynx (a/w)	26 TFL562/551
B-LXJ	A350-1041	Cathay Pacific	f/v CPA271/10	F-HEVL	EMB505	Evolem Aviation	26 EVL251/261
D-AGBI	Falcon 7X	Volkswagen	25 WGT9Y	G-HCSA	Ce525A	Bookajet	27
D-CANG	Ce560XLS+	Air Hamburg	23 AHO392Y/339F	I-ELYS	Lj40	Eurofly Service	26
D-CSCA	Ce525B	Silver Cloud Air	SCR378	LX-LXL	Falcon 900LX	Global Jet Luxemb.	28 SVW51XL
D-IOHL	Ce525A	Excellent Air	26 ECA3C	LY-GTW	B737-4Q8	GetJet (a/w)	LOT265/6/7/8
D-ISAR	Raytheon 390	Euroflug Frenzel		M-NTOS	Ce525C	Selementos	27
D-ITIP	Ce525	Star Wings	STQ222	N535GV	G550	NetFlix	26
ES-SAO	A320-214	Smartlynx (a/w)	23 TFL576/927	OE-LCF	A321-211	Level	f/v VLG8465/4
I-NEOX	B737-86N	Neos	23 TFL422/072P	OY-JRK	A320-231	Danish Air Transport	SAS827/8
N513DZ	A350-941	Delta Air Lines	f/v DAL134/5	SP-ATT	Beech 400A	Smart Aero Solutions	26 SAH48P
N930EN	Global Express	E Management	f/v TWY930	26. 9H-FCB	Falcon 7X	Albinati Aviation	ULC34
OM-GTH	B737-8BK	Go2Sky (a/w)	LOT265/6	A6-BMC	B787-10	Etihaq Airways	f/v ETD77/8
OY-JTR	B737-73A	Jet Time	SAS2551/552	D-CEFO	Ce560XLS+	Air Hamburg	AHO443X
OY-NNA	CL-850	Execujet Scandinavia	24 2x VMP873	D-CONE	Lj35A	Air Alliance Express	AYY105
VP-BGM	CL-605	Elit'Avia	23	D-CQQQ	Ce560XLS+	DC Aviation	DCS709
23. A6-BMA	B787-10	Etihaq Airways	f/v ETD77/8	D-FEAG	TBM-930		27
D-AFAA	CL-604	FAI rent-a-jet	IFA1119	D-ISAR	Raytheon 390	Euroflug Frenzel	27
D-AIRG	ERJ135BJ	Air Hamburg	f/v AHO719A	ES-SAO	A320-214	Smartlynx (a/w)	28 TFL552/509
D-AMGL	BAe146-200A	WDL Aviation	CFE8497/6	F-HTVM	B737-84P	Transavia France	f/v TVF4010/1
D-IMPO	Beech C90A			G-TTNH	A320-251N	British Airways	f/v BAW428/9
D-IWIR	Ce525A	Excellent Air	24 ECA4C	N163EB	Falcon 2000EX	PCS Aviation Services	29
EC-MUA	B777-212ER	Privilege Style	24 SLM994/3	N611TX	Falcon 900EX	Jet Select	f/v 27
ES-SAO	A320-214	Smartlynx (a/w)	24 TFL928/157	N707FJ	Falcon 900	Exxaero	30
G-SUEI	DA42	Susan Bell	24	N952CA	B747-428(F)	National Airlines	27 NCR826



OO-JAF was delivered to Jetairfly in 2007. From February 2016 the Boeing 737 has been operated in Family Life Hotels colours. Family Life is a TUI Group hotel brand with a focus on children's activities and entertainment. (Amsterdam - Schiphol, 28 March 2019, Ad Jan Altevogt)



Kees Harteveld was able to catch the latest K.O.M. Activity bizjet on arrival from Keflavik. The Cessna 525 departed from Van Nuys (CA) on 16 February 2019. The aircraft is scheduled to become OO-KOM. (Rotterdam - The Hague, 17 March 2019, Kees Harteveld)

	OE-FAF	Ce525A	Smartline		D-ISAR	Raytheon 390	Euroflug Frenzel	
	OE-FCB	Ce510	GlobeAir	29 GAC472S/494V	EC-MUA	B777-212ER	Privilege Style	31 SLM994/3
	OM-GTH	B737-8BK	Go2Sky (a/w)	LOT265/6/7/8	G-TTND	A320-251N	British Airways	f/v 31 BAW442/423
	OO-JWB	PC-12/47E	Nextgen Partners	27	G-TTNG	A320-251N	British Airways	f/v BAW428/9
	SP-ZSZ	CL-300	Jet Story	27 JDI20B	N1RP	G550	Penske Jet	31
27.	9H-FCB	Falcon 7X	Albinati Aviation	ULC34	N473CW	G-IVSP	Landmark Aviation	arr
	D-ALOA	ERJ135BJ	Air Hamburg	28 AHO795U	N726RW	G-IV	Pegasus Elite Aviation	PEG26
	D-BOOM	CL-300	Windrose Air	QGA001D/002D	OK-ZZK	DA42	JetAge	f/v arr
	D-IWIR	Ce525A	Excellent Air	28 ECA7C/4C	OO-MMT	Ce560XLS	Air Service Liège	arr
	F-GSPO	B777-228ER	Air France	div LFPG AFR279	YL-AAO	A220-371	Air Baltic	f/v BTI617/8
	G-HCSA	Ce525A	Bookajet	29	YL-LCU	A320-214	Smartlynx (a/w)	TFL073P/579
	M-IFFY	Ce510	Xead Aviation	arr	31. A6-EPS	B777-31HER	Emirates	f/v UAE145/6
	N904DF	Global Express	DSWA	31	A6-EUW	A380-842	Emirates	f/v UAE147/8
	OE-HED	G200	Avcon Jet	AOJ73D	D-IMVC	Beech B200	Star Wings	STQ99B
	OM-GTH	B737-8BK	Go2Sky (a/w)	LOT265/6	D-ISAR	Raytheon 390	Euroflug Frenzel	arr
	OY-RUZ	A320-233	Danish Air Transport	f/v SAS827/8	ES-SAS	A320-214	Smartlynx (a/w)	TFL074P/667
	SP-LRF	B787-8	LOT	LOT267/8	ES-SAS	A320-214	Smartlynx (a/w)	01 TFL668/649
	VP-BIL	A320-214	Aeroflot	f/v AFL2694/5	G-DRTE	B737-8K5	Jet 2	div EXS791/D
28.	9H-VJR	Global 6000	VistaJet Malta	VJT916	G-TTNE	A320-251N	British Airways	f/v BAW442/3
	C-FJJC	CL-601-3A	Aviation Fox		G-TTNE	A320-251N	British Airways	f/v BAW432/3
	C-GFAJ	A330-343E	Air Canada	ACA2024/5	LX-RSQ	Lj45	Luxembourg Air Amb.	LRQ9150
	D-CASH	EMB505	Air Hamburg	AHO283H/296X	LX-VMF	Ce560XL	Luxaviation	arr LXA15P
	D-IMVC	Beech B200	Star Wings	STQ99B	M-AAAL	G650	ALM New Jet	arr 2x
	D-IWIR	Ce525A	Excellent Air	arr ECA4C	N96UA	G550	Three Diamond Flyers	arr
	EC-MUA	B777-212ER	Privilege Style	29 SLM994/3	N165SL	P180	Supair	arr
	ES-SAO	A320-214	Smartlynx (a/w)	29 TFL510/607	N707FJ	Falcon 900	Exxaero	arr
	F-HIPE	EMB505	Pan Europeenne	PEA301	N38950	B787-9	United Airlines	UAL968/9
	G-OIMF	Falcon 7X	TAG Aviation (UK)	f/v 29	OO-IDE	Ce525	Air Service Liège	
	HB-JXP	A320-214	EasyJet Switzerland	f/v EZS1357/8	OO-JBG	B737-8K5	TUI Belgium	JAF058/TFL737
	LZ-CGP	B737-35B(F)	Cargoair	BCS898/1391	OO-THB	B747-4HAERF	ASL Airl. Belg. (TNT c/s)	arr TAY911E
	M-YNNS	G650	Jet Aviation	29	TC-JJN	B777-3F2ER	Turkish Airlines	THY1953/4
	N952CA	B747-428(F)	National Airlines	NCR827/318	YL-LCU	A320-214	Smartlynx (a/w)	TFL580/JAF250P
	OE-HWM	G280	Alpine FlightService	FSE1B	YR-BMK	B737-82R	Blue Air	LOT256/6/7/8
	OM-GTH	B737-8BK	Go2Sky (a/w)	LOT267/8				
	PH-BCH	B737-8K2	KLM	del KLM9870				
	TC-SHE	BAe125-850XP	Erben					
	XA-GEN	ERJ135BJ	Taxi Aereo del Norte	30				
	YL-LCT	A320-214	Smartlynx (a/w)	JAF177P/531				
29.	D-AGBI	Falcon 7X	Volkswagen	arr WGT9Y				
	D-BOOM	CL-300	Windrose Air	arr QGA004D				
	EC-MSZ	B787-9	Air Europa	AEA1091/8				
	ES-SAO	A320-214	Smartlynx (a/w)	02 TFL608/ -				
	HB-VPG	EMB505	JABJ	PJS701/2				
	N450FJ	G450	Corporate Flight Int'l	30				
	N483TS	DA42	Twinstar Aviation	31				
	N700KG	Lj40	Florida Express					
	N770BC	Global 6000	Indigo Partners	f/v				
	N952CA	B747-428(F)	National Airlines	CMB318				
	OE-FHK	Ce510	GlobeAir	GAC458Z/D				
	YL-LCT	A320-214	Smartlynx (a/w)	TFL532/JAF178P				
	YU-BTN	Ce525B	Air Pink	31				
30.	D-CAGA	EMB505	Luxaviation Germany	LXG55GA				

Former PH-BGE was delivered to Luxair on the 1st. Boeing 737 PH-TFC departed Amsterdam for the last time on the 6th. The aircraft was ferried to Londen Luton for phase out maintenance and a C-check before being transferred to TUI Belgium. Not listed but worth mentioning is the arrival from Manchester (as KL9872) of PH-BQD being the first KLM Boeing 777-200 in the new 'Dolphin' colours. The Skyline Havacilik Cessna on the 7th carried NATA Holding titles. On the 8th a Norwegian Boeing 737 diverted to Amsterdam while on its way from Oslo to Alicante. On the 9th the TUI Boeing that went to Brussels at the end of February returned home. When flights with the 737 MAX were banned TUI Netherlands also had to take action. Additional capacity was leased in from the 13th. One of the MAX aircraft was stranded at Gran Canaria after the ban. That aircraft was ferried back to Amsterdam on the 16th. A new fleet addition for KLM arrived from Boeing Field on

the 20th. The Corendon Boeing leased to DiviDivi returned from its time at Curaçao on that same day. Go2Sky operated a Boeing 737 for LOT from 19 March till 10 April. As such it first visited Amsterdam twice on the 21st. Helvetic Airways transported the German national football team to the Netherlands on the 23rd. An Air France flight from Tokyo to Charles de Gaulle diverted to Amsterdam on the 27th. A new fleet addition for KLM arrived from Boeing Field on the 28th. An aircraft change for TUI Belgium on the 31st. OO-JAF went back to Brussels and OO-JBG arrived for lease to TUI Netherlands. The aircraft is scheduled to be Amsterdam based till the end of October 2019. The ASL Airlines Boeing 747 on that same day arrived for lease end maintenance before being transferred to Cargolux. The Jet2 flight on the 31st diverted while on its way from Manchester to Rome Fiumicino.

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

Rotterdam - The Hague

March 2019			
01.9H-VJR	Global 6000	VistaJet Malta	VJT916
CS-CHA	CL-350	NetJets Europe	NJE5KZ/391L
CS-DLE	Falcon 2000EX	NetJets Europe	NJE280C/391L
D-GVCC	DA42	Rent-A-Plane	
G-LEAX	Ce560XLS	Luxaviation UK	dep LNX37AX
OE-FGC	Ce525 (M2)	Fly Tyrol	FTY6
OY-NPE	SA227DC	North Flying	NFA124/124P
PH-CJM	Ce680	ASL	dep
PH-RBC	EC120B	HeliAir	
PH-TCN	P180	JetNetherlands	dep
PH-TSN	DA42	Twin Star Netherlands	tst
02.CS-DXQ	Ce560XLS	NetJets Europe	03 NJE668G/728P
CS-LAU	Ce680A	NetJets Europe	NJE578K/7TV
D-AVIB	ERJ135BJ	Air Hamburg	03 AHO581H/528J
D-CAHO	Ce560XLS+	Air Hamburg	AHO475Q/003M
OO-CFV	PC-12/47E	NextGen Partners	
SX-DVV	A320-232	Aegean Airlines	AEE4824/5
SX-KAT	A320-232	Orange2fly	OTF6310/1
03.CS-DFK	Falcon 2000EX	NetJets Europe	04 NJE073U/356F
D-AWIN	ERJ135BJ	Air Hamburg	AHO614N
D-CEIS	Ce680	E-Aviation	04 EFD6S
F-GSLZ	Falcon 100	Harmony Jets	05 HMJ208
N510CX	Ce750	Textron Aviation	04
N777QX	CL-605	Corporate Wings	05 LXJ777
OO-ASL	Beech 200C	Air Service Liège	12
OO-GMJ	Beech 350	Air Service Liège	10
PH-HRK	P180	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	04
04.CS-DXW	Ce560XLS	NetJets Europe	NJE4RG/467Y
D-AUKE	CL-604	Jetcall	JCL5
LN-STB	CL-350	Sundt Air	MDT5
OE-FAT	Ce510	GlobeAir	GAC182B/071C
OO-HCY	R44	Heli & Co	05
PH-HRK	P180	JetNetherlands	
PH-LAB	Ce550	NLR – TU Delft	tdy 13
PH-MYX	Ce650	ASL	05

PH-TCN	P180	JetNetherlands	07
PH-TLP	Falcon 7X	Flying Group	FYG182P/3P
SP-AST	Ce525	AMC Aviation	dep AMQ9T
SP-KPK	Saab 340A(F)	SprintAir	SRN070/1
05.F-GPKL	PA-46-350P	le Moulin SC	
N344AP	G650ER	Air Products & Chemicals	
OK-KUK	Ce510	Aeropartner	DFC630F
OO-HCY	R44	Heli & Co	
SP-ESD	B737-8AS	Enter Air	ENT513P/513
TC-FHG	A320-232	Freebird Airlines	FHY723/4
06.V-11	G-IV	334sq	NAF11
CS-DXZ	Ce560XLS	NetJets Europe	08 NJE415F/144B
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA06C/07C
OM-BYC	Fokker 100	Government of Slovakia	SSG04A
SP-ESD	B737-8AS	Enter Air	ENT514/514P
07.V-11	G-IV	334sq	2x NAF11
CS-LTI	Ce680A	NetJets Europe	09 NJE680A/357W
D-CLBM	EMB505	Liebherr Int'l Deutschland	LHB2
D-IRWR	Ce525	Peak Air	dep
D-IRWR	Ce525	Peak Air	08
G-XSTV	Ce560XLS	Arena Aviation	REN62U
N501CV	G-V	C.F. Dolan & P.F. Dolan	10
PH-TCN	P180	JetNetherlands	12
PH-TTR	H135	ANWB – MAA	Lifeline1
SP-AST	Ce525	AMC Aviation	AMQ9T
08.CS-PHD	EMB505	NetJets Europe	09 NJE169W/827D
D-IAIB	Ce525	Fairjets	11
D-IRWR	Ce525	Peak Air	12
OE-FGC	Ce525 (M2)	Fly Tyrol	FTY6
PH-LAU	Falcon 900EX	Exxaero	XRO080
PH-TSN	DA42	Twin Star Netherlands	dep
PH-TSN	DA42	Twin Star Netherlands	07
PH-VBG	Falcon 2000EX	JetNetherlands	22
09.PH-TFP	B737-8	TUI Netherlands	arr TFL64
SX-DVM	A320-232	Aegean Airlines	AEE4824/5
10.JY-AGQ	A310-304F	Royal Jordanian	div RJA033
PH-MYX	Ce650	ASL	20
11.V-11	G-IV	334sq	12 NAF11
D-AERO	ERJ135BJ	Air Hamburg	AHO898W
D-GVCC	DA42	Rent-A-Plane	
D-IADV	Ce551	MCH Holdings	
M-OEPL	Falcon 7X	Auburn Oak Nigeria	
OE-EAU	PC-12/47E		
PH-HRK	P180	JetNetherlands	
12.D-IADV	Ce551	MCH Holdings	
OE-FBD	Ce510	GlobeAir	GAC281A/170B
OO-GMJ	Beech 350	Air Service Liège	
OO-IDE	Ce525	Air Service Liège	dep
PH-LAU	Falcon 900EX	Exxaero	16 XRO080
13.CS-PHL	EMB505	NetJets Europe	NJE902W/7RF
D-CEFE	Ce525C	E-Aviation	EFD4EA
G-KRBN	EMB505	Saxonair	SXN31P/30P
HB-FOW	PC-12/45	Future Wings	14
HB-JVL	ERJ190LR	Helvetic Airways	ATV013G/101G
OO-CEJ	Ce525	Air Service Liège	
OO-GMJ	Beech 350	Air Service Liège	
OY-LGI	Global 6000	ExecuJet Scandinavia	VMP933



Widebody aircraft mostly visit Rotterdam while on a diversion. Two scheduled visits of an Alitalia Airbus A330 was quite a happening for the airport and its enthusiasts. I-EJGB has been part of the Alitalia fleet since June 2015. (Rotterdam - The Hague, 27 March 2019, Kees van Boven)



Belavia with Canadairjet equipment is rare in the Netherlands. EW-276PJ visited the low countries in relation to a football game. It was added to the Belarusian Airlines fleet in April 2009. (Rotterdam - The Hague, 20 March 2019, Frank de Koster)

PH-HRK	P180	JetNetherlands		D-CESA	Ce550 Bravo	Euro Link	
14. CS-LTG	Ce680A	NetJets Europe	NJE4WS	G-MEDZ	Beech B200	Zeusch aviation	dep
D-CAWR	Ce560 Encore+	Aerowest		M-ABKM	ATR72-212A	Elix Assets (a/w)	22
D-ICBA	Ce525A	ProAir Aviation	15	OO-IDE	Ce525	Air Service Liège	24
G-LEGC	ERJ135BJ	Luxaviation UK	15 LNX27GC	OY-CLY	ATR72-212A	Alsie Express	MMD6372
N576MA	TBM-850	HTG Trading		PH-MAA	EC135T2+	ANWB - MAA	
OE-FZE	Ce510	GlobeAir	GAC690V/589W	22. D-IAVJ	Ce551	MCH Holdings	2x
OO-CEJ	Ce525	Air Service Liège	04	F-HSHB	Ce510	Avialpes M1	
OO-HHO	Falcon 8X	Luxaviation Belgium	AAB168	LN-RDZ	DHC-8-402	Widerøe	WIF8442/7442
PH-LAB	Ce550	NLR - TU Delft	tdy 21	M-CARA	Ce525 (M2)	Anam Cara Aviation	
PH-TCN	P180	JetNetherlands	18	PH-TLP	Falcon 7X	Flying Group	23 FYG441/445P
15. V-11	G-IV	334sq	NAF11	23. D-COLO	Ce525C	Jetkontor	JKH32C
CS-DFK	Falcon 2000EX	NetJets Europe	NJE4RR	D-IAWG	Ce425	Aerowest	
CS-DXG	Ce560XLS	NetJets Europe	NJE116B/4AL	OO-AMR	Ce525A	Air Service Liège	
D-IRWR	Ce525	Peak Air	arr	PH-ULK	AS355N	HeliAir	
F-GSLZ	Falcon 100	Harmony Jets	16 HMJ208	SX-DVM	A320-232	Aegean Airlines	AEE4824/5
HB-JVM	ERJ190LR	Helvetic Airways	ATV102G/015G	YU-SCJ	Ce525	Prince Aviation	PNC9CJ
OE-FAT	Ce510	GlobeAir	GAC191J/080J	24. D-CMMP	EMB505	Luxaviation Germany	LXG55MP
OO-ACO	Ce510	Air Service Liège		D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
PH-TTR	H135	ANWB - MAA	Lifeline1	LN-RDZ	DHC-8-402	Widerøe	WIF7443/8443
16. CS-CHF	CL-350	NetJets Europe	17 NJE878L/905N	N599H	G550	Honeywell Flight Operations	
CS-PHI	EMB505	NetJets Europe	17 NJE204W/8GX	OO-AMR	Ce525A	Air Service Liège	
G-WCCP	Beech B200	GCP Aviation	BRO30/30P	PH-FIS	Ce525	JetNetherlands	29
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/848S	PH-HRK	P180	JetNetherlands	
OO-GEE	PC-12/47E	Blue Sky Aviation		PH-VBG	Falcon 2000EX	JetNetherlands	31
SX-DVM	A320-232	Aegean Airlines	AEE4824/5	25. 9A-BTD	Fokker 100	Trade Air	27 TDR400/1
17. D-ICBA	Ce525A	ProAir Aviation		9H-OWL	CL-605	TAG Aviation Malta	MLM101
F-GSLZ	Falcon 100	Harmony Jets	HMJ208	CS-DLN	Falcon 2000EX	NetJets Europe	NJE9XC/498U
N680KH	Ce525	K.O.M. Activity	13	D-CHLR	EMB505	Atlas Air Service	27 ATL9K
OO-GMJ	Beech 350	Air Service Liège	01	D-CHRA	Ce525C	E-Aviation	EFD4A
OY-CLY	ATR72-212A	Alsie Express	18 MMD6372	D-IPCG	Ce425	PGS Holding	
18. D-CAWS	Ce680	Aerowest		EC-MUB	B737-86J	AlbaStar	27 LAV5973/4
OY-CLY	ATR72-212A	Alsie Express	19 MMD6372	F-HJCD	Falcon 2000LXS	J.C. Decaux	
PH-FIS	Ce525	JetNetherlands	dep	I-EJGB	A330-202	Alitalia	AZA9004/9905
PH-FIS	Ce525	JetNetherlands	24	N576MA	TBM-850	HTG Trading	26 2x
PH-MFA	DA42NG	Martinair Lelystad	*	PH-DWS	ERJ135LR	Air Charters Europe	27 JNL192/6
PH-SEJ	P68B	CNE Air		PH-TCN	P180	JetNetherlands	arr
PH-VCC	DA62	Cav-Okay	tst	26. D-CEFO	Ce560XLS+	Air Hamburg	AHO443X
19. D-CBEN	Ce560XLS+	Adolf Würth		D-IDAZ	Ce525	Donau Air Service	
D-ICMK	Beech C90GTi	Kapp		D-IVIP	Beech B200	Star Wings Dortmund	2x STQ99A
D-IMEP	Beech C90GTx	Beechcraft Vertrieb & Service		N960LS	G-IV	Kolob Canyons Air Svs	27 DCM3139/239
EW-276PJ	CRJ200ER	Belavia	22 BRU8931	OE-LLG	ERJ135BJ	MJet	27 MJF590
F-HGLG	Lj75	Selia		OO-PRM	Ce510	Air Service Liege	27 2x
OY-CLY	ATR72-212A	Alsie Express	20 MMD6372	PH-MFA	DA42NG	Martinair Lelystad	2x
PH-TCN	P180	JetNetherlands	21	27. D-CAWM	Ce560XLS+	Aerowest	
20. 0001	G550	1.BLTr	PLF105	D-GLUX	DA42		
102005	Tp102D	74 Airlift sq	21 SVF635	D-IAWG	Ce425	Aerowest	
D-CGGG	Lj31A	Jetcall	JCL3	D-ISAR	Raytheon 390	Euroflug Frenzel	
N709SP	Ce680A	Scannell Citation		I-EJGB	A330-202	Alitalia	AZA9904/9005
OK-BEE	Beech 400A	JetBee Czech	21 JBC139A/B	N111DV	PA-46-350P		
OO-AMR	Ce525A	Air Service Liège	21	N194ER	Ce510	Blue Sky Aviation	arr
OY-CLY	ATR72-212A	Alsie Express	21 MMD6372	N576MA	TBM-850	HTG Trading	
PH-HRK	P180	JetNetherlands		OO-JRX	Bell 505	Helimo	
SP-KPG	Saab 340A	SprintAir	SRN231/3	PH-TXA	Ce510	JetNetherlands	01
T7-MBH	ERJ135BJ	Empire Aviation Group	22	28. D-664	CH-47D	N298sq	*
21. D-CAWX	Ce680+	Aerowest		9H-BBJ	B737-7BC	Privajet	PVJ245

Maastricht - Aachen

CS-LTH	Ce680A	NetJets Europe	29 NJE230Q/5ZD
CS-PHD	EMB505	NetJets Europe	NJE3NX/784T
D-CAWM	Ce560XLS+	Aerowest	
D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
F-HATV	Ce680A	Astonjet	ASJ163
N576MA	TBM-850	HTG Trading	29 2x
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/848S
PH-DWS	ERJ135LR	Air Charters Europe	29 JNL196/446
29 D-IAIB	Ce525	Fairjets	30
D-IDOS	Ce404	Hansa Luftbild	
D-INOB	Ce525A	Atlas Air Service	ATL3Z
D-IPCH	C-525A	Jetkontor	JKH32A
D-IVVB	Ce525A	Atlas Air Service	ATL5B
PH-FIS	Ce525	JetNetherlands	31
PH-TTR	H135	ANWB – MAA	Lifeline1
30.CS-DXO	Ce560XLS	NetJets Europe	NJE041A/304K
F-GSLZ	Falcon 100	Harmony Jets	31 HMJ208
PH-RIS	EC130B4	KNSF Flight Services	31
SX-DVU	A320-232	Aegean Airlines	AEE4824/5
31.CS-CHC	CL-350	NetJets Europe	NJE874E/481W
CS-DLC	Falcon 2000EX	NetJets Europe	01 NJE477G/050Q
CS-DQA	Ce560XLS	NetJets Europe	01 NJE612N/049K
CS-DXY	Ce560XLS	NetJets Europe	NJE2VY/850Q
CS-DXZ	Ce560XLS	NetJets Europe	NJE5QJ/577Y
D-CEHM	Ce560XLS+	Silver Cloud Air	01 SCR021
D-ISAR	Raytheon 390	Euroflug Frenzel	01
F-GSLZ	Falcon 100	Harmony Jets	01 HMJ208
N100JS	G500	JATO Aviation	f/v 05
OO-IDE	Ce525	Air Service Liège	arr
PH-FIS	Ce525	JetNetherlands	arr

Enter Air operated a charter to Madrid on the 5th. That charter returned the next day. Royal Jordanian diverted to Rotterdam on the 10th due to weather. It continued to Maastricht later that day. Helvetic operated a flight to Nice for Avanti Air on the 13th. That charter returned on the 15th but was operated by a different aircraft. Alsie Express arrived on the 17th and operated several charters to Leipzig from that day. The Belarusian football team arrived on the 19th to play against the Dutch national team. Belavia's CRJ200ER was used as team transportation. Elix Assets ferried an ATR72 via Rotterdam to Shannon on the 21st. Unfortunately the aircraft was all white. The Widerøe Dash-8 on the 22nd had diverted to Maastricht in the early morning but continued to Kittla, Finland via Rotterdam. The same aircraft operated a charter from Sandefjord, Norway on the 24th. Trade Air operated a charter from and to Rome on the 25th. Albastar operated a charter from and to Milan on that same day. Alitalia operated a charter from Rome on the 25th with wide body equipment. They returned on the 27th to take the passengers back to Rome.

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

01.4K-SW888	B747-4R7F	Silk Way West Airlines	March 2019 AZG7978/9
D-AWIN	ERJ135BJ	Air Hamburg	02 AHO632Q
D-ISAR	Raytheon 390	Euroflug Frenzel	02
LN-WDJ	DHC-8-402	Widerøe	WIF7427/8427
02.HB-JBC	CS100	Swiss	dep SWR5187
HB-JBD	CS100	Swiss	16 SWR5186/7
OO-AMR	Ce525A	Air Service Liège	
OO-GLM	Ce680	Air Service Liège	
OO-GLM	Ce680	Air Service Liège	12
PH-CZD	PC-12/47		
TC-ACR	B747-428ERF	ACT Airlines	THY6621
03.TC-ACF	B747-481(F)	Saudia	SVA917/918
04.D-CUTE	Beech 350	ADAC	ADN11A
I-SWIA	B747-4R7F	Silk Way Italia	AZG7978/9
05.D-IAWG	Ce425	Aerowest	
LX-GCL	B747-467F	Cargolux	UAE9988
06.D-IATE	CeF406	Air-Taxi Europe	TWG111/211
D-IPCG	Ce425	PGS Holding	
07.D-IPCG	Ce425	PGS Holding	
ES-NSA	Saab 340B	NyxAir	NYX049P/049C
HA-YFJ	Beech 400A	Pannon Air Service	
N402KZ	B747-481F	Kalitta Air	THY6319
PH-DWS	ERJ135LR	Air Charters Europe	14 JNL182/276
08.D-CNUE	Lj60	FAI Rent-A-Jet	IFA1101
D-ISAR	Raytheon 390	Euroflug Frenzel	
09.D-ISAR	Raytheon 390	Euroflug Frenzel	10
D2-EUP	DHC-8-402	HM Airways	dep
LN-WDE	DHC-8-402	Widerøe (basic c/s)	arr WIF9150
OO-AMR	Ce525A	Air Service Liège	10
10.9A-BTE	Fokker 100	Trade Air	14 TDR9100
12.CS-DLC	Falcon 2000EX	NetJets Europe	NJE6VZ
D-CAMB	Lj31A	Jetcall	13 JCL4
PH-DAM	P180	JetNetherlands	13
YR-FZA	Fokker 100	Carpatair	KRP4884
13.CS-CHC	CL-350	NetJets Europe	NJE687N/760N
CS-DLB	Falcon 2000EX	NetJets Europe	14 NJE095P/707E
CS-DXH	Ce560XLS	NetJets Europe	NJE224W/155P
CS-LTE	Ce680A	NetJets Europe	NJE323G/890W
D-AHRT	Falcon 900LX	Heron Aviation	
D-CAWM	Ce560XLS	Aerowest	14
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
D-IAAY	EMB500	Arcus Air	AZE31FI/39FI
D-IFIS	Ce525A	Luxaviation Germany	LXG22S
F-HBMR	Ce550	Valljet	VLJ01CM/11CM
F-HIPE	EMB505	Pan Européenne A/S	PEA301
LX-JFQ	PC-12/47	Jetfly Aviation	JFA28C/13H
N1415N	G650ER	Solaris Aviation	TWY15
OE-FCB	Ce510	GlobeAir	GAC900G/966U
OE-FZB	Ce510	GlobeAir	GAC793U/423Q
OH-EKB	PC-12/47E	Kitzbüchel Airways	15
OY-LGI	Global 6000	ExecuJet Scandinavia	VMP933
14.8P-ASD	G650ER	Grupo Santo Domingo	
9H-DUV	Falcon 2000EX	Skyfirst	KFE118



Although delivered to and operated by Avcon Jet this Learjet 75 carries LycoAir titles on its fuselage and Elite Club titles on its tail. LycoAir has its headoffice in Graz. Its bizjet fleet contains one Learjet 40XR and two Learjet 75s. (Maastricht - Aachen, 15 March 2019, Martijn Beckers)



Initially built as a Gulfstream G650 the jet was converted to a G650ER. Grupo Santo Domingo took delivery of the 8P-ASD in May 2017. The aircraft was one of the visitors of the annual TEFAF this year. (Maastricht - Aachen, 14 March 2019, Bjorn van der Velpen)

CS-CHD	CL-350	NetJets Europe	NJE870M/545P	OO-ACC	Ce525A	Air Service Liège	
CS-CHG	CL-350	NetJets Europe	NJE665R/880P	OO-GLM	Ce680	Air Service Liège	21
CS-DFK	Falcon 2000EX	NetJets Europe	NJE975F/631F	OY-LGI	Global 6000	ExecuJet Scandinavia	VMP933
CS-DLB	Falcon 2000EX	NetJets Europe	NJE855U/912G	PH-CTH	Falcon 2000LX	Exxaero	XRO144
CS-DXP	Ce560XLS	NetJets Europe	NJE089A/-ns-	T7-SLA	CL-850	VJet	
CS-PHL	EMB505	NetJets Europe	NJE685G/091N	VP-CPF	CL-350	Alliance Air	
D-BUZZ	Ce750	Air X Charter (Germany)	AXG24	16.9H-SKI	P180	Kemmunett	
D-CCVD	Ce560XLS	Atlas Air Service	ATL1D	CS-CHG	CL-350	NetJets Europe	17 NJE203Y/2BX
D-CDAS	EMB505	DAS Private Jets		CS-LTH	Ce680A	NetJets Europe	NJE804L/281B
D-CHIC	EMB505	Air Hamburg	AHO291M	CS-PHC	EMB505	NetJets Europe	NJE184U/861P
D-CMMP	EMB505	Luxaviation Germany	15 LXG55MP	D-CCVD	Ce560XLS	Atlas Air Service	arr ATL1D
D-CTTT	Ce560XLS	HTM Jet Service	HTM023	D-IAAT	EMB500	Arcus Air	AZE39FI/32FI
D-CTTT	Ce560XLS	HTM Jet Service	HTM023	D-IAMI	Beech B200		
D-IPCH	Ce525A	Jetkontor	JKH32A	HB-FOW	PC-12/45	Future Wings	
D-ISCH	Ce525A	Gerhard Schubert		HB-JCI	CS300	Swiss	21 SWR5186/1
D-IXXX	Ce525	Proair Aviation		LX-JFE	PC-12/47E	Jetfly Aviation	17 JFA66Y/59A
EC-JIP	SA226TC	Flightline	FTL541/751	N194ER	Ce510	Blue Sky Aviation	
EC-MLA	Falcon 2000S	Gestair	15 GES021A	N3788B	G550	Jet Aviation Flight Services	JAS71
F-HERE	Ce510	Astonjet	ASJ335	OE-FBD	Ce510	GlobeAir	GAC206N/084P
G-FXKR	Beech 400XT	Flexjet	FLJ56/57	OE-FWF	Ce510	GlobeAir	GAC122E/900H
G-KRBN	EMB505	Saxonair Charter	SXN30P	OO-ACO	Ce510	Air Service Liège	17
G-RNFR	CL-605	TAG Aviation UK		TC-RMK	Falcon 8X	Setair	KOC01
G-SIRS	Ce560XL	Luxaviation UK	LNx58RS	17.CN-TLA	Ce680	Silver Cloud Aviation	
HB-JFI	Falcon 2000LX	Jet Aviation Business Jets	arr PJS800	CS-DLE	Falcon 2000EX	NetJets Europe	NJE783N/8UG
I-LUXO	G550	Sirio	2x SIO551	CS-LTI	Ce680A	NetJets Europe	NJE822W/678G
I-SWIA	B747-4R7F	Silk Way Italia	AZG255/6	D-CECH	Ce560XLS+	Atlas Air Service	ATL7A
LX-JFS	PC-12/47E	Jetfly Aviation	JFA77B/51G	D-FELE	TBM-930		
LX-JFS	PC-12/47E	Jetfly Aviation	JFA53F/78D	D-IPCH	Ce525A	Jetkontor	JKH32A
LX-JFW	PC-12/47E	Jetfly Aviation	JFA58A/74A	D-IRUP	Ce551	R+P Flugcharter	
LX-MBE	Falcon 2000	Global Jet Luxembourg	SVW69BE	LY-ZAB	CRJ200LR	KlasJet	18 KLJ5110/1
LX-PAK	Global XRS	Global Jet Luxembourg	SVW52AK	YR-FZA	Fokker 100	Carpatair	KRP2885/4889
N194ER	Ce510	Blue Sky Aviation		18.9H-VJO	Global 6000	VistaJet Malta	19 VJT889
N403KZ	B747-481F	Kalitta Air	THY6319	CS-EFG	Falcon 7X	EJME Portugal	20 JME707G
N407GK	G550	Brokerage & Management Corp.	15	CS-LTD	Ce680A	NetJets Europe	NJE905D/714W
OE-FBD	Ce510	GlobeAir	15 GAC084N/414D	CS-VLZ	G280	EJME Portugal	20 JME911Z
OY-LGI	Global 6000	ExecuJet Scandinavia	VMP933	G-FXMR	Beech 400XT	Flexjet	FLJ51/52
TC-RMK	Falcon 8X	Setair	KOC01	N1226	Global 5000	Jet Select	21
VP-CPF	CL-350	Alliance Air		OE-HLL	CL-300	Int'l Jet Management	IJM439
15.CS-CHG	CL-350	NetJets Europe	NJE395T/856K	19.CS-PHB	EMB505	NetJets Europe	NJE765E/241K
CS-DRZ	BAe125-800Xpi	NetJets Europe	NJE217G/475F	D-CEHM	Ce560XLS+	Silver Cloud Air	SCR021
CS-DXQ	Ce560XLS	NetJets Europe	NJE319N/610Y	I-SWIA	B747-4R7F	Widerøe	AZG7978/9
CS-DXW	Ce560XLS	NetJets Europe	-ns-/NJE194H	OE-FDT	Ce510	GlobeAir	GAC993R/889Z
D-AHRT	Falcon 900LX	Heron Aviation		OO-AMR	Ce525A	Air Service Liège	
D-CMCA	Ce525B	Marc Cain	16	OO-PRM	Ce510	Air Service Liège	20
D-CNOC	Ce560XLS	Atlas Air Service	ECA9C	20.9H-DDJ	Lj75	Kermas International	KER888
D-IAAT	EMB500	Arcus Air	AZE49PI	CS-DTR	Falcon 2000	Masterjet	LMJ161R
D-IRUP	Ce551	R+P Flugcharter		CS-DXI	Ce560XLS	NetJets Europe	NJE895U/9LH
F-HBTV	Ce525 (M2)	Astonjet	ASJ939	D-CEHM	Ce560XLS+	Silver Cloud Air	22 SCR021
F-HIJD	Ce525A	Ixair	16 IXR213D	D-CHRA	Ce525C	E-Aviation	EFD4A
F-HIPE	EMB505	Pan Européenne A/S	PEA301	D-ILAP	EMB500	Liebherr Geschäftsreise	LHB4
M-YBLS	PC-12/45	Bruno L. Schröder	16	D-ISAR	Raytheon 390	Euroflug Frenzel	
N1415N	G650ER	Solaris Aviation	TWY15	F-HJFP	PC-12/47E	Getonejet	
OE-FAT	Ce510	GlobeAir	GAC141C/793V	LN-WSA	DHC-8-202	Widerøe	dep WIF9050
OE-GJW	Lj75	Avcon Jet	2x	LX-JCT	Ce525A	Global Jet Luxembourg	21 SVW20JT
OE-GXL	Ce560XL	Speedwings	17 SPG263	YU-PNK	Ce560XLS+	Air Pink	
OE-LDR	Global 6000	Avcon Jet	16 AOJ92R	21.D-CHIC	EMB505	Air Hamburg	AHO252K

D-IHEB	Ce525	Silver Cloud Air	22 SCR064
D-IWPS	Ce525A	Schneider Warenvertriebs	
HB-JCK	CS300	Swiss	25 SWR5180/3
HB-JFI	Falcon 2000LX	Jet Aviation Business Jets	PJS800
LN-ILS	DHC-8-103	Widerøe	arr WIF9052
LX-GCL	B747-467F	Cargolux	UAE9962
N701CK	B747-4B5F	Kalitta Air	THY6319
OH-SSS	PC-12/47E	Hendell Aviation	
PH-DWS	ERJ135LR	Air Charters Europe	24 JNL793
22.9H-VCG	CL-605	VistaJet Malta	VJT448
CS-PHJ	EMB505	NetJets Europe	23 NJE9FF/771B
HA-LXI	A321-231	Wizz Air	div WZZ931
LN-RDZ	DHC-8-402	Widerøe	div WIF8442
23.CS-DXO	Ce560XLS	NetJets Europe	NJE7JD/304D
CS-PHJ	EMB505	NetJets Europe	24 NJE756H/9FF
VP-BGM	CL-605	Elit'Avia	24
24.9H-VCB	CL-350	VistaJet Malta	VJT453
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
N69WY	R44	Heli Support	
OO-GLM	Ce680	Air Service Liège	25
TC-MCT	B747-412F	Saudia	SVA917/918
25.9H-VJI	Global 6000	VistaJet Malta	VJT813
HB-JCL	CS300	Swiss	28 SWR5182/9
LN-WDJ	DHC-8-402	Widerøe	arr WIF9052
OE-FNP	Ce510	GlobeAir	GAC105C/094D
PH-LAB	Ce550	NLR – TU Delft	
26.LN-WFH	DHC-8-311	Widerøe	dep WIF9053
LX-GCL	B747-467F	Cargolux	UAE9988
N433DC	Global XRS	Amtrust Financial Services	28
27.HB-FWA	PC-12/47E	Schweizerische Eidgenossenschaft	
OO-PRM	Ce510	Air Service Liege	
PH-TXA	Ce510	JetNetherlands	
TC-ACG	B747-481(F)	Saudia	SVA923/924
28.HB-JCN	CS300	Swiss	31 SWR5186/3
N701CK	B747-4B5F	Kalitta Air	THY6319
YR-FKA	Fokker 100	Carpatair	KRP2886
29.D-ISGS	AP68TP-600	SVEGE Flight Inspection	01
D-IUVH	Ce510	Haacke LTIF	
HB-FWA	PC-12/47E	Schweizerische Eidgenossenschaft	
LX-GCL	B747-467F	Cargolux	UAE9962
PH-CDH	B737-86J	Corendon Dutch Air.	30 CND1114/3
RA-67238	CL-605	Aviaservice	31 KZN9415/6
30.HB-ALN	ATR42-500	Zimex Aviation	arr IMX401F
LX-LGG	DHC-8-402	Luxair	dep LGL12
PH-CJM	Ce680	ASL	
PH-DWS	ERJ135LR	Air Charters Europe	31 JNL574/271
VP-CLO	Falcon 900EX	Luk-Avia	01
31.D-CDOC	Lj45	Jetcall	JCL2
HB-JCT	CS300	Swiss	03 SWR5182/7
LX-SCV	B747-4R7F	Cargolux	01 CLX7156
OO-ACC	Ce525A	Air Service Liège	01

Swiss was present this month with both the CS100 and the CS300 for maintenance with SAMCO. The Pilatus on the 2nd was on an IFR training flight. The Widerøe Dash-8 on the 9th arrived for SAMCO in basic colours and the HM Dash-8 on

that same day departed after maintenance. The next day a Trade Air Fokker arrived for maintenance. Carpatair operated a charter for Andre Rieu on the 12th. March is the time the European Fine Art Fair takes place in Maastricht. This year the first bizjets arrived on the 12th, a day before the TEFAF started. With the fair ending on the 24th the amount of bizjets winded down towards that day. On the 20th a Widerøe Dash-8 departed after maintenance with a replacement Widerøe aircraft arriving for the same reason the next day. The Wizz Air on the 22nd was an Eindhoven diversion and the Widerøe was a Rotterdam diversion. More maintenance visitors on the 25th and 26th. The Corendon Dutch Airlines Boeing on the 29th still carried the additional DiviDivi titles from its lease to DiviDivi. On the 30th a Luxair Dash-8 departed after maintenance and the Zimex ATR42 on that day arrived for maintenance. The following Ryanair aircraft have been repainted this month: EI-EKK, EI-EKK, EI-EKM, EI-EKT, EI-EKW, EI-EKW, EI-EKX, EI-EMJ, EI-EML, EI-EMN, EI-EMP, EI-EMR, EI-ENB, EI-ENC, EI-ENG and EI-ENK.

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

Groningen - Eelde

			March 2019
01.OK-RLV	G280	Avcon Jet	02
PH-NCI	BAe3102	AIS Airlines	arr PNX091
05.2-ZEUZ	Beech C90A	Zeusch aviation	*
PH-TXA	Ce510	JetNetherlands	06
06.D-IUNQ	Ce510	Luxaviation Germany	2x LXG88Q
PH-BVF	B777-306ER	KLM	*KLM9860
07.M-DMBP	Lj40XR	Ven Air	
OY-VIP	Ce550	Benair	07
PH-TXA	Ce510	JetNetherlands	07
08.2-DARE	PC-12/47E	Brighting Services	
OY-VIP	Ce550	Benair	
09.N188J	Global 5000	Executive Jet Management	
10.D-CFAX	Lj60	FAI Rent-A-Jet	
M-JCBB	G650	JC Bamford Excavators	11
PH-HXL	B737-800	Transavia	div TRA6204/0052
11.M-JCBB	G650	JC Bamford Excavators	
PH-EUE	AW139	CHC Helic. Netherl.	*HNL30A
12.N678GA	G650	Sino Jet Management	13
OO-HCY	R44	Heli & Co	
13.TC-TOS	Falcon 2000S	Hayat Havacilik	14
14.G-CCGS	Do328-110	Loganair	LOG860
19.9H-FAM	EMB500	Luxwing	
21.N27052	Eclipse 500		arr
OY-CLY	ATR72-212A	Alsie Express	22 MMD6372
22.OY-CLY	ATR72-212A	Alsie Express	MMD6372
24.D-ATWO	CL-604	Air Alliance	AYY162
D-CFAX	Lj60	FAI Rent-A-Jet	
25.ZJ990/AA	Merlin HC3A	845NAS	
ZK001/AF	Merlin HC3A	845NAS	Navy750
D-IDCA	Beech 95		arr



Atlas Air passenger aircraft do not visit the Netherlands very often. Such a wide body aircraft actually landing at Groningen is very rare so when Boeing 747 N465MC operated a military charter to that airport it also brought enthusiasts en masse to the north of the country. (Groningen - Eelde, 27 March 2019, Sil Veenstra)



This Dauphin was delivered to DanCopter in 2007. It subsequently operated for Blueway as LN-OYD and Everett Aviation as 5H-EXO before it was returned to DanCopter. The Eurocopter EC155B1 was recently photographed in the basic colours of parent company NHV. (Den Helder - De Kooy 27 March 2019, Hans Cornelissen)

PH-DIX	PC-12/45	Din-Air	27.OE-FBJ	DA62	Air Ranger	28
PH-HCF	Cabri G2	HeliCentre	PH-KIO	P2006T	Kavel 10	28
26.D-CFAX	Lj60	FAI Rent-A-Jet	PH-LBR	Ce208B	Skydive Rotterdam	
G-RVNJ	P68	Ravenair	28.OE-FBJ	DA62	Air Ranger	29
PH-KIO	P2006T	Kavel 10	29.OE-FBJ	DA62	Air Ranger	30
27.ZJ998/AE	Merlin HC3A	845NAS	PH-KIO	P2006T	Kavel 10	
D-CAWR	Ce560 Encore+	Aerowest	SE-LZX	AC690B	ARA	arr
D-CFTG	Lj35A	Quick Air Jet Charter	30.N1753S	GA-8	FSA Aviation	
N465MC	B747-446	Atlas Air	OE-FBJ	DA62	Air Ranger	01
OY-MLS	P68C	Bio Flight	31.PH-LAW	CeT310R	AFOC Germany	arr
29.D-CESA	Ce550 Bravo	Euro Link				
OE-FAR	DA42	Sierzega Elektronik				
30.D-CEFE	Ce525C	E-Aviation				
G-RVNJ	P68	Ravenair				
PH-ELP	EC135T2	ANWB - MAA				
		Lifeline04				

The Transavia on the 10th was an Eindhoven diversion. PH-KIO was first noted as such on the 26th.

Credits: GEAS, FlyGRQ.

Deventer-Teuge

March 2019			
03.OK-KLM	PA-46R-350T	Blue Sky Service	dep
05.PH-ULP	EC135T2	ANWB - MAA	Lifeline3
06.CS-PHG	EMB505	NetJets Europe	NJE493M/282G
07.CS-PHG	EMB505	NetJets Europe	08 NJE114K/218T
OO-KNM	R44	Air Technology Belgium	19
08.G-UVIP	Ce421C	Aerodata International Surveys	dep
LX-JFS	PC-12/47E	Jetfly Aviation	
PH-FMI	RC690B	Aerodata International Surveys	arr
PH-HCF	Cabri G2	HeliCentre	
PH-UDB	DA62	SIM International	
PH-UDB	DA62	SIM International	
11.OO-HCY	R44	Heli & Co	14
12.N2648X	Ce501	T.S. Aviation	
PH-ECD	EC120B	Heli Holland Holding	
18.PH-PNX	PA-31-350	Slagboom & Peeters	tst
PH-RWY	Bo105DBS4	Rotor & Wings	arr
19.D-HGVB	R44	Rotavisie	
PH-KIO	P2006T	Kavel 10	f/v 20
20.D-FIBE	PC-6/B2-H4	KIAS Airlines	arr
N2648X	Ce501	T.S. Aviation	
PH-PXZ	AW139	Nationale Politie	ZXP26
22.PH-ENK	R44	Bear Helicopters	
PH-HCF	Cabri G2	HeliCentre	
PH-HCF	Cabri G2	HeliCentre	
PH-ULP	EC135T2	ANWB - MAA	Lifeline1
23.N71SL	H269C	Jan Overveen - Chris Wouters	arr
25.OE-FBJ	DA62	Air Ranger	27
26.N1753S	GA-8	FSA Aviation	
PH-KIO	P2006T	Kavel 10	

The Piper on the 18th changed ownership on that day. The aircraft is now owned by Slagboom en Peeters. Kavel 10 showed its new fleet addition on the 19th.

Credit: Teuge Airport.

Eindhoven

March 2019			
01.D-CFAX	Lj60	FAI Rent-A-Jet	IFA1086
D-CSEB	Ce560XLS+	Adolf Würth	dep
PH-CJM	Ce680	ASL	03
PH-HWM	CL-605	ASL	dep
02.015	C295M	13.ELT	PLF038
OO-CEJ	Ce525	Air Service Liège	dep
OO-PCI	PC-12/47E	European Aircraft Privat Club	
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	09
UR-CBG	An-12BP	Cavok Air	arr CVK7023
03.PH-CJM	Ce680	ASL	09 2x
05.L-08	PC-7	131EMVosq	*2x Razor03
V-11	G-IVSP	334sq	tst NAF61
OO-GEE	PC-12/47E	Blue Sky Aviation	
06.ST43	SF260D	CC Air (grey c/s)	*BAF196
LX-N90446	E-3A	NAEW&CF	*Nato40
LX-N90452	E-3A	NAEW&CF	*Nato06
L-05	PC-7	131EMVosq	*Diamond11
D-IUNQ	Ce510	Luxaviation Germany	LXG88Q
N758CC	CL-604	CTB	07
PH-CGN	Do228-110	Kustwacht	NCG03
07.16805	C-130H	501Esq	AFP74
08.02	C-17A	HAW	Bartok42
J-063	F-16AM	312/313sq	*2x M2931
J-136	F-16AM	312/313sq	*Fist1
J-632	F-16AM	312/313sq	*Fist2
N9912H	B75N-1	Flying Circus - Hans Nordsiek	22
OO-GEE	PC-12/47E	Blue Sky Aviation	
09.D-CDAS	EMB505	DAS Private Jets	
D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ1758
PH-CJM	Ce680	ASL	11 2x
PH-FJK	Ce525B	JetNetherlands	13
10.D-CAPO	Lj35A	Jet Exec. Int'l Charter	11 JEI474/14

PH-HWM	CL-605	ASL	12	21.E107/705-UD	Alpha Jet E	EAC00.314	FAF6442
11. G-CIEL	Ce560XL	Luxaviation UK	12 LNX52CE	E112/705-AO	Alpha Jet E	EAC00.314	FAF6441
PH-CJM	Ce680	ASL	16	D-102	CH-47D	298sq	*Grizzly69, GLV-V
12. J-066	F-16BM	322sq/KTV	*Saw01	D-103	CH-47D	298sq	*Grizzly71, GLV-V
<u>L-08</u>	PC-7	131EMVOsq	*	Q-05	AH-64DN	301sq	*Bat72, GLV-V
<u>L-12</u>	PC-7	131EMVOsq	*	<u>S-456</u>	AS532U2	300sq	*Wildcat73, GLV-V
OY-OLD	Falcon 8X	Air Alsie	13 MMD400A	D-CSEB	Ce560XLS+	Adolf Würth	
PH-HWM	CL-605	ASL	13	D-IGWT	Ce525A	Sylt Air	22 AWU721G/2G
UR-CEZ	An-12BP	Cavok Air	arr	G-WNCH	Beech B200	Synergy Aviation	SYG577
13. D-CEER	Beech 250	Aelia	14	PH-HWM	CL-605	ASL	24
OO-ACO	Ce510	Air Service Liège	2x	22. D-102	CH-47D	298sq	*Grizzly70, GLV-V
PH-HWM	CL-605	ASL	20	D-664	CH-47D	298sq	*Grizzly69, GLV-V
TC-KMR	Falcon 7X	Setair	14 KOC02	L-01	PC-7	131EMVOsq	*Diamond03
14. D-CUGF	Ce525B	Stuttgarter Flugdienst	2x FFD525	Q-05	AH-64DN	301sq	*Redskin31, GLV-V
PH-FJK	Ce525B	JetNetherlands	16	Q-10	AH-64DN	301sq	*Redskin32, GLV-V
15. 02	C-17A	HAW	17 Bartok42	HA-LSB	A320-232	Wizz Air	f/v WZZ4ES/3PX
L-01	PC-7	131EMVOsq	*	N709SP	Ce680A	Scannell Citation	
D-IAAW	EMB500	Arcus Exec. Avn	AZE69QF/29PU	PH-FJK	Ce525B	JetNetherlands	28
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	16 TYW432/1	23. D-CCCB	Lj35A	DRF	24 AMB119
OO-GLM	Ce680	Air Service Liège		24. D-IBJJ	Ce525A	Air Hamburg	AHO141F
16. D-HARI	A109E	HARIBO		OO-PKX	Ce750	Air Service Liège	25
17. D-IPCG	Ce425	PGS Holding		PH-DWS	ERJ135LR	Air Charters Europe	25 JNL793/192
18. OE-FCB	Ce510	GlobeAir	GAC089J/978J	UR-CEZ	An-12BP	Cavok Air	dep
OO-ACO	Ce510	Air Service Liège		YU-SPB	Ce560XLS	Air Pink	
OO-JAL	B737-7K2	TUI Belgium	JAF9111/0902	25. D-102	CH-47D	298sq	*GLV-V
OO-JNL	B767-304ER	TUI Belgium	JAF9110/0920	D-664	CH-47D	298sq	*Ghost4
OO-PKX	Ce750	Air Service Liège	19	OE-FFB	Ce510	GlobeAir	GAC664L/664M
PH-CJM	Ce680	ASL	30	YU-SPB	Ce560XLS	Air Pink	
19. <u>15+02</u>	A319-133X	FBS BMVg	*GAF880	26. 33/XA	TBM-700A	ET00.043	arr CTM3884
02	C-17A	HAW	Bartok43	<u>110/XP</u>	TBM-700A	nn	
D-103	CH-47D	298sq	*Grizzly53, GLV-V	02	C-17A	HAW	Bartok71
D-664	CH-47D	298sq	*Ghost3, GLV-V	03	C-17A	HAW	Bartok01
<u>S-444</u>	AS532U2	300sq	*GLV-V	D-102	CH-47D	298sq	*GLV-V
D-CHRD	Ce680	Hahn Air	HHN168H	N139LE	L-39ZO	Skyline Aviation	*
OO-PKX	Ce750	Air Service Liège	22	OO-PRM	Ce510	Air Service Liège	
20. <u>L-01</u>	PC-7	131EMVOsq	*	PH-HWM	CL-605	ASL	arr
<u>L-11</u>	PC-7	131EMVOsq	*	27. LX-N90446	E-3A	NAEW&CF	*Nato40
OO-PRM	Ce510	Air Service Liège	22	LX-N90450	E-3A	NAEW&CF	*Nato06
OO-STX	EC120B	Ilpam		G-OCJZ	Ce525A	Centreline	CLF453
PH-DWS	ERJ135LR	Air Charters Europe	21 JNL949/793	28. LX-N90446	E-3A	NAEW&CF	*Nato40
PH-FJK	Ce525B	JetNetherlands	21	OE-GPK	Ce525B	Salzburg Jet Aviation	MOZ312



Operated by Air Technology Belgium is visited Hilversum on 12 February 2019. Robinson R44 OO-KNM has become a regular in the Dutch skies. (Vliegveld Hilversum)



A delivery flight from the UK to Iceland via Lelystad is one you will probably not see again. Berend Jan Floor was at Lelystad when Alouette II 2-Hawk made its appearance. 2-HAWK began its career as OL-A68 with the Belgian Army mid 1969. On its way to Hooogeveen airfield the crew had to divert to lelystad on 28 March 2019.

29.474/31-CE	C-135FR	GRV02.091	arr FAF4034
4K-AZ100	Il-76TD-90	Silk Way Airlines	30 AZQ4191/2
HB-LRV	PA-31T	Air-connect	31
30.OO-JWB	PC-12/47E	NextGen Partners	
PH-CJM	Ce680	ASL	arr
31.10+25	A310-304MRTT	FBS BMVg	arr GAF839
ZZ330	Voyager KC2	10/101sq	arr RRR2228
HA-LVA	A321-271NX	Wizz Air	f/v WZZ2271/2
OO-PKX	Ce750	Air Service Liège	arr
PH-FJK	Ce525B	JetNetherlands	arr
PH-MRO	Ce421C	Q-Flights	

Special visitors for Eindhoven in March are somehow found in pairs. Dual visits of NATO E-3A AWACS, French Alpha Jets and French TBM-700s, NATO C-17s. Special details for the later on 26 March, number 33 arrived and broke down while a back-up sneaked in and out. On the final days of March the EART2019 participants arrived with the RAF Voyager as first time visitor next to the French C-135FR and German A310.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Hilversum

January 2019			
01. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
06. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
13. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
18. PH-KGJ	EC120B	Heli Holland Holding	
19. D-HGVB	R44	Rotavisie	
26. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
27. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
28. OO-HCP	R44	Heli & Co	29
February 2019			
11. PH-HCD	Cabri G2	HeliCentre	2x *
12. OO-KNM	R44	Air Technology Belgium	
13. PH-HCD	Cabri G2	HeliCentre	
15. PH-FVD	R44	Rotarywings	
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
16. PH-RBC	EC120B	HeliAir	
18. G-RVRJ	PA-23-250	Ravenair	*
PH-HGB	R44	HeliAir	2x
PH-TTR	H135	ANWB - MAA	Lifeline1
20. PH-TTR	H135	ANWB - MAA	Lifeline1
22. PH-TTR	H135	ANWB - MAA	Lifeline1
23. D-HGVB	R44	Rotavisie	
PH-HGB	R44	HeliAir	
25. PH-HVB	EC135T2+	ANWB - MAA	Lifeline2
26. PH-TTR	H135	ANWB - MAA	Lifeline1

27. PH-PSC	PA-18-135	St. KLu Historische Vlucht	*
PH-PXB	EC135P2+	Nationale Politie	*ZXP02

On the 18th the ANWB H135 made its first flight after having its tail fin enlarged.

March 2019			
01. PH-ULK	AS355N	HeliAir	*
05. OO-HCY	R44	Heli & Co	
08. PH-FVD	R44	Rotarywings	
10. PH-TTR	H135	ANWB - MAA	Lifeline1
11. OO-KNM	R44	Air Technology Belgium	12
16. PH-TTR	H135	ANWB - MAA	Lifeline1
19. PH-FVD	R44	Rotarywings	
PH-HGB	R44	HeliAir	*
PH-WIK	AS350B3	HeliAir	
20. PH-HGB	R44	HeliAir	*
21. PH-TTR	H135	ANWB - MAA	Lifeline1
22. PH-ULK	AS355N	HeliAir	
23. PH-HGB	R44	HeliAir	
24. PH-ULK	AS355N	HeliAir	
26. PH-ULK	AS355N	HeliAir	
28. PH-TTR	H135	ANWB - MAA	Lifeline1
30. PH-TTR	H135	ANWB - MAA	Lifeline1

Credits: Ernesto Bauer, Kees van Aggelen, Scramble MB.

Gilze-Rijen

March 2019			
04. PH-PXY	AW139	Nationale Politie	ZXP25
PH-PXZ	AW139	Nationale Politie	ZXP26
05. N-317	NH90-NFH	860sq	Fiber09
PH-PXZ	AW139	Nationale Politie	ZXP26
06. PH-PXZ	AW139	Nationale Politie	ZXP26
08. PH-PXZ	AW139	Nationale Politie	ZXP26
11. PH-PXY	AW139	Nationale Politie	ZXP25
12. PH-PXY	AW139	Nationale Politie	ZXP25
13. N-233	NH90-NFH	860sq	*Neptune05
14. PH-PXY	AW139	Nationale Politie	*ZXP25
15. <u>FB18</u>	F-16BM	2w	*BAF271
<u>L-01</u>	PC-7	131EMV0sq	*Diamond09
PH-PXY	AW139	Nationale Politie	2x ZXP25
18. <u>RN07</u>	NH90-TTH	18sq/1w	*BAF350
19. 1x	F-16AM	312/313sq	*
<u>G-988</u>	C-130H	336sq	*NAF21,79
22. PH-PXZ	AW139	Nationale Politie	ZXP26
25. G-988	C-130H	336sq	*NAF20
26. <u>RN05</u>	NH90-TTH	18sq/1w	*BAF350
PH-PXZ	AW139	Nationale Politie	ZXP26
28. Q-08	AH-64DN	301sq	dep NAF08
Q-22	AH-64DN	301sq	dep NAF22
Q-26	AH-64DN	301sq	dep NAF26

29.G-781 C-130H 336s *NAF26

The frequent flyer award of March 2019 Gilze-Rijen goes, without doubt, towards the Netherlands Police and their AW139 fleet. On 28 March a threeship Redskin formation departed towards Celle Germany to practice their sharp-shooting skills.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

March 2019			
01.PH-OSF	H175	Heli Holland Offshore	tst
04.S-453	AS532U2	300sq	Demon6
07.PH-OSF	H175	Heli Holland	tst
VP-CFF	EC155B1	Bayside Systems	
18. <u>RN07</u>	NH90-TTH	18sq/1w	<u>BAF350</u>
OY-HJJ	EC155B1	NHV	tst
19.G-988	C-130H	336sq	*
21.PH-OSF	H175	Heli Holland Offshore	
22.G-988	C-130H	336sq	*NAF21
N-110	NH90-NFH	860sq	arr
PH-MFA	DA42NG	Martinair Flightschool	*
24.G-SNSJ	AW139	CHC	arr
27.OY-HJJ	EC155B1	NHV	

Special visitors in March, for Den Helder/De Kooy, include one Cayman registered EC155B1 visiting on 7 March. On 15 March B-52H 60-0058 from the 2nd BW could be seen straight over De Kooy at 6,7 km altitude heading towards the East. On the 25th of March a trio of B-52H appeared overhead; 60-0024, 60-0032 and 60-0058. The first and third heading East and the middle one heading West, back to Fairford.

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

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

Leeuwarden

March 2019			
17.D-ISGS	AP68TP-600	SVEGE Flight Inspection	
19.89+70	Seaking Mk41	MFG5	GNY4851
G-988	C-130H	336sq	NAF21
Q-23	AH-64DN	301sq	Redskin41
066	Seaking Mk43B	330 skv	NOW330A
20.L-13	PC-7	131EMVosq	Diamond07
22.89+70	Seaking Mk41	MFG5	GNY4851
J-135	F-16AM	322sq	arr
066	Seaking Mk43B	330 skv	NOW330A

26.J-020	F-16AM	312/313sq	*Poker32
J-197	F-16AM	312/313sq	*Poker31
00-0183	C-17A	145th AW	RCH321
27.T-729	Beech 1900D	LTDB	SUI568
96-0005	C-17A	137th AS	RCH347
02-1112	C-17A	183rd AS	RCH437
28.30+70	EF2000	TLG74 (TLG31 mks)	arr GAFN741B
30+74	EF2000	TLG74 (TLG31 mks)	arr GAFN741A
30+82	EF2000	TLG71 (TLG31 mks)	arr GAFR07
30+98	EF2000	TLG31	arr GAFK51B
31+05	EF2000	TLG31	arr GAFK51A
31+28	EF2000T	TLG31	arr GAFK31C
31+31	EF2000	TLG31	arr GAFK31B
31+41	EF2000	TLG31	arr GAFK41B
31+45	EF2000	TLG31	arr GAFK41A
31+46	EF2000	TLG31 (nmks)	arr GAFK31A
L-13	PC-7	131EMVosq	Diamond07
T-785	Falcon 900EX	LTDB	SUI568
29.625/30-XG	Mirage 2000D	ECE01.030 (SPA62 mks)	arr FAF7263
635/3-AS	Mirage 2000D	EC03.003 (1.GC mks)	arr FAF7261
677/3-JT	Mirage 2000D	EC02.003 (nmks)	arr FAF7264
680/3-XM	Mirage 2000D	EC03.003 (nmks)	arr FAF7262
J-001	F-16AM	312/313sq (nmks)	arr Saw4
J-003	F-16AM	312/313sq (nmks)	arr Saw13
J-008	F-16AM	312/313sq (313sq mks)	arr Saw14
J-017	F-16AM	312/313sq (322sq mks)	arr Saw2
J-020	F-16AM	312/313sq (322sq mks)	arr Saw12
J-063	F-16AM	312/313sq (313sq mks)	arr Saw11
J-146	F-16AM	312/313sq (312sq mks)	arr Saw1
J-197	F-16AM	312/313sq	arr Poker34
J-512	F-16AM	312/313sq (nmks)	arr Saw3
J-646	F-16AM	312/313sq (nmks)	arr Poker33
015	C295M	13.ELT	PLF034
023	C295M	13.ELT	PLF033
4040	F-16C	31.BLT	arr PLF652A
4051	F-16C	31.BLT	arr PLF650D
4053	F-16C	31.BLT	arr PLF650A
4054	F-16C	31.BLT	arr PLF652D
4056	F-16C	31.BLT (Tiger c/s)	arr PLF652C
4061	F-16C	31.BLT	arr PLF652B
4073	F-16C	31.BLT	arr PLF650B
4076	F-16D	31.BLT	arr PLF650C
J-5003	F/A-18C	nb	arr SUI412
J-5007	F/A-18C	nb	arr SUI413
J-5011	F/A-18C	nb (NTM18 mks)	arr SUI414
J-5026	F/A-18C	nb	arr SUI411
T-785	Falcon 900EX	LTDB	SUI568
91-0341	F-16CM	179th FS/148th FW	arr Trend71
91-0349	F-16CM	179th FS/148th FW	arr Trend72
91-0405	F-16AM	179th FS/148th FW	arr Trend75
91-0410	F-16CM	179th FS/148th FW	arr Trend73
96-0081	F-16CM	179th FS/148th FW	arr Trend74
30.90-0831	F-16CM	179th FS/148th FW	arr Trend84



This Boeing 737 was another victim of the demise of Primera Air Scandinavia. It was reregistered from OY-PSJ to 2-YPSJ in February 2019 and as such it performed a test flight before being delivered to its new operator Flair Airlines. (Woensdrecht, 1 March 2019, Johan Havelaar)



After having flown with 148th FS markings since at least 2014 this F-16BM was adorned with special Tiger Meet decals around May 2018. It took us almost a year to publish a photo of the 313sq operated fighter. (Woensdrecht, 26 March 2019, Johan Havelaar)

91-0406	F-16CM	179th FS/148th FW	arr Trend82
91-0408	F-16CM	179th FS/148th FW	arr Trend83
91-0409	F-16CM	179th FS/148th FW	arr Trend85
96-0082	F-16CM	179th FS/148th FW	arr Trend81

Fightertown Leeuwarden was open for business once again as Frisian Flag 2019 took place. German Eurofighters, French Mirage 2000Ds, Polish F-16C/Ds, Swiss F/A-18Cs and the American F-16CMs from the Minnesota Air National Guard, based at Duluth with the distinguished Bulldog tailmarkings and local F-16AMs dominated the skies. The German and Norwegian Seakings on the 22nd were heading home after attending the 40sq Seaking farewell at Koksijde.

Credits: MILSpotters, Oscar Sannen, Dirk Visser, Scramble MB.

Lelystad

			March 2019
01.D-CSCE	EMB505	Luxaviation Germany	dep LXG55CE
PH-HGB	R44	HeliAir	
PH-SHO	EC155B1	Heli Holland Offshore	
02.PH-KTM	R44	Eric Richter Heliservice	
PH-SHO	EC155B1	Heli Holland Offshore	*
05.PH-UNN	EC120B	HeliCentre	12
06.ST45	SF260D	CC Air	2x BAF195
07.D-IBFS	Beech C90GTx	Brose Fahrzeugteile	
PH-OSF	H175	Heli Holland Offshore	
PH-SHO	EC155B1	Heli Holland Offshore	
08.PH-HGB	R44	HeliAir	
12.PH-UNN	EC120B	HeliCentre	19
13.OE-FDT	Ce510	GlobeAir	14 GAC170C/966U
14.PH-SHO	EC155B1	Heli Holland Offshore	HHE77B
16.PH-EUB	EC155B1	Heli Holland Offshore	-/NHC48A
18.PH-PXF	EC135P2+	Nationale Politie	ZXP06
19.HB-FVD	PC-12/47E	Air-Corviglia	20
N930SA	TMB-930	Spectrum Medical Aviation	
PH-KIO	P2006T	Kavel 10	f/v
PH-PXF	EC135P2+	Nationale Politie	*ZXP06
PH-USB	DA62	SIM International	
20.PH-DKI	P68C	Zeeland Air	
21.OY-SYS	P68C	Bio Flight	arr tdy BIO08
PH-KIO	P2006T	Kavel 10	22
22.N313BT	BT-13A	The Early Birds Foundation	tst
OY-NNA	CL-850	ExecuJet Scandinavia	dep VMP873
PH-SAE	PA-44-180	AIS Flight Academy	del
23.N71SL	H269C	Jan Overveen – Chris Wouters	
PH-KIO	P2006T	Kavel 10	
24.D-IHLB	Ce402B	Hansa Luftbild	
25.OY-MLS	P68C	Bio Flight	27 BIO04
PH-PXD	EC135P2+	Nationale Politie	ZXP04
26.PH-ULP	EC135T2	ANWB - MAA	tst
28.2-HAWK	SA318C		div 29
G-EELS	Ce208B	Glass Eels	

PH-DKI	P68C	Zeeland Air	
PH-HGB	R44	HeliAir	*
29.HB-JRB	CL-604	Swiss Air Ambulance	arr SAZ351
OE-FBJ	DA62	Air Ranger	
30.D-FBSF	Ce208B	Swissphoto	01
N13FY	AT-6A	Hanno Wesdorp	*
OE-FBJ	DA62	Air Ranger	
PH-HGB	R44	HeliAir	*

AIS Flight Academy has taken over some aircraft from Avion Training. One of the aircraft is Piper PH-SAE and that aircraft arrived on the 22nd. The Challenger on that same day departed after a paint job by SATYS. The Alouette II on the 28th was on its way to Iceland via Hooegeveen on delivery to its new owner when it diverted to Lelystad. The Challenger on the 29th arrived for painting. The aircraft is destined for the Swiss Air Force.

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

Volkel

			March 2019
07.S-454	AS532U2	300sq	*Demon05
15.J-514	F-16AM	312/313sq	dep Cowboy1
19.G-988	C-130H	336sq	*NAF21
J-646	F-16AM	312/313sq (nmks)	arr Balls1
22.J-003	F-16AM	312/313sq	arr Saw1
J-136	F-16AM	312/313sq (nmks)	dep Balls1
V-11	G-IVSP	334sq	*NAF61

On 15 March J-514 was heading for LCW/Woensdrecht, while J-003 and J-646 arrived from LCW/Woensdrecht after some TLC from their maintainers. On 22 March J-136 departed for SABCA and our nearly plain white Gulfstream is closing the month.

Credits: SGVolkel Message Board, Scramble MB

Woensdrecht

			March 2019
01.Q-17	AH-64DN	301sq	arr Redskin08
2-YPSJ	B737-86N	Flair Airlines	tst
04.HS-HMK	B737-8Z6	Thai Government	tst FOP445
05.CS-TFY	A320-232	MasterJet	dep LMJ665Y
06.HS-HMK	B737-8Z6	Thai Government	dep VMS01
OE-IHV	A321-251N	TAP Air Portugal	dep
07.ES-SAM	A320-232	Smartlynx Estonia	dep MYX9771
PH-PXC	EC135P2+	Nationale Politie	ZXP03
08.D-101	CH-47D	298sq	*Grizzly-formation
D-664	CH-47D	298sq	*Grizzly-formation
Q-09	AH-64DN	301sq	*Redskin-formation
Q-14	AH-64DN	301sq	*Redskin-formation
13.VP-BNB	A319-111	Rossiya	dep SDM5442

14.N-110	NH90-NFH	860sq	tst Neptune13	15.PH-PXY	AW139	Nationale Politie	NCG04
15.D-102	CH-47D	298sq	Grizzly1-formation	PH-SHP	AW139	CHC Helicopters Neth.	HNL10A
D-661	CH-47D	298sq	Grizzly1-formation	18.PH-CGN	Do228-212	Kustwacht	NCG01
J-061	F-16AM	<u>322sq</u>	dep Cowboy01	19.OO-KNM	R44	Air Technology Belgium	
J-514	F-16AM	312/313sq	arr Cowboy01	20.PH-DKI	P68C	Zeeland Air	
N-110	NH90-NFH	860sq	tst Fiber10	23.PH-CGC	Do228-212	Kustwacht	NCG01
Q-21	AH-64DN	301sq	*Redskin3-formation	PH-HCF	Cabri G2	HeliCentre	
Q-25	AH-64DN	301sq	*Redskin3-formation	24.N955SH	PA-46-350P	Peter Yarrow	
F-HBIS	A320-214	TAP Air Portugal	arr TAP9737	25.OO-NHU	AS365N3	Netherlands Coastguard	CG08
18.N-110	NH90-NFH	860sq	tst Fiber10	PH-PXY	AW139	Nationale Politie	NCG04
G-IFIT	PA-31	Dart Group		26.PH-DKI	P68C	Zeeland Air	
19.G-988	C-130H	336sq	NAF21	28.OE-FBJ	DA62	Air Ranger	
J-367	F-16AM	<u>322sq</u>	arr Balls	PH-HCD	Cabri G2	HeliCentre	
J-646	F-16AM	312/313sq	dep Balls	29.2-ZEuz	Beech C90A	Zeusch aviation	
21.ST43	SF260D	CC Air	BAF195	PH-CGN	Do228-212	Kustwacht	NCG01
ST45	SF260D	CC Air	BAF195	30.PH-AFS	Fokker S11.1	St. Fokker Four	
E107/705-UD	Alpha Jet E	EAC00.314	*FAF6442	PH-HOL	Fokker S11.1	St. Fokker Four	
E112/705-AO	Alpha Jet E	EAC00.314	*FAF6441				
F-HBIB	A320-214	Aigle Azur	dep AAF016F				
G-DRTU	B737-86N	Jet2	dep				
22.J-003	F-16AM	312/313sq	dep Saw1				
J-509	F-16AM	<u>322sq</u>	arr Saw				
N-110	NH90-NFH	860sq	dep Neptune13				
G-IFIT	PA-31	Dart Group					
VP-BQK	A319-111	Rossiya Airlines	dep SDM5438				
25.PH-HXE	B737-8K2	Transavia	28 TRA051/052				
26.J-635	F-16AM	312/313sq	*Saw				
J-882	F-16BM	312/313sq	*Saw				
Q-29	AH-64DN	301sq	tst Redskin06				
JY-AYY	A319-122	Royal Jordanian	dep RJA6100				
PH-LAB	Ce550	NLR – TU Delft	*				
28.Q-29	AH-64DN	301sq	tst Redskin06				
YL-LCT	A320-214	Smartlynx	dep JAF177P				
29.C-FFLA	B737-86N	Flair Airlines	dep FLE913				
D-ISGS	AP68TP-600	SVEGE Flight Inspection					

Credit: Texel Airport.

Twente

06.CS-DXJ	Ce560XLS	NetJets Europe	March 2019
10.D-CNOC	Ce560XLS	Atlas Air Service	NJE312N/696P
12.HB-FWI	PC-12/47E	AF Assets	ECA9C dep
15.M-IFFY	Ce510	XEAD Aviation	
17.CS-PHL	EMB505	NetJets Europe	NJE826R/486G
19.D-COLT	EMB505	HW Aviation	
CS-PHB	EMB505	NetJets Europe	NJE228P/765E
20.CS-PHD	EMB505	NetJets Europe	NJE702T/019B
26.D-IFHD	Ce525 (M2)	E-Aviation	EFD2D
28.CS-PHE	EMB505	NetJets Europe	NJE611M/881M

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

01.HI1038	BAe4101	Sky High Aviation	March 2019
N31ZV	Lj31A	Ezair International	31
N350PB	PA-31-350	JUS	
N998RG	RC690A	LDR Aviation	22
YV1851	RC690C		03
02.HK-5013	EMB120RT	SARPA	
YV2673	PA-31T2		03
05.P4-AAF	A320-232	Aruba Airlines	ARU507/8
06.PH-FBH	AW139	Caribbean Coast Guard	
07.HI1005	Ce525A	Helicopteros Dominicanos	
08.HI1038	BAe4101	Sky High Aviation	
YV2673	PA-31T2		09
09.HK-5013	EMB120RT	SARPA	10
13.HK-4911G	PA-34-200T		
PH-FBH	AW139	Caribbean Coast Guard	
15.HI1017	Beech 1900D	Sky High Aviation	

The Thai Government BBJ2 left again after maintenance on the 4th. The Jet2 on the 21st departed still in Primera colours. The former Primera B737-800 on the 29th left towards Canada as Flair Airlines became the new owner. It performed a local test flight on the 1st with its temporarily registration.

Credits: J. Havelaar, Scramble MB.

Texel

March 2019			
01.PH-COM	PA-30	Dutch Airline Pilots Aero Club	
02.PH-DKI	P68C	Zeeland Air	
03.D-HOAE	H145	Wiking Helikopter Service	WHS2AE
05.PH-CGN	Do228-212	Kustwacht	NCG01
08.PH-DTS	DA42	Wings over Holland	
13.PH-SHP	AW139	CHC Helicopters Neth.	HNL10A
14.PH-PXZ	AW139	Nationale Politie	ZXP26



Build in 2017 Diamond DA62 was registered OE-FBJ. The registered owner is a company called Air Ranger who is based in Hungary. It is rumoured that the aircraft is actually owned by Dutch company Westerheide Management & Consultancy hence the reason for the Diamond to appear in the Dutch skies once in a while. (Texel, 28 March 2019, Mike de Bruijn)

16. CP-2863	Beech 300LW		dep
HK-4911G	PA-34-200T		
HK-5013	EMB120RT	SARPA	17
PH-DCG	AW139	Caribbean Coast Guard	
17. YV3189	Ce560		
19. N45AE	Lj35A	Trinity Air Ambulance	
N876RA	Ce560XL	Parminter Investments	20
N2333K	CeU206G		
P4-CFV	PA-31		
21. N2333K	CeU206G		
OO-JNL	B767-304ER	TUI Belgium	TFL366
22. HI1017	Beech 1900D	Sky High Aviation	
N2333K	CeU206G		
23. HK-5013	EMB120RT	SARPA	24
PH-CGA	DHC-8-106	Caribbean Coast Guard	24
25. YV3100	PA-31T1		27
28. M-OUSE	Ce510	Mouse (IOM)	31
PH-DCG	AW139	Caribbean Coast Guard	
29. HI1007	Beech 1900D	Sky High Aviation	
YV2838	Ce402B		31
30. HK-5013	EMB120RT	SARPA	31

Air Antilles Express:

F-OIXE	01 ² , 29 ²	F-OMYM	03 ² , 24 ² , 31
F-OIXO	08 ² , 15 ² , 22 ²	F-OMYN	10 ² , 17 ²

American:

N5007E	04, 15, 25	N9017P	01
N9006	22	N9021H	09
N9010R	08	N9025B	30
N9013A	11, 20	N12028	02, 06
N9015D	13, 16, 23	N93003	18
N9016	27, 29		

Aruba Airlines:

C-FXLH	02, 03, 07, 09, 10, 12, 14, 16, 17, 19, 21, 23, 24, 26, 28, 30, 31
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Delta:

N372DA	10	N900PC	30
N377DE	29	N3735D	22
N380DA	15	N3737C	01
N674DL	02, 23	N3739P	17
N684DA	16	N3762Y	24
N693DL	09	N3767	03
N774DE	08	N3771K	31

Sunwing:

C-FBWS	24	C-FRPR	31
C-FDBD	10	C-GQWH	03
C-FQWK	17		

TUI Airlines:

PH-OYI	12, 14, 19	PH-TFL	01, 08, 15, 22, 23, 29
PH-TFK	05, 07, 16, 30	PH-TFM	02, 09, 26, 28

United:

N13227	02 ²	N37252	23
N14219	16 ²	N39297	30 ²
N25201	30	N66831	02
N33264	09 ²	N73259	09
N36272	16	N87512	23 ²

Left out were KLM, Insel Air (Fokker 50s), Divi Divi Air (BN2) and EZ Air (BN2) and Learjet N389KA which is based here, unless operating on a non-scheduled flight.

The Surinamese Cessna on the 1st departed to Grenada. Aruba Airlines needed other or bigger equipment on the 5th and thus their Airbus could be seen i.s.o. the usual CRJ. The Colombian Piper operated from and to Aruba on both the 13th and 16th. The Bolivian Beech that had arrived on Jan 11th, finally left on the 16th of March to Aruba. There was a Mouse again on the 28th.

Credit: Danny de Kiewit.

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Movements Belgium



N430WH arrived in Europe from Baltimore via the AET Terminal at the port of Antwerp on 18 March 2019. After reattachment of its rotor blades it departed to Antwerp airport for fuel and then onwards to Bologna with a stop at Baden Baden. (Antwerp, 22 March 2019, Walter Van Brempt)

Antwerp

			March 2019			
01.H29	A109BA	17sq/1w		D-CHZF	Ce550 Bravo	Stuttgarter Flugdienst
ST40	SF260D	CC Air		D-FABS	PC-12/47E	Schumacher Packaging
CS-CHH	CL-350	NetJets Europe		D-FNAH	PC-12/47E	Fresena Flug
D-CKJE	EMB505	Luxaviation Germany		F-HJFP	PC-12/47E	Get1Jet
OY-MLS	P68C	Bio Flight	tst	F-HTLS	EMB500	PH Occitanie
PH-MYX	Ce650	JetNetherlands		G-OCJZ	Ce525A	Centreline
02.CS-PHL	EMB505	NetJets Europe	03	OO-ACC	Ce525A	Air Service Liège
D-IESE	PA-31-310	Trek Air	f/v 18	OO-NEY	EMB545	Air Service Liège
F-GPJD	Beech E90	Arkata Aviation	tst	OO-PCJ	PC-12/47E	EAPC
OE-GDP	EMB505	Speedwings		OO-STR	AS350B3	Stephex Stables
OO-GEE	PC-12/47E	Blue Sky Aviation	02	OY-NLA	Ce650	North Flying
03.9H-KAZ	BAe125-900XP	Hyperion Aviation	06	12.CS-GLA	Global Express	NetJets Europe
9H-VCJ	CL-350	VistaJet Malta		D-IATE	CeF406	Air Taxi Europe
OO-ACC	Ce525A	Air Service Liège	06	F-HPEB	Lj40	ADD
04.CS-LAU	Ce680A	NetJets Europe		HB-IGV	Falcon 50EX	VF International
D-CSCA	Ce525B	Silver Cloud Air		HB-PST	PA-46-350P	Verein Cloudhunter
D-ITAN	Ce525	Transavia Flug		LX-JFQ	PC-12/47	Jetfly Aviation
G-LUBB	Ce525	Centreline	06 2x	13.CS-DXW	Ce560XLS	NetJets Europe
05.RS05	Sea King Mk.48	40sq		D-IAAR	EMB500	Arcus Air
ST42	SF260D	CC Air		OK-PTT	PC-12/47E	Air Bohemia
HB-IGV	Falcon 50EX	VF International	06	OO-GEE	PC-12/47E	Blue Sky Aviation
OK-PTT	PC-12/47E	Air Bohemia	06	OO-IDE	Ce525	Air Service Liège
OO-PCI	PC-12/47E	EAPC		P4-GVI	G650ER	ABS Jets
OO-STR	AS350B3	Stephex Stables		14.D-IRUP	Ce551	R+P Flugcharter
06.CS-CHG	CL-350	NetJets Europe		D-ISUN	Ce525A	Excellent Air
CS-LAU	Ce680A	NetJets Europe		EC-GXJ	SA226TC	Flightline
D-CSCA	Ce525B	Silver Cloud Air	07	G-UVIP	Ce421C	Aerodata
D-IEAH	Beech C90A	Fuchs & Partner		OO-GEE	PC-12/47E	Blue Sky Aviation
N560GT	Ce560	Jet Plane Corp.		P4-GVI	G650ER	ABS Jets
OK-PTT	PC-12/47E	Air Bohemia		PH-DAM	P180	JetNetherlands
OO-ACC	Ce525A	Air Service Liège	10	15.D-ITEM	PA-31T	Aerotours
OO-GHE	Falcon 2000LX	Luxaviation Belgium		F-HJFP	PC-12/47E	Get1Jet
OO-STR	AS350B3	Stephex Stables		F-HTLS	EMB500	PH Occitanie
07.D-BEKY	Falcon 2000LX	BASF		M-ARTY	PC-12/47E	Creston (UK)
OO-ACC	Ce525A	Air Service Liège	tst	OK-PTT	PC-12/47E	Air Bohemia
OO-VMF	Ce560XLS+	Air Service Liège		OO-ACC	Ce525A	Air Service Liège
PH-MDG	Ce680+	Exxaero		OO-NEY	EMB545	Air Service Liège
PH-PXC	EC135P2+	Nationale Politie		16.D-ISUN	Ce525A	Excellent Air
08.9H-VCG	CL-350	VistaJet Malta	09	F-GUME	Beech 1900D	Twin Jet
CS-PHG	EMB505	NetJets Europe		F-HTTO	Global 5000	Flying Group
G-UVIP	Ce421C	Aerodata	16	LX-WJA	HA-420	Flying Group Luxembourg
OE-FGB	Ce525A	Jet Pool Network	tst	OO-ACC	Ce525A	Air Service Liège
OO-GEE	PC-12/47E	Blue Sky Aviation	09	OO-GEE	PC-12/47E	Blue Sky Aviation
PH-FMI	RC690B	Pasco Europe	dep	17.D-CHLR	EMB505	Atlas Air Service
PH-NDK	Falcon 900B	Exxaero		EC-KES	Ce525A	Taespejo Portugal
09.CS-PHB	EMB505	NetJets Europe	10	N500J	G550	Johnson & Johnson
F-GLNE	Beech 1900D	Twin Jet		OO-NEY	EMB545	Air Service Liège
OO-GEE	PC-12/47E	Blue Sky Aviation	10	PH-DAM	P180	JetNetherlands
OO-STR	AS350B3	Stephex Stables		YU-FNR	Ce525	Eagle Express
10.OO-ACC	Ce525A	Air Service Liège	11	18.ST02	SF260M+	CC Air
OO-GEE	PC-12/47E	Blue Sky Aviation		ST46	SF260D	CC Air
OO-GEE	PC-12/47E	Blue Sky Aviation	12	D-CAWM	Ce560XLS+	Aerowest Flugcharter
11.ST44	SF260D	CC Air		I-ALVC	Beech 400A	Slam
				LX-WJA	HA-420	Flying Group Luxembourg
				M-ARTY	PC-12/47E	Creston (UK)

N127QR	Beech 300LW	A. Ruijgrok		25.OO-JOE	R44	J & G	
OO-ACO	Ce510	Air Service Liège	19	PH-MYX	Ce650	JetNetherlands	30
OO-GEE	PC-12/47E	Blue Sky Aviation	19	26.CS-CHC	CL-350	NetJets Europe	27
OO-IDE	Ce525	Air Service Liège	20	F-HJBR	EMB505	CASAM	27
OO-PCJ	PC-12/47E	EAPC		HB-IGV	Falcon 50EX	VF International	
19.ST41	SF260D	CC Air		OO-STR	AS350B3	Stephex Stables	
ST45	SF260D	CC Air		27.CS-PHF	EMB505	NetJets Europe	
D-ITTT	CeF406	Air Taxi Europe		G16	MD902	Federale Politie	
F-GPJD	Beech E90	Arkata Aviation	26	HB-IGV	Falcon 50EX	VF International	
G-LUBB	Ce525	Centreline	20	OK-PTT	PC-12/47E	Air Bohemia	29
HA-TVJ	Saab 340A	Fleet Air International		OO-ACC	Ce525A	Air Service Liège	28
N284SE	G280	Sea Air		T7-FOZ	Ce525 (M2)	Open Sky Aviation	02
OE-FDK	SC.7	Pink Aviation	f/v 2x	28.CS-CHH	CL-350	NetJets Europe	
OK-BEE	Beech 400A	Jetbee Czech		D-FAST	Ce208	Business Wings	29
OO-ACC	Ce525A	Air Service Liège	20	OE-FLG	Ce525	Bertsch Aviation	
OO-ACO	Ce510	Air Service Liège	20	OO-GOD	R44	C & C Invest	
OO-GEE	PC-12/47E	Blue Sky Aviation	20	OO-STR	AS350B3	Stephex Stables	
OO-STR	AS350B3	Stephex Stables		29.OO-ACC	Ce525A	Air Service Liège	29
20.ST41	SF260D	CC Air		OY-MLS	P68C	Bio Flight	tdy 21
F-GPJD	Beech E90	Arkata Aviation	tst	SE-LZX	RC690B	Aerodata	dep
OK-BEE	Beech 400A	Jetbee Czech		30.9H-LDN	Global 6000	TAG Aviation Malta	f/v
OK-PCC	PC-12/47E	T-Air		LX-WJB	HA-420	Flying Group Luxembourg	f/v
OO-ACC	Ce525A	Air Service Liège		OK-PMP	PC-12/47E	T-Air	31
OO-ACO	Ce510	Air Service Liège	21	OO-JOE	R44	J & G	
OO-JOE	R44	J & G		OO-LRL	Bell 47G-2	Bussé Helikopters	
21.ST46	SF260D	CC Air		31.CS-CHE	CL-350	NetJets Europe	01
CS-LTC	Ce680A	NetJets Europe		CS-LAU	Ce680A	NetJets Europe	
D-IRUP	Ce551	R+P Flugcharter		OO-ACC	Ce525A	Air Service Liège	
HB-IGV	Falcon 50EX	VF International		OO-GEE	PC-12/47E	Blue Sky Aviation	01 2x
HB-PST	PA-46-350P	Verein Cloudhunter		OO-JOE	R44	J & G	
OE-GKW	G100	Tyrol Air Ambulance		PH-LAW	CeT310R	AFOC Germany	dep
OK-BEE	Beech 400A	Jetbee Czech	22	YU-FNR	Ce525	Eagle Express	
OO-ACO	Ce510	Air Service Liège	22				



Acquired by Solid-air in 2008, this Cessna 650 was subsequently operated by Fleet Lease and ended up with ASL in 2012. PH-MYX has recently traded in its old orange colours for these new colours. (Antwerp, 1 March 2019, Walter Van Brempt)

OO-GLM	Ce680	Air Service Liège	22	French air-taxi company Wijet took delivery of its first HondaJet mid March. The jet arrived at Antwerp on the 16th. It continued to its base Le Bourget on the 18th. The company's second HondaJet arrived at Antwerp on the 30th and also continued to Le Bourget that same day. Both are being operated using the Air Operator Certificate of Flying Group Luxembourg. The Bell 430 on the 22nd was on its way to Italy. The Piper on the 23rd arrived from Seppe is reportedly now based at Antwerp. The Stearman on the 24th departed to Brasschaat.			
OO-PCN	PC-12/47E	EAPC		<u>Credits: ASA Belgium vzw, Luchtzak.be forum.</u>			
PH-FJK	Ce525B	ASL		<u>Brussels</u>			
PH-MYX	Ce650	JetNetherlands	22				
22.D-CARO	Ce680+	Aerowest Flugcharter	26				
D-CHLR	EMB505	Atlas Air Service					
D-IADV	Ce551	MCH Holdings	2x				
F-GPJD	Beech E90	Arkata Aviation	tst				
LX-WJA	HA-420	Flying Group Luxembourg	26				
N430WH	Bell 430	Elicompany	f/v				
OO-ACC	Ce525A	Air Service Liège	23				
PH-FJK	Ce525B	ASL					
YU-FNR	Ce525	Eagle Express	23				
23.9A-JSD	Ce525A	Jung Sky	24				
N111PL	PA-30-160C	Relay Securities	f/v del				
OO-PCK	PC-12/47E	EAPC					
24.CS-DXT	Ce560XLS	NetJets Europe	25				
N777CH	E75 Stearman	H. Kempen	dep				
OO-ACC	Ce525A	Air Service Liège	25				
OO-GLM	Ce680	Air Service Liège					
OO-JOE	R44	J & G					
OO-PCK	PC-12/47E	EAPC					
OY-MLS	P68C	Bio Flight	tst				
YU-FNR	Ce525	Eagle Express	28				
01.8T-CC	C-130K	LuTSta		February 2019			
54+15	A400M	LTG62		arr ASFMED1			
F-GZTJ	B737-4S3(F)	ASL Airlines France		*GAF049			
G-TUMC	B737-8	TUI Airways		14 FPO45/44			
UR-CKL	An-12BK	Cavok Air		08 TOM835P/9003			
02.ZM415	Atlas C1	24/70sq		CVK7041/2			
D-IOHL	Ce525A	Excellent Air		arr			
OO-TNB	B737-8K5	TUI Belgium		dep JAF1111			
YU-PZM	Ce560XLS+	Air Pink					



This Adria Airways CRJ701ER is leased to Luxair and is mainly used to operate the route from Saarbrücken to Berlin Tegel in a partnership between Saarbrücken Airport and Luxair. S5-AAZ was caught on camera while it operated the regular Adria Airways Ljubljana to Brussels service. (Brussels, 11 March 2019, Paul Sanders)

03.258	Lj45	MATS	04 IRL258	13.TC-ENK	BAe125-900XP	Air Enka	arr
9K-GCC	B737-9BQER	Government of Kuwait	04 KUG037	14.15+02	A319-115X	FBS BMVg	GAF880
A40-AE	G550	Government of Oman	arr	678	G-V	352 MMYP	dep HAF352E
N767A	B767-2AXER	Saudi ARAMCO Aviation	05	MM62245	Falcon 900EX	93° Gruppo	IAM3101
OE-FAT	Ce510	GlobeAir	04 GAC84C/21G	V-11	G-IV	334sq	arr NAF11
04.605	A319-112	MH 59. Sz.D. R		01-0076	C-37A	76th AS	arr SPAR80
T.18-1/45-40	Falcon 900B	451 Esc	dep	07-7187	C-17A	437th AW	arr
4K-AZ100	Il-76TD-90	Silk Way Airlines	AZQ4181/2	4L-GAA	CL-850	Georgian Airways	TGZ1771
7T-VNC	Ce560XLS+	Star Aviation		A6-ETA	B777-3FXER	Etihad Airways	arr ETD57/8
D-BEKY	Falcon 2000LX	BASF		EC-MPE	B787-8	Air Europa	AEA1171/2
EI-HBA	CRJ1000	Hibernian Airlines	arr	EI-GEB	CRJ900	Air Nostrum	arr
OE-FHA	Ce510	GlobeAir	GAC238N/127P	F-GIXN	B737-4Y0(F)	ASL Airlines France	20 FPO45/34
05.01-0076	C-37A	76th AS	SPAR80	G-TUMD	B737-8	TUI Airways	20 TOM834P/9255
9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)		OM-BYB	Fokker 100	Government of Slovakia	SSG4A
CS-DXT	Ce560XLS	NetJets Europe	arr	15.ZE708	BAe146 C3	32(TR)sq	arr
CS-PHB	EMB505	NetJets Europe	06 NJE752U/250Y	99-0004	C-32A	1st AS	arr SAM051
D-BLUE	Falcon 2000LX	ACM Air Charter	07 BVR222	9H-AGU	A330-322	Hi Fly Malta (a/w)	arr
D-BOBI	Falcon 2000LX	BASF		D-CEFO	Ce560XLS+	Air Hamburg	
D-CDDD	Ce560XLS+	DC Aviation	DCS713	F-HIMA	P180	Investairs	
D-CSAG	EMB505	Sudzucker Reise Service		F-HMML	EMB505	Synair	
D-IAAT	EMB500	Arcus Air	arr	N408MC	B747-47UF	Atlas Air	GTI9101/0523
I-DBLR	CL-650	Sirio	SIO879	OE-FDN	SC-7	Pink Aviation Services	dep
N408MC	B747-47UF	Atlas Air	arr GTI543	OK-SLX	Ce560XL	Silesia Air	arr
N784AH	G650ER	Jet Aviation Flight Services	06	17.1257	Yak-40K	241.dlt	arr
TC-LAD	Ce560XLS	Turkish Flight Inspection		258	Lj45	MATS	arr
06.258	Lj45	MATS		102004	Tp102C	TSFE	arr
9H-ILA	CL-850	VistaJet Malta	arr	02-0203	C-40C	201st AS	21
9H-VCC	CL-350	VistaJet Malta	VJT425	05-4613	C-40C	73rd AS	19 SPAR15
D-BOBI	Falcon 2000LX	BASF		LX-JFS	PC-12/47E	JetFly Aviation	arr
D-FKAI	PC-12/47	Kaiser	dep	OH-TFA	EMB505	Tifomo	arr
EC-MKH	Global 6000	Gestair	07 GES61K	OM-BYB	Fokker 100	Government of Slovakia	18 SSG4B
HB-JIN	Falcon 900EX	Jet Aviation Business Jets	dep	PH-DIX	PC-12/45	Din-Air	
N476V	G650ER	Visa USA	dep	18.T.18-2/45-41	Falcon 900B	451 Esc	AME4544
N604GF	CL-604	TVPX ARS	08	19.3x	Alpha Jet E	EAC00.314	arr FAF6441, 6442, 6443
N1415N	G650ER	Gama Charters	07	54+07	A400M	LTG62	GAF051
OE-FNP	Ce510	GlobeAir	08 GAC669A/945D	135L-484	ERJ135BJ	352 MMYP	dep HAF352C
OE-FZC	Ce510	GlobeAir	07 GAC407G/336X	ZE708	BAe146 C3	32(TR)sq	arr KRF31
PH-DIX	PC-12/45	Din-Air		N408MC	B747-47UF	Atlas Air	GTI543
07.EC-LTF	Global 6000	Gestair	GES91F	20.17-0080	A400M	221 Filo	TUAF202
OE-GES	Ce560XLS+	Jet24		G-NEOS	A321-251NX	British Airways	f/v 21 BAW404/389
08.ZM415	Atlas C1	24/70sq		LX-PCA	PC-24	JetFly Aviation	21 JFA42B/72H
D-BERT	Falcon 2000LXS	Bertelsmann		OM-BYB	Fokker 100	Government of Slovakia	SSG4
D-CARO	Ce680+	Aerowest	dep	21.17-0080	A400M	221 Filo	TUAF202
F-HMML	EMB505	Synair	arr	CS-DXX	Ce560XLS	NetJets Europe	
09.CS-DXH	Ce560XLS	NetJets Europe	arr	CS-LAU	Ce680A	NetJets Europe	22 NJE487B/508H
10.N408MC	B747-47UF	Atlas Air	dep GTI8608	CS-PHB	EMB505	NetJets Europe	NJE911F/491W
11.5105	CL-601-3A	241.dlt	arr	CS-PHM	EMB505	NetJets Europe	22 NJE165M/526M
T.18-1/45-40	Falcon 900B	451 Esc	dep	D-CKHG	Ce560XLS	Windrose Air	dep
102005	Tp102D	TSFE	SVF647	F-HLRX	Falcon 2000S	Michelin Air Services	
ZE708	BAe146 C3	32(TR)sq	arr	HB-JIN	Falcon 900EX	Jet Aviation Business Jets	dep
73-1676	E-4B-BN	1st ACCS	14 GRIM11	M-INTY	G280	Hampshire Aviation	22
D-IPCH	Ce525A	Jetkontor	dep	OE-HGP	G280	Alpine FlightService	FSE1C
F-HMML	EMB505	Synair	arr	SE-RLX	BAe125-800XP	Grafair Flight Management	22
G-XJCI	Ce550 Bravo	Xclusive Jet Charter	arr XJC407	22.54+07	A400M	LTG62	
HB-JSK	Global 6000	ExecuJet Europe		D-CQQQ	Ce560XLS+	DC Aviation	DCS709
OM-BYC	Fokker 100	Government of Slovakia	12 SSG4B	F-HOLY	AW109SP	Skycom Helicopteres	
12.78/XE	TBM-700A	CEAM	arr CTM32	LX-JFS	PC-12/47E	JetFly Aviation	arr



French Alpha Jets have recently started flying to Brussels but most times there is no tie-up to the call sign and the aircraft. Steven Picalausa was at Brussels Airport on 27 February 2019 when this Alpha Jet E arrived at the airport. E171/705-RZ is being operated by EAC00.314.

9H-VJD	Global 6000	VistaJet Malta	VJT744	EC-MHZ	G650	Gestair	arr
G-EUPJ	A319-131	British Airw. (BEA c/s)	f/v BAW392/3	F-GCGA	Beech C90	Aelia Assuarnces	arr
N802AG	G550	Altria Client Services	arr	HB-JSG	CL-605	Robert Bosch	
PH-TFP	B737-8	TUI Netherlands	dep TFL64	I-PBRA	Falcon 50EX	Sirio	14 SIO505
XA-GNI	Falcon 7X	Transportes Aereos Mexiquenses	13	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
10.081/F-RAJB	A340-211	ET03.060	CTM1012	N142QS	Global 6000	NetJets	14
97-01944	C-37A	USAPAT	arr	N767A	B767-2AXER	Saudi ARAMCO Aviation	arr
04-01778	C-37B	USAPAT	11	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	dep
9H-VCM	CL-350	VistaJet Malta	11 VJT457	OK-PPP	Beech 400XTi	Time Air	
EI-NEU	B787-9	Neos		OM-GEX	B737-8AS	AirExplore	14 JAF3052/1751
LX-JFB	PC-12/47E	Jetfly Aviation	11 JFA97C/ -	OO-SFK	A330-343E	Eurowings	del
LX-SEB	Ce525B	Jetfly Aviation	JFA83C/32D	TC-GAP	G450	Government of Turkey	15
N284SE	G280	Flying Group	dep	YL-LCS	A320-214	SmartLynx (a/w)	14 JAF2052/1021
OE-FCB	Ce510	GlobeAir	11 GAC832L/544E	14.T-784	Ce560XL	LTDB	arr SUI009
OO-GEE	PC-12/47E	Blue Sky Aviation		I-NEOT	B737-86N	Neos	15 JAF751F/1751
VQ-BFD	Falcon 8X	Squadron Aviation Services	11	OM-BYB	Fokker 100	Government of Slovakia	15 SSG4
VQ-BHA	Falcon 7X	Squadron Aviation Services	12	OM-GEX	B737-8AS	AirExplore	JAF1752/AXE991P
11.1257	Yak-40K	241.dlt	arr	OY-LGI	Global 6000	ExecuJet Scandinavia	15 VMP933
14+04	Global 5000	FBS BMVg	arr	SP-LSD	B787-9	LOT	LOT233/4
T.18-5/45-44	Falcon 900B	451 Esc	arr	15.9H-SUN	A340-312	Hi Fly Malta (a/w)	SZN2000/HFM431P
102004	Tp102C	TSFE	arr	CS-DLE	Falcon 2000EX	NetJets Europe	16 NJE956M/170D
9H-CGH	Falcon 50EX	Elit'Avia Malta	dep	EZ-B023	CL-605	Gov'ment of Turkmenistan	TUG3325
9H-SOL	A340-313X	Hi Fly Malta (a/w)	21 HFY511P/634	F-GLNH	Beech 1900D	Twin Jet	
D-AVIB	ERJ135BJ	Air Hamburg	dep	I-NEOT	B737-86N	Neos	JAF1752/752F
D-BONN	Falcon 2000LX	Jet Aviation Deutschland		I-WALK	Ce680	C.G.R.	
D-CAHO	Ce560XLS+	Air Hamburg		LX-WEB	Ce525B	Jetfly Aviation	JFA46G/42B
D-CQAJ	Lj35A	Quick Air		LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
EC-LTF	Global 6000	TAG Aviation España	12 GES91F	OM-MAX	B737-8	TUI Belgium	arr JAF9902
EC-LYK	G650	Gestair	GES41L	OO-TMA	B737-8	TUI Belgium	arr JAF9904
HB-IGU	Falcon 2000LX	CAT Aviation		SP-MRF	B767-281(F)	SkyTaxi	17 IGA822/3
N585D	CL-300	Du Pont Aviation	arr	16.CS-CHG	CL-350	NetJets Europe	NJE716Q/203Y
N940TT	G550	Falcon Flying Operations	13	CS-LTG	Ce680A	NetJets Europe	
OE-FXM	Ce525A	Speedwings	arr	EC-MXJ	A320-214	Gowair Vacation Airl.	JAF551F/1551
OM-BYK	A319-115X	Government of Slovakia	SSG4	OK-TAV	PA-42-720	Air Bohemia	
OO-TMB	B737-8	TUI Belgium	arr JAF456	OM-GEX	B737-8AS	AirExplore	17 AXE992P/JAF1751
OY-CKK	Falcon 2000LXS	Air Alsie		YU-PNK	Ce560XLS+	Air Pink	
OY-RAB	Falcon 7X	Air Alsie	arr	17.15003	CC-150	437sq	dep CFC3153
S5-AAZ	CRJ701ER	Luxair	f/v ADR376/7	T.18-2/45-41	Falcon 900B	451 Esc	18
SP-TVZ	B737-8BK	Smartwings	TVS4350/435F	CS-DFG	Falcon 2000EX	NetJets Europe	18 NJE575P/087R
VP-BAS	Falcon 7X	Squadron Aviation Services		CS-LAU	Ce680A	NetJets Europe	18 NJE206Q/424B
12.OO-TMY	B737-8	TUI Belgium	arr JAF320	D-IAHG	Ce525	Spree Flug	18
S5-AAZ	CRJ701ER	Luxair	ADR376/7	LX-WEB	Ce525B	Jetfly Aviation	19 JFA43C/12K
VP-BAS	Falcon 7X	Squadron Aviation Services		LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
13.T-784	Ce560XL	LTDB		OM-BYB	Fokker 100	Government of Slovakia	18 SSG4
9H-CGH	Falcon 50EX	Elit'Avia Malta	dep	OM-GEX	B737-8AS	AirExplore	JAF1752/2501
9K-GEA	A319-115X	Gov'ment of Kuwait	14 KUG051T/051	18.1257	Yak-40K	241.dlt	
CS-LTG	Ce680A	NetJets Europe	dep	4/F-RAFQ	Falcon 900	ET00.065	CTM007
CS-LTJ	Ce680A	NetJets Europe	arr	14+04	Global 5000	FBS BMVg	arr
D-AVIB	ERJ135BJ	Air Hamburg	arr	678	G-V	352 MMYP	
D-CEFO	Ce560XLS+	Air Hamburg		018	C295M	8.BLTr (13.el)	
D-IMAH	Ce525A	Mahle	dep	ZE700	BAe146 CC2	32(TR)sq	dep

CS-LTH	Ce680A	NetJets Europe	NJE185Q/265K	OM-GEX	B737-8AS	AirExplore	JAF580P/2581
CS-TQY	A340-313X	Hi Fly (a/w)	19 HFY611P/633	25. 9H-SOL	A340-313X	Hi Fly Malta (a/w)	26 HFY634/3
D-CASH	EMB505	Air Hamburg	AHO268S	D-CUGF	Ce525B	Stuttgarter Flugdienst	26 FFD525
D-CJPG	Lj35A	Quick Air Jet Charter	dep	F-HERE	Ce510	Astonjet	ASJ15
F-HMAU	EMB500	Lei Moa		G-SAJB	ERJ135ER	Loganair	LOG542/3
LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT235/6	OM-GEX	B737-8AS	AirExplore	JAF2582/1021
LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4	OM-GEX	B737-8AS	AirExplore	JAF1022/1301
N207R	CL-605	Pixie, Casper, Tigger	arr	OM-GEX	B737-8AS	AirExplore	26 JAF1302/1751
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		PH-TXA	Ce510	JetNetherlands	
OM-BYA	A319-115X	Government of Slovakia	19 SSG1	SP-LRA	B787-8	LOT	LOT235/6
OM-GEX	B737-8AS	AirExplore	JAF2502/1751	26.03	C-17A	HAW	29
OM-GEX	B737-8AS	AirExplore	19 JAF1752/1	9H-AMY	CL-850	Air X Charter	
OY-JTS	B737-7K2	Jet Time	SAS4743/4	D-BOBI	Falcon 2000LX	BASF	
19. HA-LKG	B737-8CX	Smartwings	f/v CSA630/1	D-CJPG	Lj35A	Quick Air	
OE-FBD	Ce510	GlobeAir	20 GAC545V/545W	D-IRUP	Ce551	R+P Flugcharter	
OK-VAN	EMB500	Aerotaxi	arr	EC-LNH	A330-243	Wamos Air	JAF160P/161
OM-GEX	B737-8AS	AirExplore	20 JAF1752/1	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
PH-TFF	B737-86N	TUI Netherlands	21 TFL65F/68F	N420PD	Falcon 900EX	PPD Development	dep
XA-TZF	CL-604	Aero Tomza	arr	N917XA	B737-86J	Smartwings	f/v CSA636/7
YL-LCU	A320-214	SmartLynx (a/w)	20 JAF320P/1665	OM-GEX	B737-8AS	AirExplore	27 JAF1752/1711
20.605	A319-112	MH 59. Sz.D. R		OY-JTS	B737-7K2	Jet Time	SAS597/2590
025	C295M	8.BLTr (13.el)	dep	PH-TXA	Ce510	JetNetherlands	27
9H-ILB	CL-850	VistaJet Malta	dep	SP-KPR	Saab 340A/QC	SprintAir	dep
9H-ILB	CL-850	VistaJet Malta	arr	27. 9H-AMY	CL-850	Air X Charter	arr
9H-YOU	CL-850	Air X Charter	dep	9H-VJM	Global 6000	VistaJet Malta	28 VJT857
D-CWAY	Lj55	MHS Helicopter-Flugservice		EC-LNH	A330-243	Wamos Air	28 JAF162/5
D-IAHG	Ce525	Spree Flug	21	F-HGIM	Ce680A	Airailles	
LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4	F-HIMA	P180	Investairs	



Swift Air Boeing 737 N277EA has been leased to SmartWings for the summer slightly earlier than planned due to the 737 Max problems. This resulted in the aircraft operating services for SmartWings in full Swift Air colours. SmartWings stickers were applied a few days later. (Brussels, 29 March 2019, Yves Deliens)

N272BG	G550	Contrail Aviation	arr	LX-JFQ	PC-12/47	Jetfly Aviation	
N919NE	Falcon 7X	Planet Nine Private Air	22	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT235/6
OM-GEX	B737-8AS	AirExplore	21 JAF1752/1	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
SP-ENT	B737-8AS	Enter Air	21 ENT520P/554	M-INTY	G280	Hampshire Aviation	
UR-ABA	A319-115X	Gov'tment of Ukraine	21 UKN1115/6	N148QS	Global 6000	NetJets	28
YL-LCU	A320-214	SmartLynx (a/w)	21 JAF1666/321P	OE-GDP	EMB505	Speedwings	SPG262
YR-IGP	ERJ135BJ	Toyo Aviation	arr	OE-LLG	ERJ135BJ	MJet	28 MJF590
21.2801	A319-115X	241.sdl	arr CEF02	OM-GEX	B737-8AS	AirExplore	28 JAF1752/1
258	Lj45	MATS	arr IRL258	28. CS-TQY	A340-313X	Hi Fly (a/w)	29 HFY630/651P
07 Blue	C-27J	Transporto Esk	arr LYF276	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT235/6
05-4613	C-40C	73rd AS	24	OM-GEX	B737-8AS	AirExplore	29 JAF1752/1111
9A-CRO	CL-604	Government of Croatia	arr	29. 9H-SOL	A340-313X	Hi Fly Malta (a/w)	31 HFY633/521P
CS-TQY	A340-313X	Hi Fly (a/w)	24 HFY633/630	EC-LNH	A330-243	Wamos Air	JAF166/163P
OK-REQ	A319-112	Eurowings	LGW2160/1	G550	G550	King Power International	dep
OM-BYB	Fokker 100	Government of Slovakia	22 SSG2	N277EA	B737-8CX	Swift Air	f/v CSA630/1
OM-GEX	B737-8AS	AirExplore	22 JAF1752/1	OM-GEX	B737-8AS	AirExplore	JAF1112/1753
SP-LRA	B787-8	LOT	LOT233/4	OM-GEX	B737-8AS	AirExplore	30 JAF1754/1
22. CS-CHH	CL-350	NetJets Europe	NJE7W/511M	30. EI-GEC	CRJ900	CityJet (a/w)	arr
D-AHOI	ERJ135BJ	Air Hamburg	AHO696T	EI-RJO	BAe146-RJ85	CityJet	31 BCY62P/BEL2257
D-IAHG	Ce525	Spree Flug	23	OM-GEX	B737-8AS	AirExplore	31 JAF1752/752P
EC-LZO	B767-35DER	Privilege Style	23 JAF101P/1013	YL-LCT	A320-214	TUI Belgium (a/w)	31 JAF1014/1751
OM-GEX	B737-8AS	AirExplore	23 JAF1752/1111	31. LX-JFS	PC-12/47E	Jetfly Aviation	
SP-LRA	B787-8	LOT	LOT235/6	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT235/6
23. EC-LZO	B767-35DER	Privilege Style	24 JAF1014/102P	LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4
OM-GEX	B737-8AS	AirExplore	JAF1112/1551	OK-NEN	A319-112	Eurowings	BEL9906/2823
24. D-IAHG	Ce525	Spree Flug		OO-SFB	A330-342E	Eurowings	BEL9902/0551
LY-GTW	B737-4Q8	GetJet Airlines (a/w)	LOT233/4	YL-LCU	A320-214	SmartLynx (a/w)	JAF250P/2501



Also operating for SmartWings this summer is Boeing 737 N917XA. This aircraft did have SmartWings stickers attached prior arriving in Europe. (Brussels, 27 March 2019, Paul Sanders)

On the 1st a new Boeing 737 for TUI UK departed on delivery. The Neos Dreamliner on the 2nd departed to Pointe-à-Pitre airport. On that same day future OE-IBO was delivered to ASL Airlines Belgium. The LEVEL Airbus on the 4th was a maintenance visitor. On the 5th another Boeing 737 Max for TUI Airways arriving for maintenance before entering into service. The Brussels Airlines Airbus on the 6th departed to the US for an appointment with the scrapman. The Neos Dreamliner visited again on the 10th. Following the ban of the Boeing 737 Max by the EU, TUI Belgium ferried its four aircraft to Brussels on three dates. The first was ferried from Charlerois on the 11th and the second was ferried from Ostend on the 12th. The other two were ferried to Brussels on the 15th. From the 13th GetJet operated flights for LOT on a regular basis till the end of the month. On that same day AirExplore started operating for TUI Belgium. The Eurowings Airbus on the 13th had departed Brussels for Malta on 1 December 2018. It arrived back in Eurowings colours and operated its first service for Brussels Airlines on the 16th. The aircraft finally departed to Dusseldorf on 1 April 2019. The SmartLynx Airbus on the 13th operated for TUI Belgium till 1 April 2019. On the 19th another SmartLynx aircraft arrived on lease to TUI Belgium. Loganair replaced the now defunct airline flyBMI on the route to Newcastle from the 25th. The Canadairjet on the 30th positioned in from Newcastle on lease to Brussels Airlines after having being painted all white. On that same day a BAe146 operated by CityJet positioned in on a short term lease to Brussels Airlines. The AirExplore on that day departed the next day already with TUI decals attached prior its summer lease to TUI Belgium. The SmartLynx Airbus on the 30 arrived for summerlease to TUI Belgium. The month

ended with the arrival of a CSA Airbus, on lease to Eurowings for summerlease to Brussels Airlines.

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

Kleine Brogel

				March 2019
01.FA72	F-16AM	2w		dep
FA83	F-16AM	2w		dep
FA97	F-16AM	2w		dep
FA109	F-16AM	2w		dep
FA117	F-16AM	2w		dep
FA129	F-16AM	2w		dep
ST42	SF260D		CC Air (grey c/s)	*
L-12	PC-7		131EMVOsq	*
06.LX-N90446	E-3A		NAEW&CF	*
08.CD01	Falcon 900B	21sq		*
CH04	C-130H	20sq		*
11.CH09	C-130H	20sq		*
12.CH09	C-130H	20sq		*
15.FA68	F-16AM	2w		*
19.RS05	Seaking Mk48	40sq (special c/s)		*
ST45	SF260D		CC Air	*
22.CH11	C-130H	20sq		*
25.CH11	C-130H	20sq		*
26.ST24	SF260M+		CC Air	*
ST42	SF260D		CC Air (grey c/s)	*
ST44	SF260D		CC Air (grey c/s)	*

On 19 March Seaking RS05 made the very last visit of the type to Kleine Brogel, as the Seaking was officially retired two days later on 21 March.

Credits: Toon Cox, Quinn Loots.



Registration OO-HSA was already reserved for Heli Service Belgium on 7 December 2017 but it was officially added to the Belgian register on 30 January 2019. The AS355N was used for aerial camera work during a cycling race when it was photographed. Attached was a cineflex camera with VRT cameraman Dirk Vandeneede also on board. (Koksijde, 28 March 2019, Wim Houquet)

Koksijde

March 2019			
04.FB15	F-16BM	10w/OCU	*
05.FA116	F-16AM	10w (spec mks)	*
H38	A109BA	17sq/1w	*
E7/705-TU	Alpha Jet E	EAC00.314	*
E163/705-RB	Alpha Jet E	EAC00.314	*
07.FB15	F-16BM	10w/OCU	*
ST42	SF260D	CC Air	*
08.ST30	SF260M+	CC Air	*
ST41	SF260D	CC Air	*
ST42	SF260D	CC Air	*
D-101	CH-47D	298sq	*
D-664	CH-47D	298sq	*
Q-05	AH-64DN	301sq	*
Q-09	AH-64DN	301sq	*
Q-14	AH-64DN	301sq	*
11.CH09	C-130H	20sq	*
12.FA107	F-16AM	10w	*
FA127	F-16AM	10w	*
H24	A109BA	17sq/1w (spec mks)	*
H26	A109BA	17sq/1w	*
13.FA107	F-16AM	10w	*
FA127	F-16AM	10w	*
18.FA127	F-16AM	10w	*
ST45	SF260D	CC Air	*
ST46	SF260D	CC Air	*
19.89+70	Seaking Mk.41	MFG5	22
066	Seaking Mk.43B	330skv	22
20.ST41	SF260D	CC Air	*
ST45	SF260D	CC Air	*
21.FA114	F-16AM	10w	*
FA119	F-16AM	10w	*
FB17	F-16BM	10w/OCU	*
H22	A109BA	17sq/1w	*
ST31	SF260M+	CC Air (Red Devils c/s)	*
ST44	SF260D	CC Air	*
ST46	SF260D	CC Air	22
26.FB17	F-16BM	10w/OCU	*
H27	A109BA	17sq/1w	*
27.FA114	F-16AM	10w	*2x
FA119	F-16AM	10w	*2x
ST46	SF260D	CC Air	*
OO-HSA	AS355N	Heli Service Belgium	28
28.FA119	F-16AM	10w	*
FA123	F-16AM	10w	*
FB24	F-16BM	10w/OCU (spec mks)	*
H46	A109BA	17sq/1w	*
RN07	NH90-TTH	18sq/1w	*

OO-HSA AS355N Heli Service Belgium

The civilian helicopter on the 27th and 28th was at the base for fuel in relation to the '3-daagse van De Panne-Brugge' cycling event. The 'Three-Day Bruges-De Panne' is a three-day cycling race that is held annually in the far west of Flanders.

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

Liège

February 2019

22.N441PC	Lj35A	REVA	arr
27.4X-ICD	B747-4EVERF	Cargo Air Lines	f/v 28 ICL991/06

The above mentioned jumbo is former B-2421. The aircraft is still in basic Jade Cargo International colours.

March 2019

01.4K-AZ100	Il-76TD-90	Silk Way Airlines	02 AZQ4161/-
02.UR-82073	An-124-100	Ant. Des. Bur.	03 ADB530F/5030
UR-CGW	An-12BP	Ukraine Air Alliance	arr UKL4029
03.N441PC	Lj35A	REVA	dep *
05.PH-CGN	Do228-212	Kustwacht	
08.A6-GGP	B747-412F	Government of Dubai	09 DUB8
A7-BGB	B747-8F	Qatar Airways	QTR8261/2
09.D-CGAA	Ce560XLS+	Air Hamburg	
UR-82027	An-124-100	Ant. Des. Bur.	arr
11.CS-TRJ	A321-231	Belgian Air Force	BAF633
EI-GHZ	Ce208B	Grob Power Service	arr
N744CK	B747-446(F)	Kalitta Air	CMB166
OO-MMT	Ce560XLS	Air Service Liège	
OO-PRM	Ce510	Air Service Liège	
PH-CJM	Ce680	ASL	
PH-JFS	PC-12/45	Eurofilters Holding	
13.F-HBMR	Ce550	Valljet	
N97DQ	Global Express	Egret Management	arr
UR-CNT	An-12BK	Cargo Air Chartering	dep UKL5054
14.ES-NSA	Saab 340B	NyxAir	arr
LX-JFS	PC-12/47E	Jetfly Aviation	
N94924	G550	Executive Jet Management	arr
OO-HHO	Falcon 8X	Luxaviation Belgium	AAB168
PH-DAM	P180	JetNetherlands	
TC-RMK	Falcon 8X	Setair	16 KOC01
17.D-CHIC	EMB505	Air Hamburg	18 AHO218M/286K
18.F-HDBL	PC-12/47E	B & L-R	
F-HJSB	Ce525 (M2)	Ixair	19
21.A6-GGP	B747-412F	Government of Dubai	DUB8
22.D-ABQQ	DHC-8-402	Eurowings	div EWG2160/5FH



The 40sq Seaking farewell event brought some foreign visitors to Koksijde Airbase. Norwegian Sea King Mk43B 066 was one of them. It participated in a formation flight on the same day when this photo was taken (see Scramble #479, page61). The Westland Sea King is being operated by 330 skv. (Koksijde, 20 March 2019, Nik Deblauwe)



Line number 76-05 was delivered to the Soviet Air Force on 31 August 1990 as CCCP-78831. The markings of the Ilyushin IL-76MD were changed in mid 1994 to RA-78831. It is being operated by the 224th Flight Unit. (Ostend, 5 March 2019, Patrick Vercauteren)

25. PH-DWS	ERJ135LR	Air Charters Europe	JNL192	VQ-BAW	B737-8MA	Pobeda	PBD903/904
26. A7-BGB	B747-8F	Qatar Airways	QTR8261/2	24. D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
CS-DLF	Falcon 2000EX	NetJets Europe	27	D-INCS	Ce525	Jetkontor	JKH321
CS-LTF	Ce680A	NetJets Europe	NJE3VJ/109M	M-CLAB	CL-300	Shamrock Trading	26
D-CKJE	EMB505	Air Hamburg	dep	OK-GRX	Global 6000	Éclair Aviation	ECC701/702
N194ER	Ce510	Blue Sky Aviation		UR-CAJ	An-12BK	Ukraine Air Alliance	UKL5083/4
27. CS-PHE	EMB505	NetJets Europe	NJE4EB/494U	UR-CGV	An-12BP	Ukraine Air Alliance	25 UKL5085/6
D-IBBS	Ce525A	Atlas Air Service		25. G-JOTE	BAe146-300QT	JOTA Aviation	ENZ380
31. OO-ACE	B747-412(F)	ACE Belgium Freighters	f/n	HB-TEN	Ce208B	Swiss Flight Services	SFS92/

Most visitors on the 14th are related to the TEFAF at Maastricht. The Dash-8 on the 22nd was a Brussels diversion. The jumbo on the 31st is former 4X-ICC. We believe this was also the first day it was noted with its Belgian registration.

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

Ostend-Bruges

				March 2019			
01. SE-MHU	Beech 1900C-1	H-Bird Aviation	02 ETI827/1Y	UR-CAJ	B747-409F	Aerotrans Cargo	27 ATG2260/1
02. M-CLAB	CL-300	Shamrock Trading	10	UR-CAJ	An-12BK	Ukraine Air Alliance	27 UKL5085/72
03. RA-78831	IL-76MD	224th Flight Unit	06 TTF9077/8	UR-CGW	An-12BP	Ukraine Air Alliance	27 UKL5069/70
04. OO-JAX	B737-8K5	TUI Belgium	tst JAF366	VP-BQH	B737-8MC	Pobeda	f/v PBD903/904
OO-TNB	B737-8K5	TUI Belgium	f/v tst JAF365	27. UR-CQD	An-26B	Vulkan Air	arr VKA103
05. PH-BGX	B737-7K2	KLM	tst KLM9865/6	28. D-IPCG	Ce425	PGS Holding	
06. N758CC	CL-604	CTB		M-CLAB	CL-300	Shamrock Trading	01
SP-EMA	PC-12/45	Enter Air Executive Services		OO-JWB	PC-12/47E	NextGen Partners	29
07. N979TX	Ce525 (M2)	Textron Aviation		UR-CQE	An-26B	Vulkan Air	30 VKA143/192
VP-BQG	B737-8MC	Pobeda	f/v PBD903/904	29. OO-CFW	PC-12/47E	NextGen Partners	01
08. D-CAMB	Lj31A	Jetcall	JCL4	OO-JWB	PC-12/47E	NextGen Partners	
N979TX	Ce525 (M2)	Textron Aviation		UR-CNT	An-12BK	Ukraine Air Alliance	UKL5075/55
09. VQ-BWH	B737-8LJ	Pobeda	f/v PBD903/904	30. VQ-BTG	B737-8FZ	Pobeda	PBD903/904
11. VQ-BSO	Falcon 7X	Shell Aviation	tst SHE45X	<u>EgyptAir Cargo:</u>			
OE-FGC	Ce525 (M2)	Fly Tirol	FTY600/601	SU-GAS	05, 17, 19, 24, 29, 31		
12. ER-BAM	B747-409F	Aerotrans Cargo	13 ATG2282/3	SU-GCE	14, 16, 29		
OO-TMY	B737-8	TUI Belgium	dep JAF320	SU-GCJ	03, 07/08, 11, 12, 15, 21, 26		
VP-BQJ	B737-8MC	Pobeda	f/v PBD903/904	<u>TUI Belgium:</u>			
13. D-ISUN	Ce525A	Excellent Air	14	OO-JAA	12-31 daily	OO-JEB	01-11, 13, 15-19 daily
OO-CFW	PC-12/47E	NextGen Aviation	dep	OO-JAO	12/13	OO-JVA	19-31 daily
14. M-CLAB	CL-300	Shamrock Trading		OO-JAX	04	OO-MAX	01-07 daily
OO-CFW	PC-12/47E	NextGen Partners		OO-JBG	12	OO-TMY	07-12 daily
VQ-BTH	B737-8LJ	Pobeda	f/v PBD903/904	The Russia Air Force Ilyushin on the 3rd was parked at the airport during a state visit of Dmitry Medvedev to Luxembourg. Pobeda opened a new regular Moscow Vnukovo – Bruges (Ostend) flight on 7 March 2019 and will be operated three times a week. The Voyageur Airways Canadairjet on the 22nd carries UN titles and was on its way to Sudan. On the 25th a Dutch police helicopter passed through Ostend on its way to the UK for modifications. The Ukraine Air Alliance Antonov 12 invasion at the end of March was part of an first aid transport towards Mozambique, on behalf of the Red Cross.			
16. F-HTTO	Global 5000	Flying Group	2x	<u>Credits:</u> Replo.be. Nik Deblauwe, Andre Deblauwe.			
VP-BPV	B737-8AL	Pobeda	f/v PBD903/904				
18. D-ISSS	Ce510	Alfred Kaut					
EC-GPS	SA227AC	Flightline	FTL811A/812A				
F-HMAU	EMB500	Lei Moa					
OE-FGC	Ce525M2	Fly Tirol	FTY600/601				
19. N310TK	G550	Alltech					
VP-BQE	B737-8MC	Pobeda	f/v PBD903/904				
21. VP-BPT	B737-8AL	Pobeda	f/v PBD903/904				
22. C-GIXR	CRJ200LR	Voyageur Airways	23 VAL200				
OM-OIG	BAe125-800XP	VR Jet	VPA815				
23. UR-CNT	An-12BK	Ukraine Air Alliance	24 UKL4096/5082				

Paramaribo-Zanderij 2019

Part 1



This Boeing 737 was the second new fleet addition for Surinam Airways. Although delivered in late December 2018 PZ-TCT operated its first service on 3 February 2019 as SLM729 due to a lengthy certification process. (Paramaribo, 10 January 2019, Andrew Muller)

Johan Adolf Pengel (Paramaribo, Surinam)

		January 2019	
01. 9H-VFJ	CL-605	VistaJet Malta	dep <u>VJT516</u>
02. PZ-HDF	R44	Pegasus Air Services	
03. PZ-TSC	Ce206	Blue Wing (a/w)	
07. 11-3097	C-146A	524th SOS	Magma88
08. PZ-TBN	DHC-6-310	Gum Air	
09. EC-KXN	B747-4H6	Wamos Air	<u>SLM993/4</u>
PZ-HGA	R44	Pegasus Air Services	
YV2486	Falcon 900EX	Petróleos de Venezuela	
10. PZ-TBS	Ce208B	Gum Air	
YV2734	Lj45XR	Petróleos de Venezuela	
11. EC-MTU	A330-223	Wamos Air	<u>SLM993/4</u>
F-OPCD	AS350B3	Helicojyp	
13. EC-MTT	A330-223	Wamos Air	<u>SLM993/4</u>
14. F-GIJQ	AS350BA	Helicojyp	
15. N745KD	Lj45XR	SOL Petroleum - ITC-CS	16
16. EC-MTT	A330-223	Wamos Air	<u>SLM993/4</u>
18. EC-MTT	A330-223	Wamos Air	<u>SLM993/4</u>
19. PZ-TBS	Ce208B	Gum Air	
YV2887	Beech 95		20
20. EC-MTT	A330-223	Wamos Air	<u>SLM993/4</u>
21. 141/62-IO	CN235M-200	ET01.062	CTM1185
F-OPCD	AS350B3	Helicojyp	
22. F-GIJQ	AS350BA	Helicojyp	
PZ-TBN	DHC-6-310	Gum Air	
23. EC-MUA	B777-212ER	Privilege Style	<u>SLM993/4</u>
PZ-TBG	Ce206	Gum Air	
24. 8R-GHR	Ce208	Trans Guyana Airways	
F-GZSD	AS350B1	Helicojyp	
F-OPCD	AS350B3	Helicojyp	
XA-UFU	EC145	Pegaso / Vortex Aviation	
25. EC-MUA	B777-212ER	Privilege Style	<u>SLM993/4</u>
27. EC-MUA	B777-212ER	Privilege Style	<u>SLM993/4</u>
PZ-TBY	DHC-6-310	Gum Air	
30. EC-MUA	B777-212ER	Privilege Style	<u>SLM993/4</u>
31. N8485B	Bell 505		
PZ-TBN	DHC-6-310	Gum Air	

Amerijet International:

N316CM 11 N319CM 04, 18, 26

Caribbean Airlines:

9Y-GEO 03, 08, 15, 17 9Y-KIN 05
 9Y-JMD 26, 31 9Y-POS 19
 9Y-JME 24, 29 9Y-SXM 10, 12
 9Y-JMF 22

GOL:

PR-GGK 16 PR-GTM 12
 PR-GGM 09 PR-GTQ 19
 PR-GIG 23 PR-GUJ 02
 PR-GON 31 PR-GUL 26
 PR-GTJ 05

Northern Air Cargo:

N379CX 08, 15, 23

StratAir:

N351CM 22, 30

TUI:

PH-TFK 07, 14 PH-TFM 21
 PH-TFL 28

FlyAllways used B737 OM-KEX the whole month for their scheduled services in full colours. B737 PH-CDH could be seen from the 1st to the 3rd for SLM and on the 4th for Insel Air in Cordendon colours with additional DiviDivi titels. From the 9th Wamos and Privilege Style operated for SLM as their sole A340 went into maintenance. Best day was the 24th, the Mexican chopper departed to local airfield Zorg en Hoop after a short stop and will be based there. The beautifully coloured Cessna came for a quick cargo run from Eugene Correia airport, Guyana. The Bell on the 31st was on it's way to Brasil.

February 2019

08. YV2887	Beech 95		09
09. PZ-TBT	Ce208B	Gum Air	
11. F-GIJQ	AS350BA	Helicojyp	
N651LS	CL-604	Ls Energia	
12. 141/62-IO	CN235M-200	ET01.062	
19. N745KD	Lj45XR	SOL Petroleum - ITC-CS	20
PZ-TBG	Ce206	Gum Air	
20. PZ-HDF	R44	Pegasus Air Services	
21. PZ-TBN	DHC-6-310	Gum Air	
PZ-TBS	Ce208B	Gum Air	
23. F-OPCD	AS350B3	Helicojyp	
24. HI955	Ce560XLS	Helidosa	
PT-YCX	Bell 206L4	Dn-Part. E Admin. De Im. Prop. E. 25	
PZ-TBS	Ce208B	Gum Air	
25. F-GIJQ	AS350BA	Helicojyp	
26. PZ-TBY	DHC-6-310	Gum Air	
27. PZ-HGA	R44	Pegasus Air Services	

ABX Air:

N767AX 12, 19, 26

Amerijet International:

N316CM 01 N396CM 08, 22
 N347CM 15

Caribbean Airlines:

9Y-GEO 19 9Y-KIN 28
 9Y-JMC 16 9Y-MBJ 26
 9Y-JMD 02, 07, 12 9Y-POS 05
 9Y-JMF 21, 23 9Y-SXM 09, 14

GOL:

PR-GEI 27 PR-GOW 13
 PR-GGJ 02 PR-GTV 16
 PR-GGM 23 PR-VBU 09
 PR-GIH 06 PR-VBX 20

StratAir:

N351CM 06, 13, 19, 26



This Sikorsky S-76B entered service with the US Department of Justice in 2009 registered as N476CA. Its registration was amended to N159CM in 2011. From August 2012 onwards the helicopter has been in service with the US Department of Homeland Security. It was photographed from the Titanic Memorial in Washington DC by Erwin Moedersheim on 11 April 2019 using callsign "Omaha 1".



JA323N is an AgustaWestland AW109E Power. Since February 2009 it is being operated by the Saitama Prefectural Police. Saitama Prefecture is a prefecture of Japan located in the Kantō region. The capital is the city of Saitama. This prefecture is part of the Greater Tokyo Area and most of Saitama's cities can be described as suburbs of Tokyo. (Iruma, 5 April 2019, Leonard van Teeffelen)



Next month a trip report to Central America is planned to be published. Jet Ranger X N859LC was logged at Huntsville (TX) in late December 2018. Early 2019 the Bell 505 was flown to Honduras and seems to be based at Tegucigalpa - Toncontin where it was photographed by Raymond van Dijkhuizen on 21 February 2019.

Military Movements Elsewhere



The low level flying area in Nevada features various stunning images of USAF, US Navy and US Marines fighters are most known to the general public. Keith Meachem visited the Death Valley area on 30 April 2019 and saw this Edwards 418th Flight Test Squadron C-17A 03-3121 passing through the Sidewinder Trail.

Germany

Geilenkirchen				March 2019	D-ANSK	CRJ200LR	Global Reach Av.	TAY511
01.84-00165	C-12U-3	E/1-214th AVN	* Duke89	OO-TNO	B737-49R	ASL Airlines	TAY502	
05.62-3544	KC-135R	141st ARS NJ ANG	RCH236	26.S-454	AS532U2	300sq	* NAF300	
63-8040	KC-135R	141st ARS NJ ANG	08 RCH188/190	D-ANSK	CRJ200LR	Global Reach Av.	TAY5016/5015	
D-HEGM	AS332L	Bundespolizei	* BPO17	OO-TNO	B737-49R	ASL Airlines	TAY5077/78	
D-HYAO	EC145	ADAC	DHYAO	27.D-HLTH	EC155B	Bundespolizei	* BPO21	
06.041	Falcon 20ECM	717Skv	NOW717E	28.63-7991	KC-135R	173rd ARS NE ANG	RCH106	
D-HYAO	EC145	ADAC	DHYAO	<u>Credits: Rolf Flinzner, Scramble messageboard.</u>				
D-AGRA	CRJ200LR	Pro Air Aviation	TAY511	Nürnberg			March 2019	
07.MM62026	VC50	306°Gr	IAM3128	01.54+20	A400M	LTG62	GAF722	
D-AGRA	CRJ200LR	Pro Air Aviation	TAY511	05.54+20	A400M	LTG62	* GAF699	
D-HEGM	AS332L	Bundespolizei	BPO6	54+24	A400M	LTG62	GAF631	
SP-KPG	S340A	Sprint Air	SRN208	97-00105	UC-35A	E/1-214th AVN	06 Duke63	
D-HLTF	EC155B	Bundespolizei	* BPO22	06.LJ-1	Lj35	TukiLLv	FNF128	
11.100001	S100B	TSFE	OSY38/11	83-0495	C-12D	USE Budapest	07 Viking11	
63-8040	KC-135R	141st ARS NJ ANG	22 RCH347	84-00165	C-12U	E/1-214th AVN	Duke59	
D-HEGK	AS332L	Bundespolizei	* BPO17	07-8614/RS	C-130J-30	37th AS	Herky649	
12.D-HEGD	AS332L	Bundespolizei	* BPO6	07.84-00165	C-12U-3	E/1-214th AVN	Duke60	
13.57-1441	KC-135R	174th ARS IA ANG	dep RCH174	08.15+04	A321-231	FBS BMVg	GAF841	
97-0105	UC-35A	E/1-214th AVN	* Duke25	09.15-1531/RS	C-130J-30	37th AS	Herky651	
D-HLTF	EC155B	Bundespolizei	* BPO13	ZZ331	Voyager KC2	10/101sq	RRR2240/41	
14.63-8007	KC-135R	106th ARS AL ANG	28 RCH305/472	10.14+01	Global 5000	FBS BMVg	GAF645	
15.100001	S100B	TSFE	OSY38/11	08-8603/RS	C-130J-30	37th AS	Herky742	
OO-TNQ	B737-4MO	ASL Airlines	TAY502/5017	11.84-00165	C-12U-3	E/1-214th AVN	Duke64	
18.D-CGFQ	Lj35A	GFD	GFD91	14.10+24	A310-304MRTT	FBS BMVg	GAF953	
D-HLTF	EC155B	Bundespolizei	* BPO21	14+01	Global 5000	FBS BMVg	GAF685	
D-HVBE	EC135T	Bundespolizei	* BPO17	18.421/F-RADA	A310-304	ET03.060	GAF880	
OO-TNQ	B737-4MO	ASL Airlines	TAY5077/78	19.15+02	A319CJ	FBS BMVg	* Joker29	
S5-ACJ	ERJ145LU	Aero4M	TAY730/5015	73+67	UH-1D	THR10	* Army08196	
19.D-CGFQ	Lj35A	GFD	GFD91	15-08196	CH-47F	B/2-1st AVN	* Army08196	
20.D-CGFQ	Lj35A	GFD	GFD91	20.54+15	A400M	LTG62	GAF661	
D-HEGL	AS332L	Bundespolizei	* BPO17	84-00162	C-12U-3	E/1-214th AVN	Duke62	
D-HLTL	EC155B	Bundespolizei	* BPO6	09-72100	UH-72A	JMRC	* Army72100	
21.RN07	NH-90TTH	18sq/1W	* BAF350	21.09-72098	UH-72A	JMRC	* Army72098	
31+46	EF2000	TLG31	* Shock22	22.84-00162	C-12U	E/1-214th AVN	Duke60	
D-CGFD	Lj35A	GFD	* GFD30	ZZ332	Voyager KC3	10/101sq	RRR2136/37	
D-CGFQ	Lj35A	GFD	* GFD	26.LJ-3	Lj35	TukiLLv	02 FNF172	
F-HRAM	ERJ145LR	Aero4N	TAY730/5015	84-00165	C-12U	E/1-214th AVN	Duke62	
22.OO-TNO	B737-49R	ASL Airlines	TAY502/5013	27.54+08	A400M	LTG62	GAF661	
25.59-1455/HH	KC-135R	203rd ARS HI ANG	RCH805	28.54+19	A400M	LTG62	* GAF692	
63-8880/HH	KC-135R	203rd ARS HI ANG	RCH201	76+04	H-145M	HSG64	* Hawk411	
				08-20164	HH-60M	C/2-1st AVN	* Army20164	

09-20223	UH-60M	3-1st AVN	* Army20223	07.03-3115	C-17A	183rd AS MS ANG	08 RCH558
29.54+08	A400M	LTG62	* GAF722	03-3125	C-17A	305th AMW	18 RCH981/106
Ramstein			March 2019	05-5143	C-17A	89th AS AFRC	08 RCH555
01.015	C-295M	13.Eltr	PLF282	09-9205	C-17A	437th AW	08 RCH346
87-0035	C-5M	436th AW	02 RCH259	08.97-0044	C-17A	89th AS AFRC	10 RCH537/224
94-0065	C-17A	155th AS TN ANG	dep RCH556	91-0338/SP	F-16CM	480th FS	11 Taco01-02/Olds03-04
95-0103	C-17A	167th AS WV ANG	dep RCH152	91-0402/SP	F-16CM	480th FS	11 Taco01-02/Olds03-04
97-0044	C-17A	89th AS AFRC	dep RCH111	09.86-0017	C-5M	436th AW	15 RCH154
02-1110	C-17A	62nd AW	RCH265	95-0107	C-17A	437th AW	13 RCH181
03-3125	C-17A	305th AMW	dep RCH222	02-1112	C-17A	183rd AS MS ANG	11 RCH941
04-4138	C-17A	729th AS AFRC	02 RCH942	03-3115	C-17A	183rd AS MS ANG	11 RCH558/550
07-7172	C-17A	60th AMW	dep RCH108	05-5143	C-17A	89th AS AFRC	10 RCH555
07-7174	C-17A	436th AW	RCH269	10.95-0104	C-17A	155th AS TN ANG	13 RCH678
07-7177	C-17A	436th AW	02 RCH626	97-0044	C-17A	89th AS AFRC	12 RCH224/548
08-8202	C-17A	62nd AW	02 RCH151	05-5143	C-17A	89th AS AFRC	11 RCH555
910502	C-26D	AOD Naples	CNV6101	08-3179	C-130J-30	317th AW	11 RCH708
02.97-0044	C-17A	89th AS AFRC	03 RCH111/699	11.99-0166	C-17A	62nd AW	12 Bandage37/RCH274
97-0046	C-17A	437th AW	03 RCH562	02-1112	C-17A	183rd AS MS ANG	12 RCH941
98-0057	C-17A	137th AS NY ANG	RCH401	09-9211	C-17A	62nd AW	12 RCH739
01-0188	C-17A	137th AS NY ANG	03 RCH101	12.98-0057	C-17A	137th AS NY ANG	13 RCH413
07-7169	C-17A	436th AW	dep RCH112	03-3115	C-17A	183rd AS MS ANG	14 RCH550
07-7169	C-17A	436th AW	03 RCH112	07-7189	C-17A	437th AW	13 RCH429
07-7174	C-17A	436th AW	RCH269	08-8191	C-17A	437th AW	13 RCH565
07-7187	C-17A	437th AW	RCH930	07-3170	C-130J-30	317th AW	15 Lion533/Herky72
08-8199	C-17A	62nd AW	03 RCH600	13.97-0041	C-17A	437th AW	15 RCH444
10-0215	C-17A	437th AW	03 RCH105/564	04-4131	C-17A	305th AMW	14 RCH205
08-5691	C-130J-30	317th AW	06 Lion532/Herky72	08-8197	C-17A	62nd AW	15 RCH271
03.87-0035	C-5M	436th AW	05 RCH259	10-0223	C-17A	437th AW	14 RCH440
87-0045	C-5M	436th AW	dep RCH698	59-1466	KC-135R	108th ARS IL ANG	14 RCH253
98-0057	C-17A	137th AS NY ANG	RCH401	14.97-0044	C-17A	89th AS AFRC	20 RCH548/408
99-0166	C-17A	62nd AW	RCH138	98-0057	C-17A	137th AS NY ANG	15 RCH413
04.84-0060	C-5M	60th AMW	dep RCH407	99-0166	C-17A	62nd AW	15 RCH975
86-0024	C-5M	60th AMW	dep RCH729	00-0176	C-17A	155th AS TN ANG	15 RCH921
04-4132	C-17A	305th AMW	05 RCH797	10-0223	C-17A	437th AW	16 RCH440
11-5748	C-130J-30	317th AW	dep Herky650	58-0120	KC-135R	153rd ARS MS ANG	15 RCH690
58-0113/D	KC-135R	351st ARS	Evac10E2	15.86-0021	C-5M	68th AS AFRC	16 RCH159
several	F-16CM	480th FS	*	96-0003	C-17A	62nd AW	16 RCH535
05.97-0046	C-17A	437th AW	06 RCH562	04-4131	C-17A	305th AMW	16 RCH205
00-0176	C-17A	155th AS TN ANG	dep RCH457	04-4137	C-17A	305th AMW	RCH333
01-0188	C-17A	137th AS NY ANG	06 RCH101	07-3170	C-130J-30	317th AW	18 Herky72
01-0193	C-17A	437th AW	06 RCH802	08-3179	C-130J-30	317th AW	17 RCH708
07-7173	C-17A	436th AW	16 RCH559	08-5675	C-130J-30	317th AW	17 RCH657
91-0402/SP	F-16CM	480th FS	Taco01	900531	C-26D	AOD Naples	16 CNV6215
96-0080/SP	F-16CM	480th FS	Taco02	16.89-1192	C-17A	437th AW	17 RCH451
06.87-0031	C-5M	337th AS AFRC	07 RCH160	95-0107	C-17A	437th AW	17 RCH178
00-0176	C-17A	155th AS TN ANG	07 RCH457	98-0057	C-17A	137th AS NY ANG	17 RCH218
08-5691	C-130J-30	317th AW	Herky72/82	99-0169	C-17A	437th AW	dep RCH349
08-5691	C-130J-30	317th AW	09 Herky82/Lion471	00-0176	C-17A	155th AS TN ANG	18 RCH921/237
58-0113/D	KC-135R	351st ARS	Evac10E2	03-3118	C-17A	183rd AS MS ANG	RCH404
84-00162	C-12U-3	E/1-214th AVN	Duke74	05-5149/HH	C-17A	535th AS HI ANG	17 RCH432
				17.86-0021	C-5M	68th AS AFRC	18 RCH428



The USAF KC-135R deployment for March 2019 was performed by the New Jersey ANG and 141st Air Refueling Squadron as hosting unit. The 141st ARS stand-out from the regular KC-135 fleet because of its Tiger markings, 62-3544 is showing them clearly on 7 March 2019 prior to departure from Geilenkirchen and Rolf Flinzner was present near the fence.



VR-62 "Nomads" houses at NAS Jacksonville (FL) and operates C-130T, like 165378/JW seen here on arrival at NAS Point Mugu (CA). (12 March 2019, Martin Uleman)

05-5153/HH	C-17A	535th AS HI ANG	24 RCH329	09.7T-VPC	G-IV	Algerian AF	
63-8874	KC-135R	92nd/141st ARW	23 RCH187	ZH888/888	Hercules C5	24/47sq	10 RRR5505
23.08-8200	C-17A	62nd AW	25 RCH635	168857	P-8A	VP-26	10 Trident10
93-1456	C-130H	181st AS TX ANG	RCH537	10.130610	CC-130J-30	436sq	11 CFC2578
25.84-0083	C-21A	76th AS	* Valor42	11.1292/SU-BEY	C-130H	4sq/16sq	13 EGY1105
07-4635/RS	C-130J-30	37th AS	26 Herky656	07-8609/RS	C-130J-30	37th AS	HKY61
26.02-0042	C-40B	76th AS	* Valor40	14.89-1056	AC-130U	4th SOS	RCH1005
27.86-0033	KC-10A	60th AMW	28 RCH435	15.T-785	Falcon 900	LTDB	SUI009
06-6166	C-17A	436th AW	28 RCH109	07-8609/RS	C-130J-30	37th AS	HKY61
07-4635/RS	C-130J-30	37th AS	28 Herky656	17.MM62186/46-51	C-130J	50°Gr	18 IAM4688
84-00165	C-12U-3	E/1-214th AVN	Duke31	18.62-3566	KC-135R	174th ARS IA ANG	26 Blue04
30.02-1098	C-17A	305th AMW	31 RCH405	63-8019	KC-135R	91st ARS	23 Blue03
31.84-0096	C-21A	76th AS	Valor76	96-6046	CN-235	427th SOS	RCH53

Credits: MAR, Scramble messageboard.

Wiesbaden			February 2019
28.84-00158	C-12U-3	MDO Det.	04
			March 2019
03.84-00153	C-12U-3	Djibouti Det	04
05.136/ABR	TBM-700B	EAAT	
10.84-00151	C-12U-3	Djibouti Det	
20.95-00101	C-12V		14 dep
10-00258	C-12V-1	MFO Det	21
22.01-0076	C-37A	76th AS	+23
24.73-1217	C-12C	USE Budapest	
26.S-454	AS532U2	300sq	27
27.S-456	AS532U2	300sq	
73-1217	C-12C	USE Budapest	
87-24614	UH-60A	C/1-214th AVN	

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores			March 2019
01.76-1605/OK	E-3G	552nd ACW	Shuck82
93-2106	HC-130H(N)	39th RQS	02 King39
07-0829	U-28A	319th SOS	02 RCH1019
08-0718	U-28A	319th SOS	02 RCH1021
07-0840	U-28A	319th SOS	02 RCH1017
03.1292/SU-BEY	C-130H	4sq/16sq	04 EGY1105
04.89-0283	MC-130H	(1st SOS)	06 RCH1014
1279/SU-BAK	C-130H	4sq/16sq	06 EGY1104
05.12-5759	MC-130J	67th SOS	06 Doze41
130609	CC-130J-30	436sq	09 CFC4239
06.92-0548	C-130H	158th AS GA ANG	07 RCH153
93-7311	C-130H	192nd AS NV ANG	27 RCH338
165180/NY	KC-130T	VMGR-452	07 Yanky91
168857	P-8A	VP-26	08 Trident10
07.130610	CC-130J-30	436sq	CFC2578dep10th
08.166694	C-40A	USN	CNV4430
168857	P-8A	VP-26	09 Trident10

United Kingdom

Brize Norton			March 2019
01.ZM334	Phenom T1	45sq	* CWL38
04.11-5731	MC-130J	67th SOS	* Strix44
57-2605/D	KC-135R	351st ARS	* Quid191
XW217	Puma HC2	Benson Wg	* SHF395
05.ZK354	Typhoon FGR4	nmks	dep Typhoon47
G-DAYP	Beech 350	14sq	departed
G-MOAL	AW109SP	32(TR)sq	NOH20
ZH777	Chinook HC6A	18sq	SHF404

06.ZH896	Chinook HC6A	Odiham Wg		26 168132/AJ-704	MH-60R	HSM-70	Spartan704
ZJ128/M	Merlin HC4	Leonardo	WHE04	<u>Credits: MAR, Scramble messageboard.</u>			
07.125/XO	TBM-700A	ET00.060	CTM3817	Coningsby			
ZJ190	Apache AH1	nn	Gunship1/2	01.XX198/CH	Hawk T1A	100sq	March 2019
ZJ211	Apache AH1	nn	Gunship1/2	XX188	Hawk T1	RAFAT	Pirate20
ZJ129/N	Merlin HC4	845NAS	Junglie425	04.86-0015/LN	F-15C	493rd FS	* Red2
08.KAF328	KC-130J	41sq	11 KAF3220	86-0046/LN	F-15D	493rd FS	* Grim1
ZM333	Phenom T1	45sq	* CWL43	ZM143	F-35B	617sq	* Grim2
ZM337	Phenom T1	45sq	* CWL33	ZM146	F-35B	617sq	* Ghost21/22
09.1217	L100-30	UAE AF	10 UAF1214	ZZ379	Wildcat HMA2	815NAS	Ghost21/22
11.100001	OS100	TSFE	15 OSY38T	ZH827	Merlin HM2	820NAS	06 Talon720
ZJ136/U	Merlin HC3i	846NAS	Victor522	1x	Prefect T1	3 FTS	07 Dolphin14
ZH777	Chinook HC6A	18sq	* SHF586	ZF244/244	Tucano T1	72sq	* LOP57
12.ZJ190	Apache AH1	nn	Gunship1/2	06.ZK431/431	Typhoon FGR4	nn	dep Typhoon44
ZJ211	Apache AH1	nn	Gunship1/2	ZJ128/M	Merlin HC4	845NAS	08 WHE04
16.ZZ512	Wildcat AH1	847NAS	19 a/f in Marine12	XX318/CG	Hawk T1A	100sq	14 Aggressor01/02
17.ZZ386	Wildcat AH1	847NAS	19 a/f in Marine11	XX339/CL	Hawk T1A	100sq	14 Aggressor01/02
G-XXEB	S-76C	Queens Flight	Rainbow1R	ZA587/055	Tornado GR4	Marham Wg	* MRH10
19.ZH866/866	Hercules C4	206sq	Comet210	20.ZK322/322	Typhoon FGR4	nn	dep Typhoon74
20.ZH904	Chinook HC5	Odiham Wg	SHF466	ZM333	Phenom T1	45sq	* CWL30
ZH866/866	Hercules C4	206sq	Comet211	21.ZJ182	Apache AH1	3Regt	* AA319
22.ZJ209	Apache AH1	673sq	* AA787	22.XX203/CF	Hawk T1A	100sq	Pirate15
GZ100	AW-109SP	32(TR)sq	* NOH22	26.XX255/CB	Hawk T1A	100sq	* Pirate02
ZK552	Chinook HC6	7sq	arr by road/29 a/f out	<u>Credits: MAR, Scramble messageboard.</u>			
ZZ384	Wildcat AH1	847NAS	03/04 Marine14 a/f in	Fairford			
ZZ527	Wildcat AH1	847NAS	03/04 Marine14 a/f in	09.89-1192	C-17A	437th AW	March 2019
25.UR-82027	An-124	ADB	29 ADB2717/18	97-0041	C-17A	437th AW	* RCH410/564
ZZ385	Wildcat AH1	1Regt	27 Valiant61	99-0166	C-17A	62nd AW	RCH246
ZZ398	Wildcat AH1	1Regt	27 Valiant62	10.02-1110	C-17A	62nd AW	RCH166
ZZ403	Wildcat AH1	dep	dep by road 03	14.60-0024	B-52H	20th BS	RCH144
26.ZK550	Chinook HC6	7sq		60-0025/LA	B-52H	20th BS	Stray81
27.041F-UJCG	A330-243MRTT	GRV02.091	28 FAF9180	61-0013/LA	B-52H	20th BS	Stray82
ZZ395	Wildcat AH1	1Regt	Recon21	15.60-0058/LA	B-52H	20th BS	Stray83
28.ZH005	Defender AL2	651sq	AA526	16.60-0032/LA	B-52H	96th BS	Clip91
29.ZK553	Chinook HC6	7sq	04 a/f out	61-0015/LA	B-52H	96th BS	Dryer92
<u>Credits: MAR, Scramble messageboard.</u>				63-8014	KC-135R	77th ARS AFRC20	RCH330/Quid230
Cambridge				19.84-0085	C-21A	76th AS	Falcon02
01.ZH867	Hercules C4	24/47sq	arr RRR134	<u>Credits: MAR, Scramble messageboard.</u>			
84002/842	Tp-84	TSFE	SVF822	Farnborough			
14.G-781	C-130H	336sq	arr NAF72	01.A6-FZZ	B737-8KN	Gvmt of Dubai	March 2019
G-988	C-130H	336sq	NAF20	02.A9C-BHR	G450	Gvmt of Bahrain	02 DUB12
15.84008/848	Tp-84	TSFE	t/f MCE03	04.CN-MMR	G550	Esc de Transporte VIP	03 BAH4
20.ZH865	Hercules C4	24/47sq	dep MCE04	13.A6-SHJ	A320-232X	Gvmt of Sharjah	FRV1315
21.84008/848	Tp-84	TSFE	dep	15.A4O-AJ	A319-115	Gvmt of Oman	14 SHJ01
22.ZH866/866	Hercules C4	206sq	arr Comet218	16.115/ABQ	TBM-700B	EAAT	17 ORF6
ZH868/868	Hercules C4	24sq/47sq	arr MCE03	19.01-0030	C-37A	310th AS	17 FMY8038
26.C-215	CL-604	Esk.721	DAF5761	29.A6-MRM	B737-8EC	Gvmt of Dubai	22 Spar35
27.ZH883/883	Hercules C5	24/47sq	arr MCE03	31.A6-HHH	G650	Gvmt of Dubai	30 DUB5
28.8T-CC	C-130K	LuTrSt	ASF01	<u>Credits: MAR, Scramble messageboard.</u>			
C-215	CL-604	Esk.721	DAF5803	Lakenheath			
29.G-781	C-130H	336sq	dep NAF26	06.ZD716/DH	Tornado GR4	31sq	March 2019
G-988	C-130H	336sq	arr NAF28	ZG775/055	Tornado GR4	9sq	* MRH09
05.G-BYVW	Tutor T1	UWAS	* UAW22				
25.XX321/CI	Hawk T1A	100sq	Pirate25				
ZJ781	AS.365N3	658sq	* Titan13				



Taff Evans visited RAF Fairford on 1 April 2019 and encountered B-52H 60-0058 as can be seen above.

07.XX323	Hawk T1	RAFAT	Red9	166694	C-40A	VR-59	04 CNV4341
ZK376/376	Typhoon FGR4	41sq	* Rebel55	04.93-2106	HC-130H(N)	39th RQS	05 King39
08.S-456	AS532U2	300sq	Wildcat1/2	05.89-1182	C-130H	181st AS TX ANG	dep RCH554
S-444	AS532U2	300sq	Wildcat1/2	07.91-0302/LN	F-15E	492nd FS	* Brew71
ZF291/291	Tucano T1	72sq	LOP55	91-0316/LN	F-15E	492nd FS	* Brew72
11.CE02	ERJ135LR	21sq	BAF612	84-00162	C-12U-3	E/1-214th AVN	Duke41
0110	B737-86X	1.BLTr	PLF110	08.(157318)	EP-3E	VQ-1	arr/dep night PR318
54+15	A400M	LTG62	GAF018	09.07-0691	U-28A	319th SOS	13 RCH1016
11 10-0052	CV-22B	7th SOS	* Knife71	04-0688	U-28A	319th SOS	13 RCH1020
13 08-8602/RS	C-130J-30	37th AS	Herky648	10.59-1461	KC-135R	126th ARS WI ANG	11 RCH137
15 54+15	A400M	LTG62	GAF058	11.ZM334	Phenom T1	3 FTS	* Cranwell33
0110	B737-86X	1.BLTr	PLF110	ZM335	Phenom T1	3 FTS	* Cranwell40
CE02	ERJ135LR	21sq	BAF616	ZM337	Phenom T1	3 FTS	* Cranwell55
19 08-0051	CV-22V	7th SOS	Knife71	11-9358	E-11A	430th EECES	12 Velcro4
ZD982	Chinook HC6A	Odiham Wg	SHF587	12.2x	F-15E	492nd FS	* Raider31/34
21.96-0003	C-17A	62nd AW	26 RCH562	93-2106	HC-130H(N)	39th RQS	13 King39
25.08-8200	C-17A	62nd AW	26 RCH635	07-0711	U-28A	319th SOS	RCH1018
12-1046	F-15SA	del to RSAF	28 Retro61-64	13.08-8602/RS	C-130J-30	37th AS	Herky648
12-1049	F-15SA	del to RSAF	28 Retro61-64	63-8023	KC-135R	126th ARS WI ANG	17 RCH011
12-1074	F-15SA	del to RSAF	28 Retro61-64	14.63-13188	C-130E	222 Filo	TUAF401
12-1075	F-15SA	del to RSAF	28 Retro61-64	93-1455	C-130H	181st AS TX ANG	15 RCH559
30.G-TFSI	P-51D	414251	*	58-0023	KC-135R	191st ARS UT ANG	17 RCH142
				61-0266	KC-135R	117th ARS KS ANG	18 RCH411
				169036	C-40A	VR-61	CNV6614
				15.64-14841/OF	RC-135V	55th Wg	16 Olive57
				169036	C-40A	VR-61	16 CNV6615
				18.ZZ173/173	C-17A	99sq	* RRR814
				ZM146	F-35B	617sq	* Marham87
				19.63-13188	C-130E	222 Filo	21 TUAF401
				ZM411/411	A400M	70sq	* RRR4983
				ZZ173/173	C-17A	99sq	* RRR814
				84-0096	C-21A	76th AS	Valor21
				20.84-0096	C-21A	76th AS	Valor21
				60-0365	KC-135R	117th ARS KS ANG	21 RCH540
				62-3509	KC-135R	77th ARS AFRC	21 RCH103
				63-8014	KC-135R	77th ARS AFRC	29 Quid230/330
				23.87-0039	C-5M	337th AS AFRC	RCH145
				24.64-14848/OF	RC-135V	55th Wg	Olive58
				25.02-0042	C-40B	76th AS	* Valor40
				61-0309	KC-135R	126th ARS WI ANG	26 Clean71
				62-3572	KC-135R	117th ARS KS ANG	26 RCH555
				64-14828	KC-135R	191st ARS UT ANG	26 RCH342
				26.84-0189	RC-10A	305th AMW	28 Gold11
				27.ZZ666/666	RC-135W	51sq	* Rooster31
				87-0041	C-5M	337th AS AFRC	RCH323
				83-0082	KC-10A	305th AMW	28 Blue41
				61-0309	KC-135R	126th ARS WI ANG	28 Clean71
				162773	P-3C	VP-40	28 QE773
				28.G-988	C-130H	336sq	NAF23

Credits: MAR, Scramble messageboard.

Lossiemouth			March 2019		
04.ZZ396	Wildcat HMA2		Paladin		
05.ZM333	Phenom T1	45sq	* CWL40		
06.ZK431	Typhoon FGR4	del from Coningsby TMU			
07.164598/RU	C-130T-30	VR-55	CNV6527		
11.168848/LK	P-8A	VP-26	15 Trident50		
12.MM7339/4-61	F-2000A	9°Gr	IAM3701/03		
MM7313/36-35	F-2000A	10/12°Gr			
19.ZK434/434	Typhoon	FGR4	del		
29.164598/RU	C-130T-30	VR-55	CNV6529		
165774/00	MH-60S	(HSC-22)	05 Crow11		
166338/AM-17	MH-60S	HSC-22	05 Crow12		
30.ZZ386	Wildcat AH1	847NAS	Marine11-13		
ZZ389	Wildcat AH1	847NAS	Marine11-13		
ZZ399	Wildcat AH1	847NAS	Marine11-13		

Credits: MAR, Scramble messageboard.

Mildenhall			March 2019		
01.79-1947	KC-10A	305th AMW	dep Cafe61		
84-0188	KC-10A	305th AMW	dep Cafe31		
84-0096	C-21A	76th AS	Valor11		
166694	C-40A	VR-59	CNV4341		
84-00162	C-12U-3	E/1-214th AVN	Duke31		
03.85-1363	C-130H	181st AS TX ANG	dep RCH047		
93-1459	C-130H	181st AS TX ANG	dep RCH467		



Early April exercise Inichios was held at Andravida. Unfortunately, we only received pictures and no report of the participants and visitors. F-35A MM7335/32-04 was one of the participants. (Andravida, 3 April 2019, Melvin Jansen)



In Scramble 477 we showed you the second Spanish A400M, this time the third A400M makes its appearance. Dietmar Fenners captured the latest addition of Ala 31 T.23-04 at Manching on 4 April 2019.

162776	P-3C	VP-40	29 QE06	06.ZM419/419	Atlas C1	70sq	* RRR489
29.85-0030	KC-10A	305th AMW	30 Roma21	02-1106	C-17A	62nd AW	RCH317
62-3523	KC-135R	22nd ARW	30 RCH422	07.84-00162	C-12U-3	E/1-214th AVN	Duke41
158222	P-3C	VP-40	31 QE12	84-0085	C-21A	76th AS	Valor21
162998	P-3C	VP-46	30 RC02	10-5714	MC-130J	67th SOS	* Strix47
				08.84-0083	C-21A	76th AS	Valor11
				63-8023	KC-135R	126th ARS WI ANG	09 RCH137
				09.97-0041	C-17A	437th AW	10 RCH246
				99-0166	C-17A	62nd AW	10 RCH166
				164598/RU	KC-130T-30	VR-55	CNV6508
				10.02-1100	C-17A	62nd AW	11 RCH144
				62-3510	KC-135R	74th ARS AFRC	14 RCH634
				12.04-4137	C-17A	305th AMW	13 RCH468
				07-7188	C-17A	437th AW	13 RCH140
				13.130609	CC-130J-30	436sq	15 CFC4239
				07-7188	C-17A	437th AW	14 RCH140
				93-2106	HC-130H(N)	39th RQS AFRC	King39
				04-0688	U-28A	319th SOS	RCH1020
				07-0691	U-28A	319th SOS	RCH1016
				07-0711	U-28A	319th SOS	RCH1018
				84-00151	C-12T-3	OSACOM	PAT165
				14.84-0083	C-21A	76th AS	Valor
				84-00151	C-12T-3	OSACOM	PAT165
				15.99-0167/AK	C-17A	144th AS AK ANG	16 RCH619
				16.130610	CC-130J-30	436sq	18 CFC2580
				MM62218/46-82	C-27J	98°Gr TM	IAM4676
				17.MM62218/46-82	C-27J	98°Gr TM	IAM4676
				98-0054	C-17A	437th AW	RCH141
				99-0167/AK	C-17A	144th AS AK ANG	RCH619
				59-1458	KC-135R	166th ARS OH ANG	u/s 30 RCH110
				59-1523	KC-135T	171st ARW PA ANG	18 RCH191
				60-0347	KC-135R	166th ARS OH ANG	19 RCH112
				18.240/F-RARF	A330-223	ET00.060	CTM1275
				ZH001	Defender AL2	651sq	* AAC501
				64-14840	KC-135R	166th ARS OH ANG	21 RCH111
				20.14+04	Global 5000	FBS BMVg	* GAF685
				ZE701	BAe146 CC2	32(TR)sq	NOH31
				ZZ396	Wildcat HMA2	815NAS	21 Skua409
				58-0106	KC-135R	106th ARS AL ANG	21 RCH235
				95-00101	C-12V-1	A/2-228th AVN	PAT426A
				21.130610	CC-130J-30	436sq	22 CFC2580
				ZK313/313	Typhoon FGR4	6sq	* Lossie90
				59-1446	KC-135R	132nd ARS ME ANG	22 RCH469
				63-8874	KC-135R	92nd/141st ARW	22 RCH187
				10-00258	C-12V-1	A/2-228th AVN	Bola55
				22.ZM413/413	Atlas C1	70sq	* RRR474
				ZZ396	Wildcat HMA2	815NAS	Skua409
				25.ZH004	Defender T3	651sq	* AAC516/519

Credits: MAR, Scramble messageboard.

Northolt

06.258	Lj45	102sq	IRL258
07.V-11	G-IV	334sq	NAF11
ZZ389	Wildcat AH1	847NAS	Bobcat15
08.Q-05	AH-64D(N)	301sq	Redskin1-3
Q-09	AH-64D(N)	301sq	Redskin1-3
Q-14	AH-64D(N)	301sq	Redskin1-3
D-101	CH-47D	298sq	Grizzly01/02
D-664	CH-47D	298sq	Grizzly01/02
11.900530	C-26D	AOD Sigonella	12 CNV6311
12.258	Lj45	102sq	IRL258
13.T.18-5/45-05	Falcon 900B	Esc 451	AME4522
14.M3	SA316B	40sq	15 BAF713
258	Lj45	102sq	IRL258
ZH883/883	Hercules C5	24/47sq	RRR176
18.ZH874/874	Hercules C4	24/47sq	KRF91
25.T-729	Be1900D	LTDB	SUI576
26.108/YW	EMB121AA	EAT00.319	27 FNY5760
T-729	Beech 1900D	LTDB	SUI576
900531	C-26D	AOD Sigonella	27 CNV6226
27.83+02	S.Lynx Mk88A	MFG5	GNV4694
107/YV	EMB121AA	EAT00.319	FNY5022
28.ZH777	Chinook HC6A	18sq	SHF333

March 2019

dep Navy816
dep RCH532
dep RCH151
02 RCH532
* Strix67
dep KAF3226
03 RCH700
dep RCH529
dep RCH416
04 RRR5503/5504
04 RCH529
PAT678
05 RCH405
RCH416
RCH626
05 RCH431
Valor42

March 2019

dep Navy816
dep RCH532
dep RCH151
02 RCH532
* Strix67
dep KAF3226
03 RCH700
dep RCH529
dep RCH416
04 RRR5503/5504
04 RCH529
PAT678
05 RCH405
RCH416
RCH626
05 RCH431
Valor42

164598/RU	KC-130T-30	VR-55	26 CNV6519	1230	C-17A	Heavy Transport sq	03 UAF1223
26.130610	CC-130J-30	436sq	28 CFC2590/4290	04.V8-OAS	B787-8	Gvmt of Brunei-Sultan's Flight	
ZH865/865	Hercules C4	24/47sq	* RRR207	05.AS1428	AW139	Malta Air Wing	06
06-6166	C-17A	436th AW	27 RCH109	A7-MBK	A320CJ	Gvmt of Qatar	
27.140115	CP-140	405sq	tdy CFC0466	MAA	C-17A	12sq	07 LHOB243
54+20	A400M	LTG62	GAF041	06.A6-MMM	B747-422	Gvmt of Dubai	DUB2
ZH865	Hercules C4	24/47sq	RRR	08.A7-MED	A320CJ	Gvmt of Qatar	
ZH827	Merlin HM2	820NAS	tdy 31 DolphinForm/11	10.A6-ALN	B777-2ANER	Gvmt of Abu Dhabi	AUH03
ZH846/CU	Merlin HM2	820NAS	tdy 02 DolphinForm/03	12.A4O-OMN	B747-430	Gvmt of Oman	ORF1
98-0057	C-17A	137th AS NY ANG	28 RCH337	16.554	A320-231	5sq	18 MJN521
01-0193	C-17A	437th AW	28 RCH642	A6-ALN	B777-2ANER	Gvmt of Abu Dhabi	AUH03
28.9	ATL2	23F	tdy FNY5626	A6-MMM	B747-422	Gvmt of Dubai	DUB2
60+06	P-3C	MFG3	tdy GNY4540	17.A6-HHH	G650	Gvmt of Dubai	DUB9
3298	P-3C	333Skv	tdy NOR 333B	21.A6-MMM	B747-422	Gvmt of Dubai	DUB2
ZZ396	Wildcat HMA2	815NAS	31 Skua409	22.MAN	C-17A	12sq	LHOB242
10-5701	C-130J-30	317th AW	29 RCH294	23.V8-MHB	B767-27GER	Gvmt of Brunei	
168848/LK	P-8A	VP-26	tdy Trident76	25.A6-COM	B747-422	Gvmt of Dubai	DUB3
169009/YD	P-8A	VP-4	tdy Dragon85	26.AS1429	AW139	Malta Air Wing	arr maint.
29.11	ATL2	23F	tdy FNY5111	31.02	C-37B	USCG Washington	C202
198/62-HF	CN235M-300	ET03.062	CTM2027	<u>Credits: MAR, Scramble messageboard.</u>			
XX189/CR	Hawk T1A	736NAS	tdy	Waddington			
XX239/CU842	Hawk T1W	736NAS	tdy	01.2x	F-15E	494th FS	March 2019
XX285/CK	Hawk T1A	736NAS	tdy	05.ZM313	Prefect T1	3 FTS	* Rage41/42
XX324/324	Hawk T1A	736NAS	tdy	ZM319	Prefect T1	3 FTS	* CWL69
ZZ336	Voyager KC3	10/101sq	30 Tartan51/01	06.87-0031	C-5M	436th AW	* CWL70
98-0057	C-17A	137th AS NY ANG	30 RCH337W	07.ZZ178/178	C-17A	99sq	RCH160
01-0193	C-17A	437th AW	RCH642	08.605	A319-112	MH 59. Sz.D. REB.	* RRR821
06-6166	C-17A	436th AW	30 RCH109	18.G-COBS	DA42	Cobham	HUAF040
84-0096	C-21A	76th AS	30 Valor76	19.084/YH	EMB121AA	EAT00.319	CLB435
164598/RU	KC-130T-30	VR-55	30 CNV6529	20.078/YE	EMB121AA	EAT00.319	CTM1738
G-CGKR/KR	Tutor T1	UGSAS/4 AEF	*	ZK339/339	Typhoon FGR4	41sq	CTM1756
30.169036	C-40A	VR-61	CNV6630	21.2x	F-15E	492nd FS	* Rebel51
164598/RU	C-130T-30	VR-55	CNV6529	22.ZM304	Prefect T1	3 FTS	* Ratch41/42
31.130610	CC-130J-30	436sq	01 CFC4290/2590	<u>Credits: MAR, Scramble messageboard.</u>			
05-5144	C-17A	729th AS AFRC	01 RCH703				

Credits: MAR, Scramble messageboard.

Stansted			March 2019
02.1226	C-17A	Heavy Transport sq	03 UAF1224



The Summer Fire Season will start in few weeks and the pilots of the Grupo 43 are ending their training before being deployed across Spain. On 29 April 2019 Paco Rivas visited the El Atazar Reservoir, north of Madrid and captured CL-415 UD.13-26 during its training flights.



The ACJ version of the Airbus A319NEO made its first flight on 24 April 2019. The aircraft is MSN 8612 wearing test registration D-AVWG. Built for K5-Aviation, the aircraft will be outfitted with a VVIP interior by Fokker Techniek at Woensdrecht. K5-Aviation, who will operate the aircraft for an unnamed customer, will eventually register the aircraft as D-ANE0. (Hamburg-Finkenwerder, 24 April 2019, Bengt Lange)

Airbus

A319neo

On 25 April 2019 the latest variant of the A320neo family made its maiden flight. Airbus A319neo testbed aircraft - MSN **6464** with test registration D-AVVA - completed a 3 hours and 50 minutes flight, powered by Pratt & Whitney GTF engines. It was not the first flight of this aircraft, because it also made the very first A319neo flight on 31 March 2017, but on that flight it was powered by the other engine option on the neo-family, the CFM-LEAP-1A. The CFM LEAP version of the A319neo was certified in December 2018, after which the A319 testbed aircraft was modified to a Pratt & Whitney version. It is expected that after a short but extensive test programme the Pratt & Whitney powered A319neo will achieve its certification in the fourth quarter of 2019.

Airbus has fixed orders for only 32 A319neo aircraft from just three different operators. One of these three operators - an unconfirmed Chinese airline - has chosen for CFM LEAP engines to power its A319neo aircraft, while the other two operators (Air Cote D'Ivoire with two aircraft and an unannounced commercial customer with an order for 26) has still not made a decision about the engines.

ACJ319neo

On 24 April 2019, the first flight took place of the ACJ319neo, the corporate version of the new Airbus A319neo. A little more than five months after the first flight of its larger bizjet sister, the ACJ320neo (see Manufacturers News Scramble 475), MSN **8612** - test registration D-AVWG - completed its first flight lasting 1 hour and 55 minutes. The first flight marked the beginning of a short flight-test programme to verify its corporate jet features, such as the extra fuel tanks in the cargo hold, which enables an intercontinental range. Two days after conducting its maiden flight, the aircraft showed its long range capabilities as it set a new record for an Airbus A320-series flight. On 26 April, the aircraft flew from Airbus headquarters in Toulouse to northern Greenland and back, lasting 16 hours and 10 minutes.

After the test programme, MSN **8612** will be delivered to German charter and management firm K-5 Aviation, which will operate the CFM LEAP-1A powered aircraft on behalf of an unnamed owner. K-5 Aviation has appointed Fokker Techniek at Woensdracht to outfit the aircraft with a VVIP cabin. Re-delivery to K-5 Aviation after completion is scheduled for 2020.

The ACJ320neo family consists of the ACJ319neo which can fly eight passengers 12,500 km or more than fifteen hours and the ACJ320neo, which can fly 25 passengers 11,100km or more than 13 hours. Airbus has fixed orders for three ACJ-319neo aircraft and seven ACJ320neo aircraft.

Boeing

797/NMA and 777X

On an investor meeting on 24 April, Boeing CEO Dennis Muilenberg has indicated that Boeing's prime focus to solve the 737 MAX issues and get the aircraft back in the air, will not affect the development of the Boeing 777X and the potential development of the "new- mid-market airplane" (more famous by its abbreviation NMA and also referred to as 797 - see Manufacturers News in Scramble 478). Boeing's focus to address the MAX issues is the company's top priority at the moment and involves employees and engineers from across the company, but this have not had any impact on the 777X development so far.

Boeing had planned a big media event to unveil the first 777X on 13 March, but this was cancelled after the Ethiopian 737 MAX crash on 10 March. Since then, all Boeing news have been focussed on the MAX crisis, but work on other projects still continues. Boeing remains committed to meet its development goals for the 777X and expects the first flight will take place later this year with delivery to its first customer in 2020. As of late April two flight test Boeing 777X aircraft have rolled out the factory at Everett (WA) and two other aircraft are in final assembly.

The 777X comes in two versions. The 777-9 which can seat 414 passengers in a standard two class configuration and offers a range of 14,000 km and the 777-8 which has a seven metre shorter fuselage (69.79m) and can seat 365 passengers and offers a range of 16,000 km. The test aircraft are of the 777-9 variant. Boeing has orders for 381 777X family aircraft; 281 orders for the 777-9 (Emirates 115, Qatar Airways fifty, Cathay Pacific 21, Lufthansa, ANA, Singapore with twenty each, British Airways eighteen and Etihad Airways seventeen), 53 orders for the 777-8 (Emirates 35, Qatar Airways ten and Etihad eight) and ten orders for which the unannounced customer hasn't decided whether it wants a 777-8 or a 777-9.

Europe

The Netherlands

Early March the CEO of [KLM](#) said that the airline would definitely take delivery of its seven Airbus A350-900s on order. A leaked Air France-KLM memo from CEO Ben Smith, however, states that the aircraft will not be delivered to KLM, but to Air France. According to the memo Air France will take all A350s the Group has on order, while KLM will take all remaining B787s the group has on order. The seven B787-9s that already have been delivered to Air France will, however, remain in France.

Denmark

[Danish Air Transport](#) has painted their sole MD-82 OY-RUT in some sort of retro-livery, replacing the old Meridiana-livery it was flying in. It is, however, not an actual retro-livery, but the result of a Facebook-competition by the airline.

Germany

To promote the upcoming European elections, [Lufthansa](#) has applied large "Say yes to Europe"-titles on A320 D-AIZG.

Ireland

Four of the nine A350s [Aer Lingus](#) had on order were moved to Iberia. This leaves the airline with five A350-900s orders.

Russia

The rebranding of Nordavia into [Smartavia](#) is taking shape with the delivery of the first aircraft in the new livery. The plane involved is B737-800 VP-BEV. It arrived at its new homebase St. Petersburg on 11 April. By mid-summer Smartavia hopes to have a fleet of seven aircraft which it will fly to eighteen destinations, both domestic and international.

Slovenia

[Adria Airways](#) decided not to materialize its MOU for fifteen SSJ-100 it signed with Sukhoi on 27 November of last year. The airline decided this in view of doubts concerning Sukhoi's long-term commitment to the proposed partnership, as both companies also agreed to open a SSJ-maintenance center in Ljubljana. Adria Airways will continue to fly its current fleet on its scheduled, charter and ACMI-flights

Spain

[Iberia](#)'s orders for the A350 have been increased to twenty with the transfer of four orders from Aer Lingus. So far, three A350-900s have been delivered to the airline.

Sweden

According to CH-aviation, [BRA](#) is planning to start the phase out their eight RJ100s and two RJ85s from Q1 2020. The airline will also axe 363 of its 1,000 jobs as a result of this. Earlier the airline had planned to replace the Avro-jets with new Airbus A220s, but didn't order any of them. Now, BRA will focus on operating their thirteen ATR72s. The downsizing of the airline comes as BRA faces difficult times operating in Sweden due to an aviation tax and that flying is nowadays being looked upon as very environmentally unfriendly.

Africa

Angola

In January 2019 the President of Angola issued a decree in which he approved the acquisition of fifteen new aircraft for [TAAG Angola Airlines](#). With it, the airline could start final negotiations with both Bombardier and Boeing for new DHC-8-400Q, B737MAX and B787-aircraft. However, a visit and audit by the IMF in March showed that it would be wise if the country would limit its growing public debt. As a result the President has now deferred the decree indefinitely, meaning TAAG can't continue the talks for fleet renewal.

Mauritius

On 18 April, [Air Mauritius](#) took delivery of its first of two Airbus A330-900s. The aircraft, 3B-NBU, is leased from lessor ALC. The airline configured the aircraft with 28 Business and 260 Economy class seats. It will use the type from Mauritius to Europe (mainly Geneva and London), India and destinations in South East Asia. Regionally, the A330-900 will also be used to Antananarivo, Johannesburg and Réunion Island.

Nigeria

[Air Peace](#) will be the first African customer for the Embraer E2 as the airline signed a firm order for ten E195-E2s. It also took options on another twenty of the type. No details are known about when the deliveries are due to start.

Uganda

On 17 April, [Uganda Airlines](#) took delivery of their first planes; two new Bombardier Commercial Aircraft CRJ900s. The aircraft, registered 5X-KOA and -KOB, are the first two of an order of four CRJ900s. Uganda Airlines also has orders for two Airbus A330-800s, of which the first is scheduled to arrive in December 2020. The original Uganda Airlines was founded in 1976 and ceased operations in 2001. In 2013 the



Latest addition to the fleet of Red Wings is Airbus A321-200 VP-BAN. The aircraft was picked up from the inventory of bankrupt Germania, where it flew as D-AGMA. Before delivery to Moscow-Domodedovo on 29 April 2019, it was painted in the new Red Wings colours at Maastricht. Arjen Sleuwenhoek was present when the aircraft started its take-off roll for its delivery flight to Moscow.



TUfly Netherlands uses two Sunwing Airlines Boeing 737-800s during this summer season. Both aircraft remain on the Canadian register and are painted in special colours. One of them is C-FTDW and is the less colourful of the two as it only has additional titles promoting Airfi.aero, a company that sells AirFi Wireless IFE and Connected Crew cabin EPoS platforms to airlines and other mass transportation sectors. (Amsterdam-Schiphol, 17 April 2019, Maurits Niemeijer)

government decided to revive the national airline as the private alternative, Air Uganda, also failed.

Asia

India

Jet Airways suspended all operations on 17 April. The airline was forced to do so after it failed to get critical interim funding to continue to operate. The airline has been in trouble for months and was left with a fleet of just three operational aircraft, one B737-800 and two ATR72s. A consortium of lenders, led by the State Bank of India is continuing the search for potential investors in the airline, but with the total shutdown a favourable result seems unlikely. Interested parties can submit their bids until 10 May. Jet Airways was the second largest airline in India, after IndiGo. It had a fleet of 124 aircraft and was founded on 1 April 1992.

Do not be surprised to see many of the Jet Airways aircraft to be integrated in the fleets of other Indian airlines, as the demand has logically gone up for them. So far, Air India is in talks to possibly add five B777-300s and five B737-800s for Air India Express. SpiceJet is after 22 B737-800s to add capacity and to cope with the grounding of MAX aircraft, while Vistara would like to add ten B737-800s.

Indonesia

A day after the worldwide grounding of the B737MAX, Garuda Indonesia announced that it planned to cancel their remaining 49 B737MAX8s on order. The last few weeks the airline and Boeing have been negotiating and as a result Garuda will now change their order into an order for an unknown number of MAX10s and B787s. The total value of the order will remain the same. Further details are now being finalized.

State-owned Pelita Air intends to order A400s for charter, cargo and relief flights. The supposedly remarkable choice for this type of aircraft is mainly based on its abilities to fly in-and-out of short runways in remote areas. In the past, Pelita Air also operated a Hercules and a Transall. The exact number of A400s is, so far, not yet disclosed.

Macau

As Macau's airport exclusivity to Air Macau will expire by November 2020, Air Asia is already studying the possible set-up of a local branch.

Nepal

Himalaya Airlines is leasing one of its three A320s to Salam Air in Oman, as Himalaya Airlines is in urgent need of extra income, as the company is running late with its payments.

South Korea

Air Premia secured an agreement to lease three B787-9s with Air Lease Corporation with deliveries in the second half of 2020.

Vietnam

The CEO of the FLC Group announced that it has signed a firm order with Airbus for fifty A321neos for Bamboo Airways. The first of these new planes is due in 2022. In March last year the Group signed a MOU for 24 A321neos and options for another 24. These have now been firmed. With this order the airline decided not to move forward with its plan to also order 25 B737MAXs from The Boeing Company, but to keep its narrowbody-fleet all Airbus instead. Bamboo Airways signed a firm order with Boeing for thirty B787-9s earlier this year. Currently the fleet consists of thirteen planes: four wet-leased A320s from Freebird and operating one A319, four A320s and four A321neos themselves. At the end of this year the FLC Group expects to have a fleet of forty planes.

Latin America

Brazil

Avianca Brasil is still on life support; however it remains to be seen for how long, as over the last few weeks more aircraft have been repossessed by the leasing companies, leaving the airline with around a dozen aircraft to operate its ever shrinking network of operations.

Middle East

Israel

To celebrate its new routes to Las Vegas (NV) and San Francisco (CA), El Al has applied special markings of these two cities on their B787-9 4X-EDD.

United Arab Emirates

On 13 April, Air Arabia became one of the latest airlines to operate the A321neo as the airline took delivery of their first of six A321neos. All six are leased via Air Lease Corporation.

North America

Canada

Four Seasons Hotels and Resorts plans to start flying a new private jet for its so-called Private Jet Experience in 2021. They selected the Airbus A321neoLR, which will be outfitted with 48 first class seats. Currently the company is using B757-200 G-TCSX for this, which is owned and operated by TAG Aviation from the UK. It is yet unknown if TAG will also become the operator for the new A321neoLR.

Newcoming carrier Jetlines has postponed the start of its operations from the first half of 2019 to the end of the year. Interestingly, two former Air New Zealand A320s were already secured for lease through lessor AerCap, but that deal has been terminated as Jetlines received funding and support by Latvian Airbus operator SmartLynx Airlines.

Jamaica

Fly Jamaica ceased operations on 31 March, as it could not

regain financial stability after its only aircraft (B757 N524AT) overran a runway in November 2018.

United States of America

Delta Air Lines' MD-90 schedule for phase out by end of 2022 is likely going to be accelerated.

JetBlue has announced that they will start flying trans-atlantic flights as of 2021 out of Boston (MA) and New York-JFK (NY). The first destination will be London. Later, the airline is planning to also serve Amsterdam, Brussels, Dublin, Madrid, Manchester and Paris. To be able to fly these routes the airline also announced that they will convert thirteen of their 85 Airbus A321neos on order into the A321neoLR-variant, with more conversions possible.

At a special event at Chicago-O'Hare (IL) on 24 April, United Airlines unveiled its new livery. The first plane to wear the colours is B737-800 N37267. Most notable changes are that larger titles, blue engines, a newly designed globe on the tail and the removal of gold from the livery.

Oceania

Australia

Virgin Australia has renegotiated their order for 48 B737MAXs. The airline wanted to lower their capital exposure in the coming years and Boeing was open to new negotiations after the recent MAX-issues. Virgin Australia has changed its order from 10 MAX10s and 38 MAX8s into 25 MAX10s and 23 MAX8s. The first delivery is planned for 2021 and will be a MAX10. Originally the airline was expecting their first MAX8 in November of this year.

Aircraft orders

Underlining means an update compared to last month. We only report orders as published by the aircraft manufacturers.

Airbus 2019 firm orders

Air Vanuatu	2	A220-100	
	2	A220-300	
	20	A350-900	
<u>Lufthansa</u>	1	ACJ350-900	
<u>Private</u>	5	A350-900	
<u>Starlux</u>	12	A350-1000	
<u>Unidentified</u>	20	A320neo	
Total	62		(+58)

ATR 2019 firm orders

Aviation	8	ATR72-600	
Total	8		

Boeing 2019 firm orders

<u>Bamboo Airways</u>	10	B787-9	
<u>Boeing Capital Corporation</u>	1	B787-9	
<u>British Airways</u>	18	B777-9	
<u>DHL</u>	2	B777F	
<u>Lufthansa</u>	20	B787-9	
Private	1	BBJMAX	
Royal Air Force	4	P-8A	
Royal Norwegian Air Force	5	P-8A	
Unidentified	12	B737	(+3)
	4	B767-300F	
	4	B787-9	
	4	B787-10	
US Navy	10	P-8A	
Total	95		(+44)

Bombardier 2019 firm orders

Chorus Aviation	9	CRJ900	
<u>Unidentified</u>	6	DHC-8-400Q	
Total	15		(+6)

Embraer 2019 firm orders

<u>Air Peace</u>	10	E195-E2	
Total	10		(+10)

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

Jetliners



Brussel Airlines' sixth icon jet is this Airbus A320 OO-SNE. Early May the aircraft was painted in this special colour scheme, honoring this year's 450th anniversary of the death of Pieter Bruegel the Elder, a painter of the Dutch Renaissance. (Brussels-Zaventem, 2 May 2019, Jonas Evrard)

A220	-300	55051	YL-AAP	airBaltic. Delivered on 30 March.
	-300	55052	YL-AAQ	airBaltic. Delivered on 26 April.
A319	-111	2465	VQ-BOX	Rossiya - Russian Airlines, ex EI-EYL of the same company. Reregistered late April.
	-132	2739	OE-IDE	AerCap, ex LZ-AOC of Bulgarian Eagle. Registered on behalf of the lessor on 29 March. Aircraft is put in storage at Ostrava.
	-112	2913	JY-AYY	Royal Jordanian, ex EI-EZD of Rossiya. Delivered on 26 March.
	-112	3024	HB-JOJ	Germania Flug, ex D-ASTS of Germania. Delivered on 18 April.
	-112	3043	2-ACSB	ACG - Aviation Capital Group, ex OK-MEK of CSA Czech Airlines. Registered on behalf of the lessor on 29 March. Aircraft was withdrawn from use on 10 March and had been stored at Prague since then.
	-132	3142	ZA-BEL	Air Albania, ex TC-JLR of the same company. Registered in Albania on 19 April.
	-111	3364	EC-NDG	Volotea Air, ex LZ-AWV of DAE Capital. Delivered on 24 April. Former D-ASTJ of Germania.
	-111	3403	EC-NDH	Volotea Air, ex LZ-AWV of DAE Capital. Delivered on 30 April. Former D-ASTQ of Germania.
	-111	4785	OE-LSZ	easyJet Europe, ex HB-JYC of easyJet Switzerland. Transferred to Austria on 27 March.
A320	-231	54	ZS-GAW	Corendon Airlines, ex Global Aviation Operations. Delivered on summer lease on 24 April. Aircraft is thirty years old.



Condor Airbus A320 D-AICD was leased to Air Transat for the winter season. It returned to Germany on 9 April. The aircraft is seen here at Dusseldorf on 14 April with large Condor titles but still with AirTransat tail colours. (Marcus Steidle)

-231	64	ZS-GAL	Corendon Airlines, ex Global Aviation Operations. Delivered on summer lease on 10 April. And another thirty year old aircraft to fly European tourists to the Turkish beaches this summer.
-214	533	YL-LCL	Thomas Cook Airlines, ex YL-LCL of SmartLynx. Delivered on lease for the summer on 3 April.
-214	566	YL-LCS	Thomas Cook Airlines, ex YL-LCS of SmartLynx. Delivered on lease for the summer on 27 April.
-212	774	D-AICA	Condor Flugdienst, ex Air Transat. Returned from winter lease on 15 April.
-214	876	EC-MXJ	Royal Air Maroc, ex Gowair. Delivered on lease on 30 March.
-214	879	LZ-MDO	SunExpress Germany, ex Fly2Sky. Delivered on lease on 11 April.
-212	884	D-AICD	Condor Flugdienst, ex Air Transat. Returned from winter lease on 9 April.
-214	888	ES-SAK	SmartLynx Estonia, ex TUI fly Belgium. Returned from lease on 27 March. Obviously no summer lease as we mentioned in Scramble 479 (page 33).
-214	888	ES-SAK	TUI fly Netherlands, ex SmartLynx Estonia. Delivered on summer lease on 25 April.
-232	928	LY-COB	GetJet Airlines, ex OE-IBH of GECAS. Delivered on 26 March. Former 5B-DCR of Cobalt.
-214	936	ES-SAO	TUI fly Belgium, ex ES-SAO of SmartLynx Estonia. Delivered on lease on 30 April.
-214	973	9H-SLA	SmartLynx Malta, ex XY-AGO of Myanmar Airways International. Delivered on 25 March.
-214	1005	LY-VEW	Norwegian, ex LY-VEW of Avion Express. Delivered on lease on 30 March.
-214	1296	EC-MQH	Royal Air Maroc, ex Gowair. Delivered on lease on 12 April.
-232	1411	RP-C7935	Pan Pacific Airlines, ex OE-IHM of the Apollo Aviation Group. Delivered on 1 April. Former LY-SPK of Small Planet Airways.
-212	1416	EC-NAC	Thomas Cook Airlines Balearics, ex D-AICK of Condor. Delivered on 4 April.
-214	1454	9A-BTH	Trade Air, ex HK-4905 of Viva Air Colombia. Delivered on 13 April.
-214	1550	N245NV	Allegiant Air, ex EC-HTD of Vueling Airlines. Delivered on 3 April.
-214	1571	LY-VEB	Thomas Cook Airlines, ex Avion Express. Delivered on summer lease on 30 April.
-233	1626	LY-VEN	Thomas Cook Airlines, ex Avion Express. Delivered on summer lease on 10 April. Aircraft returned from a lease to Sky Angkor Airlines, where it flew as XU-715, a few weeks earlier.
-214	1725	ES-SAS	TUI fly Netherlands, ex SmartLynx Estonia. Delivered on summer lease on 31 March.
-214	1725	ES-SAS	Norwegian, ex TUI fly Netherlands. The lease to TUI fly Netherlands was only fifteen days and the aircraft was placed on a new lease with Norwegian on 16 April.
-214	1725	ES-SAS	Jet2, ex Norwegian. After fourteen days, the aircraft was placed on a new lease, this time with Jet2.
-232	1909	LY-NVY	Avion Express, ex XU-717 of Sky Angkor Airlines. Returned from lease on 16 April.
-232	1957	VT-IKC	IndiGo, ex A7-ADE of Qatar Airways. Delivered on 26 March. Registered in between as EI-GHE of Castlake.
-232	1998	LY-VEL	Norwegian, ex LY-VEL of Avion Express. Delivered on lease on 9 April.
-232	2077	LY-ELK	GetJet Airlines, ex OE-IHR of GECAS. Delivered on 19 April. Former D-ASPF of Small Planet Airlines -Germany.
-232	2077	LY-ELK	TUI fly Netherlands, ex LY-ELK of GetJet Airlines. Delivered on summer lease on 30 April.
-214	2123	ES-SAV	SmartLynx Estonia, ex HK-5202 of Viva Air Colombia. Delivered on 25 March.
-214	2123	ES-SAV	Air Malta, ex SmartLynx Estonia. Delivered on lease on 31 March.
-232	2138	VT-IKE	IndiGo, ex A7-ADH of Qatar Airways. Delivered on 8 April. Registered in between as EI-GHF of Castlake.
-232	2161	OE-LOY	LaudaMotion, ex EI-GHM of Castlake. Delivered on 5 April. Former A7-ADI of Qatar Airways.
-214	2233	YL-LCT	TUI fly Belgium, ex SmartLynx. Delivered on lease for the Summer on 29 March.
-232	2479	SX-SOF	Corendon Airlines ex Orange2fly. Delivered on lease on 17 April.
-232	2496	YR-DSI	Just Us Air, ex OE-IHB of AerCap. Delivered on 29 March. Former AP-BMC of Shaheen Air International.
-232	2496	YR-DSI	TUIfly, ex Just Us Air. Delivered on lease on 22 April.
-232	2594	TC-ODD	Onur Air, ex ZK-OJN of Air New Zealand. Delivered on 2 May.
-232	2724	SX-ODS	Corendon Airlines, ex Orange2fly. Delivered on summer lease on 24 April.
-214	2807	N275NV	Allegiant Air, ex EC-JSK of Iberia Express. Delivered on 26 April.
-232	2844	LZ-BTH	SaudiGulf Airlines, ex BH Air – Balkan Holidays International. Delivered on lease on 12 April.
-232	2859	OE-LMB	LaudaMotion, ex PR-MBE of LATAM Airlines Brasil. Delivered on 11 April.
-214	2875	N282NV	Allegiant Air, ex 5B-DCZ of Cobalt. Delivered on 26 April. Registered in between as F-WTBH of ICBC Leasing.
-214	2920	N283NV	Allegiant Air, ex 5B-DCY of Cobalt. Delivered on 29 April. Registered in between as F-WTBG of ICBC Leasing.

	-232	3010	VN-A	Bamboo Airways, ex TC-JPG of Turkish Airlines. Delivered on 28 April.
	-214	3048	OE-LON	LaudaMotion, ex RP-C3243 of Cebu Pacific Air. Delivered on 16 April.
	-233	3577	ER-00003	SalamAir, ex FlyOne. Delivered on lease on 3 April.
	-233	3577	ER-00003	FlyOne, ex SalamAir. Returned on 26 April.
	-233	3577	ER-00003	VietJet Air, ex FlyOne. Immediately placed on a new lease on 28 April
	-232	3581	ER-00001	Almasria Universal Airlines, ex Fly One. Delivered on lease on 18 April.
	-214	3798	TS-INT	Nouvelair Tunisie, ex VT-WAI of GoAir. Delivered on 19 April.
	-214	3891	TC-FHY	Bamboo Airways, ex Freebird Airlines. Delivered on lease on 16 February.
	-214	3891	TC-FHY	Freebird Airlines, ex TC-FHY of Bamboo Airways. Returned on 22 April.
	-214	4329	D-AEUH	Eurowings, ex OE-LOF of LaudaMotion. Delivered on 1 April.
	-232	4493	EI-LIN	Ernest Airlines, ex 9V-TAS of Scoot. Delivered on 24 March.
	-214	6651	OE-ICZ	easyJet Europe, ex PH-IAL of MC Aviation Partners. Delivered on 29 April. Former PR-OCP of AVIANCA Brasil.
	-214	6942	CN-NMO	Air Arabia Maroc, ex A6-AOL of Air Arabia. Transferred to Morocco late March.
	-232	8097	HA-LSB	Wizz Air, ex G-WUKA of Wizz Air UK. Transferred to Hungary on 14 March.
	-251N	8722	G-UZHV	easyJet. Delivered on 16 April. Test registration was D-AUBZ.
	-271N	8725	D-AINR	Lufthansa. Delivered on 29 March. Test registration was D-AXAA.
	-251N	8781	EC-NCM	Iberia. Delivered on 5 April. Test registration was D-AVVJ.
	-271N	8818	EC-NCS	Vueling Airlines. Delivered on 3 April. Test registration was D-AUBX.
	-251N	8826	UK32022	Uzbekistan Airways. Delivered on 9 April. Test registration was D-AUBH.
	-251N	8831	CS-TVC	TAP Air Portugal. Delivered on 11 April. Test registration was D-AUBJ.
	-271N	8852	VP-BWM	S7 Airlines. Delivered on 25 April. Test registration was D-AXAM.
	-271N	8865	EC-NCT	Vueling Airlines. Delivered on 8 April. Test registration was F-WWDT.
	-251N	8868	TC-NCA	Pegasus Airlines. Delivered on 28 March. Test registration was F-WWIT.
	-251N	8880	G-UZHX	easyJet. Delivered on 5 April. Test registration was F-WWBE.
	-251N	8920	G-UZHY	easyJet. Delivered on 25 April. Test registration was F-WWDN.
A321	-231	1421	LY-NVU	Avion Express, ex OE-IBD of AerCap. Delivered on 3 April. Former SP-HAV of Small Planet Airlines Poland.
	-231	1421	LY-NVU	Thomas Cook Airlines, ex Avion Express. Delivered on summer lease on 5 April.
	-231	1421	LY-NVU	Avion Express, ex Thomas Cook Airlines. Returned from lease on 20 April.
	-231	1421	LY-NVU	Onur Air, ex Avion Express. Delivered on summer lease on 20 April.
	-232	1566	OE-LOP	LaudaMotion, ex A7-ADA of Qatar Airways. Delivered on 30 April.
	-211	1921	G-TCDW	Thomas Cook Airlines, ex C-FTXW of Air Transat. Returned from winter lease on 1 April.
	-231	1946	LV-NVQ	Avion Express, ex 4R-MRD of SriLankan Airlines. Delivered on 3 April. One week later....
	-231	1946	LY-NVQ	Onur Air, ex Avion Express. Delivered on summer lease on 11 April.
	-211	2005	VP-BAN	Red Wings, ex D-AGMA of Germania. Delivered on 29 April.
	-231	2211	YL-LCQ	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 29 March.
	-231	2216	YL-LCV	Jet2, ex SmartLynx. Delivered on summer lease on 31 March.
	-231	2730	VP-BER	Red Wings, ex EI-GIN of AerCap. Delivered on 18 April. Former OO-SBA of VLM Airlines.
	-211	2912	YL-LCZ	SmartLynx, ex SP-HAY of Small Planet Airlines Poland. Delivered on 29 March.
	-211	2912	YL-LCZ	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 5 April.
	-211	3191	YL-LCX	SmartLynx, ex SP-HAZ of Small Planet Airlines Poland. Delivered on 26 March. Three days later....
	-211	3191	YL-LCX	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 29 March.
	-211	3708	G-POWU	Jet2, ex Titan Airways. Delivered on summer lease on 1 April.
	-211	3830	G-POWN	Jet2, ex Titan Airways. Delivered on summer lease on 1 May.
	-211	6526	G-TCDJ	Thomas Cook Airlines, ex C-GTXV of Air Transat. Returned from winter lease on 9 April.
	-211	6968	G-TCDL	Thomas Cook Airlines, ex C-FTXL of Air Transat. Returned from winter lease on 1 May.
	-211	7003	G-TCDM	Thomas Cook Airlines, ex C-GTXF of Air Transat. Returned from winter lease on 17 April.
	-211	7055	G-TCDO	Thomas Cook Airlines, ex C-GTXO of Air Transat. Returned from winter lease on 3 April.
	-211	7048	G-TCDN	Thomas Cook Airlines, ex C-GTXN of Air Transat. Returned from winter lease on 29 April.



Singapore Airlines low-cost daughter and Airbus narrowbody operator Tigerair merged with sister low-cost carrier Scoot on 25 July 2017. Subsequently the Tigerair colours on the Airbus aircraft were replaced with the Scoot colours. Late 2018, Scoot added two brand-new Airbus A320NEO aircraft to its fleet. 9V-TNA was the first of the two and was delivered in October 2018. (Singapore-Changi, 8 March 2019, Jeep Stoker)



Former Meridiana Boeing 767-300ER EI-FMR was withdrawn from use late October 2018 and had been stored at Shannon since then. On 6 March 2019 the aircraft was ferried to Singapore-Paya Lebar for freighter conversion. After its conversion it will be delivered to Kalitta Air, which will operate the aircraft on behalf of DHL. The aircraft already wears its new registration N842DH. It is seen here departing Shannon for its ferry flight to Asia. (Paul Nelhams)

	-271N	8103	VQ-BDI	S7 Airlines. Delivered on 29 March. Test registration was D-AVZE.
	-251N	8260	VN-A589	Bamboo Airways, ex OY-PAC of Primera Air Scandinavia. Delivered on 25 April.
	-231	8271	HA-LTB	Wizz Air. Delivered on 29 March. Test registration was D-AYAG.
	-251N	8312	VN-A591	Bamboo Airways, ex OY-PAE of Primera Air Scandinavia. Delivered on 12 April.
	-251NX	8469	G-NEOP	British Airways. Delivered on 27 March. Test registration was D-AVZB.
	-251NX	8593	CS-TXA	TAP Air Portugal. Delivered on 5 April. Test registration was D-AVXU.
	-251NX	8714	A6-ATA	Air Arabia. Delivered on 13 April. First A321 for Air Arabia. Test registration was D-AYAO.
	-271NX	8735	HA-LVB	Wizz Air. Delivered on 28 March. Test registration was D-AYAX.
	-231	8791	G-WUKL	Wizz Air UK. Delivered on 25 March. Test registration was D-AVZJ.
A330	-243	271	C-GITS	Air Transat, ex OY-VKK of Thomas Cook Airlines Scandinavia. Returned from winter lease on 14 April.
	-243	427	C-GTSI	Air Transat, ex OK-GEB of Travel Service. Returned after winter lease on 3 April.
	-343E	570	OO-SFK	Eurowings, ex D-AIKA of Lufthansa. Delivered on 1 April. Aircraft is operated by Brussels Airlines.
	-243	728	C-GUBL	Air Transat, ex G-TCCI of Condor / Thomas Cook Airlines. Returned from lease on 2 May. Aircraft was operated on behalf of Condor by Thomas Cook Airlines.
	-203	819	TC-AGD	AtlasGlobal, ex 2-RLAZ of Apollo Aviation Group. Delivered on 23 April. Former AP-BMJ of Shaheen Air International.
	-343E	997	C-GEFA	Air Canada, ex CS-TOU of TAP Air Portugal. Delivered on 12 April.
	-243	1016	G-TCXD	Thomas Cook Airlines, ex N969AV of AVIANCA. Delivered on 5 April.
	-343E	1098	OE-IDU	ICBC Leasing, ex TF-GAY of WOW air. Registered on behalf of the lessor on 29 April. Aircraft has been stored at Teruel since 1 February.
	-302E	1361	M-ABLV	CDB Aviation, ex VT-JWS of Jet Airways. Returned to the lessor on 23 April.
	-302E	1370	M-ABLW	CDB Aviation, ex VT-JWT of Jet Airways. Returned to the lessor on 23 April.
	-343E	1382	EC-NBP	Evelop Airlines, ex 9V-STT of Singapore Airlines. Delivered on 29 April.
	-243	1498	G-VYGK	AirTanker, ex Thomas Cook Airlines. Returned from lease on 24 March.
	-243	1498	G-VYGK	Condor Flugdienst, ex AirTanker. Delivered on lease on 30 April.
	-243	1508	N508AV	AVIANCA, ex PR-OCK of AVIANCA Brasil. Transferred on 23 April.
	-243	1555	G-VYGL	Jet2, ex AirTanker. Delivered on lease on 1 April.
	-343E	1607	OE-IIU	Avolon, ex TF-LUV of WOW Air. Registered on behalf of the lessor on 3 April. Aircraft was already withdrawn from use and has been stored at Lourdes since 27 November.
	-343E	1624	OE-IIV	Avolon, ex TF-WOW of WOW Air. Registered on behalf of the lessor on 3 April. Aircraft was already withdrawn from use and has been stored at Lourdes since 27 November.
	-941N	1819	CS-TUA	TAP Air Portugal. Delivered on 12 April. Test registration was F-WWKM.
	-941N	1884	3B-NBU	Air Mauritius. Delivered on 18 April. Test registration was F-WWCN.
A340	-313X	270	ZS-	Global Aviation Operations, ex TC-JIG of Turkish Airlines. Delivered on 1 April.
	-313X	331	ZS-	Global Aviation Operations, ex TC-JII of Turkish Airlines. Delivered on 11 April.
	-313X	459	EC-NBU	Plus Ultra Líneas Aéreas, ex RP-C3439 of Philippines. Delivered on 3 April. Registered in between as OE-IAL of Philipp Aviation Consulting & Engineering GmbH.
A350	-941	224	HL8359	Asiana Airlines. Delivered on 1 April. Test registration was F-WZNT.
	-941	234	HL8360	Asiana Airlines. Delivered on 16 April. Test registration was F-WZFJ.
	-941	289	ET-AWM	Ethiopian Airlines. Delivered on 5 April. Test registration was F-WZFK.
	-941	291	B-307Y	China Eastern Airlines. Delivered on 9 April. Test registration was F-WZGZ.
	-941	292	D-AIXN	Lufthansa. Delivered on 30 March. Test registration was F-WZGW.
	-941	293	EC-NBO	Evelop Airlines. Delivered on 28 March. First A350 for Evelop. Test registration was F-WZHJ.
	-941	294	9V-SHE	Singapore Airlines. Delivered on 6 April. Test registration was F-WZGM.
	-1041	296	B-LXK	Cathay Pacific Airways. Delivered on 3 April. Test registration was F-WZGF.
	-941	300	OH-LWO	Finnair. Delivered on 26 April. Test registration was F-WWDW.
	-941	302	EC-NCX	Iberia. Delivered on 30 April. Test registration was F-WZGK.
B737	-3K2	24328	JU-8888	Mongolian Airways International, ex EW-308PA of Belavia - Belarusian Airlines. Delivered in April.
	-5Y0	25188	ZS-THY	Voyage Air. Leased by this Bulgarian airline from Africa Charter Airline per 21 April.
	-5Y0	26075	UR-GAK	Ruta Air, ex Ukraine International Airlines. Delivered on 5 April.
	-3H4	28036	LZ-BVS	Bul Air, ex N620SW of Southwest Airlines. In service per 17 April.
	-46JSF	28038	LZ-CGW	Cargo Air, ex N338VB of TVPX Aircraft Solutions. Back with Cargo Air, now as a freighter. Delivered on 19 April.

-809	28236	EI-GKW	AlbaStar, ex HL7798 of Jin Air. Delivered on 19 April.
-86N	28618	G-DRTW	Jet2, ex LZ-GNB of GECAS. Delivered on 9 April.
-36N	28670	LY-ELF	GetJet Airlines, ex UR-GBA of Ukraine International Airlines. Delivered on 18 April.
-73S	29080	F-GZTQ	ASL Airlines France, ex C-GTQI of Air Transat. Returned from winter lease on 11 April.
-8BK	29642	OM-LEX	AirExplore, ex C-FTJH of Sunwing Airlines. Delivered on 25 April.
-8K2	29651	F-GZHC	Transavia France, ex C-GTVC of Air Transat. Returned from winter lease on 28 March.
-8HX	29677	F-GZHF	Transavia France, ex C-FTVH of Air Transat. Returned from winter lease on 11 April.
-8K2	29678	F-GZHE	Transavia France, ex C-GZEH of Air Transat. Returned from winter lease on 4 April.
-86N	29888	9H-FSJ	Blue Panorama Airlines, ex EI-FSJ. Re-registered early April.
-89L	29878	9H-GFP	Blue Panorama Airlines, ex EI-GFP. Re-registered 19 April.
-75C	30034	UR-SQE	SkyUp Airlines, ex N723AC of UMB Bank NA Trustee. Delivered on 8 April.
-8Z0	30073	9H-GAX	Blue Panorama Airlines, ex EI-GAX. Re-registered late March.
-89L	30159	UR-AZF	Azur Air Ukraine, ex VP-BYB of Azur Air. Transferred on 20 April.
-490SF	30161	EI-GHC	Mistral Air, ex N713AS of Automatic LLC. Delivered on 28 March as N713AS.
-86Q	30292	UR-SQH	SkyUp Airlines, ex C-FEAK of Sunwing Airlines. Delivered on 19 April.
-7K2	30371	LX-LBT	Luxair, ex PH-BGE of KLM. Delivered on 31 March.
-89P	30681	VP-BEV	Smartavia, HS-NGN of NewGen Airways. Delivered on 8 April.
-8Q8	30690	SP-ESG	Enter Air, ex HS-NGO of NewGen Airways. Delivered on 17 April.
-8Q8	30703	C-FDBD	TUI fly Netherlands, ex Sunwing Airlines. Delivered on summer lease on 17 April. Painted in special Sunny Cars colours.
-81Q	30785	OM-HEX	Smartwings Leased from AirExplore per 1 March.
-8K5	30882	F-GZTV	ASL Airlines France, ex OE-IGC of AerCap Ireland Capital Designated Activity Company. Delivered on 20 April.
-8K5	30883	F-GZTZ	ASL Airlines France, ex OE-IGW of AerCap Ireland Capital Designated Activity Company. Delivered on 18 April.
-73V	32427	F-GZTU	ASL Airlines France, ex C-FTQK of Air Transat. Returned from winter lease on 12 April.
-86N	32733	I-NEOS	Neos, ex Samoa Airways. Returned from lease on 1 April.
-8K5	32907	OK-TVP	Smartwings, ex C-FBVS of Flair Airlines. Returned from winter lease on 1 April.
-808	34704	C-FTDW	TUI fly Netherlands, ex Sunwing Airlines. Delivered on summer lease on 16 April.
-84P	35072	VQ-BDG	UTair, ex B-5710 of Hainan Airlines. Delivered on 20 April.
-8FH	35093	9H-TJB	Corendon Airlines Europe, ex OK-TSC of Smartwings. Delivered on 4 April.
-8K5	35132	G-FDZD	TUI Airways, ex C-FTZD of Sunwing Airlines. Returned from winter lease on 8 April.
-8K5	35138	G-FDZF	TUI Airways, ex C-FEZF of Sunwing Airlines. Returned from winter lease on 2 April.
-8K5	35146	OO-TNC	TUI fly Belgium, ex PH-TFC of TUI fly Netherlands. Transferred on 4 April.
-8K5	35148	OO-JAQ	TUI fly Belgium, ex N750MA of Miami Air International. Returned from winter lease on 20 April.
-9GPER	35719	VP-BZV	Pegas Fly, ex PK-LFR of Lion Air. Delivered on 3 April.
-82R	35983	N538RL	Bank of Utah, ex TC-AJP of Pegasus Airlines. Registered on 22 April. Destined for Jeju Air as HL8337.
-86J	36120	F-GZHI	Transavia France, ex C-FTVI of Air Transat. Returned from winter lease on 16 April.
-86J	36883	OO-TUV	TUI fly Belgium, ex Miami Air International. Returned from winter lease on 9 April.
-8K5	37239	G-TAWK	TUI Airways, ex C-FQWK of Sunwing Airlines. Returned from winter lease on 23 April.
-8K5	37241	G-TAWS	TUI Airways, ex C-FBWS of Sunwing Airlines. Returned from winter lease on 8 April.
-8K5	37243	G-TAWL	TUI Airways, ex Sunwing Airlines. Returned from winter lease on 23 April.
-8K5	37245	D-ATUA	TUI fly Germany, ex C-FTUA of Sunwing Airlines. Returned from winter lease on 2 May.
-8K5	37263	G-TAWU	TUI Airways, ex Sunwing Airlines. Returned from winter lease on 25 April.
-86J	37778	F-GZJH	Transavia France, ex C-GTJV of Air Transat.
-8K5	38097	D-ATYH	TUI fly Germany, ex SE-RFT of TUI fly Nordic. Transferred on 15 March.
-8K5	38107	G-TAWH	TUI Airways, ex C-FEZF of Sunwing Airlines. Returned from winter lease on 6 April.
-8JP	39013	HL8333	Jeju Air, ex LN-DYZ of Norwegian. Delivered on 23 April.
-8K5	39094	D-ATUK	TUI fly Germany, ex N748MA of Miami Air International. Returned from winter lease on 24 April.
-81D	39437	OK-TSE	Travel Service, ex Sunwing Airlines. Returned from winter lease on 30 April.
-81D	39438	C-GNCH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 30 April.
-81D	39440	C-FFPH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 30 April.
-8EH	39609	PH-GUV	Transavia, ex PR-GUV of GOL. Delivered on summer lease on 13 April.



In April Uganda Airlines took delivery of two brand new Bombardier CRJ900 aircraft out of four it ordered in July 2018 at the Farnborough air show. The CRJ900s are configured with 76 seats in a two-class configuration. 5X-EQU is one of the first two aircraft and during its ferry flight from Canada to Entebbe it made a fuel stop at Maastricht-Aachen Airport. In addition to the CRJ900s, the airline has a firm order for a pair of Airbus A330-800s. (Maastricht-Aachen, 22 April 2019, Arjen Sleenwenhoek)



Singapore Airlines' Boeing 787-10 9V-SCB is one of the eleven 787-10 Dreamliners which have - as of late April 2019 - been delivered to Singapore Airlines. The airline has outstanding orders for 36 more 787-10s and options for 25. Singapore Airlines configures the 787-10 with 337 seats, including 36 in business and 301 in economy. The aircraft are used on medium-haul regional routes. (Singapore-Changi, 8 March 2019, Jeep Stoker)

	-8KN	40244	N833SY	Sun Country Airlines, ex A6-FDQ of FlyDubai. Delivered on 18 April.
	-8K5	40943	OO-JAV	TUI fly Belgium, ex Miami Air International. Returned from winter lease on 9 April.
	-8K5	40944	OO-JAY	TUI fly Belgium, ex Miami Air International. Returned from winter lease on 8 April.
	-8K2	41340	PH-HXB	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 16 April.
	-8K2	41342	PH-HXC	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 10 April.
	-800	41353	C-GLRN	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 29 April.
	-8GS	41608	C-GFEH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 1 May.
	-8Q8	41795	OK-TSD	Smartwings, ex Sunwing Airlines. Returned from winter lease on 29 April.
	-8JP	42075	B-1189	Ruilu Airlines, ex LN-NHF of Norwegian. Delivered (as LN-NHF) on 20 April. Registered N460DM of TVPX Aircraft Solutions in between.
	-800	44774	SP-RSQ	Ryanair Sun, ex EI-FZA of Ryanair. Transferred on 2 April.
	-800	44775	SP-RST	Ryanair Sun, ex EI-FZB of Ryanair. Transferred on 2 April.
	-800	44776	SP-RSU	Ryanair Sun, ex EI-FZC of Ryanair. Transferred on 2 April.
	-800	44777	SP-RSV	Ryanair Sun, ex EI-FZD of Ryanair. Transferred on 6 April.
	-800	44778	SP-RSW	Ryanair Sun, ex EI-FZE of Ryanair. Transferred on 19 April.
	-800	44779	SP-RSX	Ryanair Sun, ex EI-FZF of Ryanair. Transferred on 19 April.
	-800	60586	EC-MPG	Air Europa Express, ex Air Europa. Transferred on 12 April.
	-8K2	62149	PH-HXA	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 17 April.
	-800	62580	PH-BCK	KLM Royal Dutch Airlines. Delivered on 24 April. Line # 7512.
	-800	64869	VP-BQQ	Pobeda. Delivered on 29 March. Line # 7482.
	-800	64870	VP-BQY	Pobeda. Delivered on 29 April. Line # 7527.
B747	-412BCF	24227	OO-ACE	ACE Belgium Freighters, ex 4X-ICC of CAL Cargo Air Lines. Delivered in April.
	-4HAERF	35234	LX-LCL	Cargolux, ex OO-THB of ASL Airlines Belgium. Delivered on 26 April.
	-8F	64261	N615UP	UPS - United Parcel Service. Delivered on 30 April. Line # 1553.
B757	-23NSF	29330	D-ALEU	EAT Leipzig, ex G-DHKA of DHL Air. Transferred on 29 March.
	-236	29944	N751AC	Bank of Utah, ex G-OOBH of TUI Airways. Registered on 28 March.
	-3CQ	32241	D-ABOP	Condor Flugdienst, ex G-JMAA of Thomas Cook Airlines. Delivered on 3 April.
B767	-352ER	26262	2-XEAR	AerCap, ex 4X-EAR of El Al Israel Airlines. Registered on behalf of the lessor on 6 March. Aircraft has been stored at Goodyear (AZ) since 7 December 2018.
	-33AER	28139	UR-AZK	Azur Air Ukraine, ex N582HA of Hawaiian Airlines. Delivered on 24 April.
	-38AER	29617	SE-RFR	TUIfly Nordic, ex G-OBYK of TUI Airways. Registered in Sweden on 26 March.
	-300F	63105	N174FE	FedEx Express. Delivered on 29 March. Line # 1177.
B777	-F1H	35606	N704GT	Southern Air, ex A6-EFD of Emirates. Delivered on 28 March.
	-300ER	65308	VQ-BFK	Aeroflot. Delivered on 29 March. Line # 1590.
	-300ER	65309	VQ-BFL	Aeroflot. Delivered on 29 March. Line # 1595.
	-300ER	65415	B-209Y	China Southern Airlines. Delivered on 18 April. Line # 1597.
	-F	66090	D-ALFG	Lufthansa Cargo. Delivered on 26 March. Line # 1596.
B787	-9	37130	9V-OJI	Scoot. Delivered on 20 April. Line # 839.
	-9	38362	C-FVNF	Air Canada. Delivered on 30 April. Line # 845.
	-9	38798	SU-GER	EgyptAir. Delivered on 27 March. First Dreamliner for EgyptAir. Line # 823.
	-9	38799	SU-GES	EgyptAir. And the second one. Delivered on 17 April. Line # 837.
	-9	38895	SE-RXZ	Norwegian Air Sweden, ex G-CKNZ of Norwegian UK. Transferred to Sweden on 10 April.
	-10	40938	N16009	United Airlines. Delivered on 27 April. Line # 828.
	-9	42498	F-HRBH	Air France. Delivered on 24 April. Line # 832.
	-10	60138	N16008	United Airlines. Delivered on 30 March. Line # 822.
	-10	60140	N12006	United Airlines. Delivered on 24 March. Line # 814.
	-10	60261	9V-SCK	Singapore Airlines. Delivered on 2 May. Line # 838.
	-10	60282	9V-SCJ	Singapore Airlines. Delivered on 24 April. Line # 834.
	-9	60311	B-209D	China Southern Airlines. Delivered on 30 March. Line # 802.
	-9	60312	B-209E	China Southern Airlines. Delivered on 16 April. Line # 820.
	-9	62173	SP-LSE	LOT Polish Airlines. Delivered on 30 April. Line # 843.

	-10	62684	JA900A	ANA - All Nippon Airways. Delivered on 29 March. First 787-10 for ANA. ANA is now together with United Airlines, the second airline who operates all variants of the Dreamliner.
	-9	62726	B-208S	Hainan Airlines. Delivered on 27 March. Line # 797.
	-9	63320	G-CKWT	Norwegian UK. Delivered on 26 March. Line # 827.
	-9	63321	G-CKWU	Norwegian UK. Delivered on 18 April. Line # 835.
	-9	63710	B-208P	China Eastern Airlines. Delivered on 30 March. Line # 786.
	-9	63712	B-209N	China Eastern Airlines. Delivered on 28 March. Line # 826.
	-9	64315	B-209R	Juneyao Airlines. Delivered on 29 March. Line # 825.
	-8	64436	UK78704	Uzbekistan Airways. Delivered on 13 April. Line # 821.
	-9	64626	CN-RGX	Royal Air Maroc. Delivered on 26 March. Line # 824.
	-9	65086	4X-EDJ	El Al Israel Airlines. Delivered on 3 April. Line # 829.
	-9	65246	EC-NBM	Air Europa. Delivered on 2 May. Line # 836.
	-9	65313	N128AM	AeroMéxico. Delivered on 10 April. Line # 833.
CRJ	900ER	15111	EC-JZS	SAS. Per 31 March, operated by Air Nostrum.
	900	15240	EI-GED	CityJet, ex OY-KFH of Cimber. Delivered on 29 March.
	1000	19011	9H-LKF	Medavia, ex EC-LKF of Air Nostrum. Transferred on 20 April. Still operating for Iberia Regional.
	1000	19021	EC-LPG	Croatia Airlines. Per 17 April, operated by Air Nostrum.
	1000	19048	EC-MLC	Croatia Airlines. Per 13 April, operated by Air Nostrum.
ERJ	145EP	145207	G-SAJN	Loganair, ex G-RJXD. Re-registered on 23 April.
	145MP	145216	G-SAJO	Loganair, ex G-RJXM. Re-registered on 1 April.
	145LR	145601	5N-BWQ	Bristow Helicopters Nigeria, ex G-CIYX of Eastern Airways. Delivered on 16 April.
	135BJ	145780	I-CRFX	Sirio S.p.A, ex N904FL of Flight Options. Registered in March.
	135BJ	14500851	N93JC	Juniper Aviation LLC, ex M-DSCL of Legacy Aviation Ltd. Registered on 1 April.
	135BJ	14501037	N888JK	TVPX Aircraft Solutions, ex N37EL. Re-registered on 26 April.
	135BJ	14501072	EJ-CORE	TAG Aviation UK, ex G-RHMS. Re-registered on 16 April.
	135BJ	14501139	T7-VVV	Megastar Investments Ltd, ex N688JC of Jackie Chan. Registered in March.
	175LR	17000782	EW-531PO	Belavia - Belarusian Airlines. Delivered on 19 April.
	190LR	19000061	D-AJHW	WDL Aviation, ex HK-4454 of Copa Airlines Colombia. Delivered on 25 April. Registered as N861AZ in between.
	190AR	19000199	HB-JVT	Helvetic Airways, ex N199NC of Wilmington Trust Co. Delivered on 29 March.
	195LR	19000305	I-ADJX	Air Dolomiti, ex D-AEMD of Lufthansa CityLine. Delivered on 10 April.
	195LR	19000765	EW-532PO	Belavia - Belarusian Airlines. Delivered on 18 April.
	195LR	19000766	EW-533PO	Belavia - Belarusian Airlines. Delivered on 26 April.

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

Commuters



Beech 1900C-1 SE-MHU of H-Bird Aviation Services returned to Europe in February of this year, and was already registered on 24 January. It used to operate in France for 22 years before moving to the US. Andre Deblauwe saw it with large Cargo titles at Ostend Airport on 27 February 2019.

ATR42	-500	539	F-GPYN	Chalair, ex HOPI. Delivered on 4 March.
ATR72	-212A	699	SX-SEF	Sky Express, ex M-ABKM of Elix Assets 12 Ltd. Delivered as M-ABKM on 30 April.
	-212A	778	SE-MDA	Danish Air Transport, ex BRA - Braathens Regional Airlines. Delivered on 4 April.
	-212A	1259	F-HIPY	Aero4M, ex 2-MFIF of NAC Aviation 30 Ltd. Registered on 23 April.
DHC-8	-402	4541	OE-IIQ	Celestial Aviation Trading 12 Ltd, ex D-ABQT of Eurowings. Registered on 2 April. Parked at Saarbrücken since 5 February.
Saab 2000		059	S5-AFE	Adria Airways, ex HB-IYD of Adria Airways Switzerland. Per 2 April.

Propliners

Convair	C-131F	308	VH-EAQ	The Australian Historical Aviation Restoration Society has offered this project for sale. They have been working on this Convair since 2008 in Tucson (AZ), but since the acquisition of a similar aircraft in air-worthy condition, VH-TAA ex South Africa, they have given up on this project. About 80% of the work is completed. Let's hope they will find a buyer for it.
	580	2	N580HW	Honeywell has retired their Convair Avionics test bed in April 2019. The 67 year old aircraft was introduced as test bed by Allied Signal in 1992. Honeywell bought Allied Signal in 1999, reregistered N580AS to N580HW, and continued using the airplane for another twenty years! It will be flown to Kelowna (BC) where it is expected to be preserved as KF Aerospace is working on a museum there.
	580F	42	ZK-KFH	Air Chathams, all white, noted engineless at Auckland on 12 April 2019.

	580	381	ZK-CIF	Air Chathams, noted in full colours, but with engines removed and cockpit windows taped over, at Auckland on 12 April. The airplane looks wfu, just like ZK-KFH. Air Chathams Convair 580 ZK-CIB (327A) was still noted in good condition and operational on 17 April 2019.
DHC	2	1183	C-GTLT	Canada, exported to the US register on 10 April 2019. Not on the US register yet, but noted with a new registration painted on, and the old registration taped over in the tail, on 30 April 2019. N454DB has been reserved by Alaskan Bushflights.
	3T	270	N270PA	Promech Air in Alaska to Canada, registered on 23 April 2019.
	3	276	C-GYYS	Superior Airways, transferred to the USA on 1 May 2019.
Douglas	DC-3	?	ETM6043	Social media showed us a preserved DC-3 in full Fuerza Aería Mexicana colours with markings ETM6043 at Campo Militar 7A, which is a military compound near Aeropuerto Del Norte, the general aviation airport of Monterrey, Mexico. The original ETM6043 was C-47 4588 , but this one is presumed scrapped, and had a different door/window configuration. The preserved ETM6043 has a single view-master panorama window installed, hence we are not sure yet of its former identity.
	C-47A	2204	N3291	M.S.Ö. Air & Space Museum, ex HB-IRJ and delivered in March 2019 to the Turkish museum. On 5 April the new US registration was allocated, the first pictures with the new registration have been posted on the web.
	C-47B	26735	D-CXXX(2)	The second Rosinenbomber, former Air Atlantic G-AMRA. This one replaced the D-CXXX (32872) that crashed in 2010. Just before the large 70 year memorial for the Berlin airlift it was announced the airplane will not be fully restored in airworthy conditions.
Fairchild	C-119G	10956	N5216R	RollingBoxcar, last month we reported this at Battle Creek (AZ), but that should be Battle Mountain (NV). For a long time there was lots of confusion with another C-119 airtanker at Greybull (WY) with the same registration. The Greybull tanker is however N3935 with the registration N5216R painted over it. More detailed research regarding this on the website of Ruud Leeuw.
Grumman	G-111	460	N116FB	Barron Aerospace, is almost done with the large move of the former Chalks Albatrosses from Marana Pinal Air Park (AZ) to Hannibal (MO). N116FB was ferried on 15 April 2019. Only N112FB is left in Arizona, awaiting its ferry flight, . work is already in progress.
Junkers	52/3M	130714	D-CDLH	Berlin Stiftung, after completely stopping the Lockheed Super Constellation project in 2018, 2019 saw the end of the Junkers 52 operation as well. As a cost cutting step parent company Lufthansa stopped all funding for "Tante Ju". The Ju was disassembled in Munich and put on ground transport to Hamburg. Lufthansa is looking for a location to preserve it in a museum. Wiedersehen!
Max Holste	MH1521M	78	SE-BMH	Crashed in the Algerian desert, on 24 April 2019 or earlier. See Dustpan & Brush for more information.
Lockheed	18-56	18-2152	ZK-BUV	Field Air, preserved on poles at Gisborne Airport for many years. It was taken from the poles in 1998, but still noted inside the local museum hangar for a large maintenance project on 16 April 2019.
	1049F	4175	HB-RSC	Super Constellation Flyers Association, has not come up with the 20 million Swiss francs (€17.5 million) to perform the wing root inspection and repair that has to be performed for continued operation of the airplane. It was published on 23 April that the SCFA has been dissolved, they will however do their best to keep the Connie accessible for the public in the future.
NAMC	YS-11A	2073	N774GS	Conquest Air Cargo, second YS-11 registered on 22 April 2019, ex XA-TND. Conquest is expecting two more YS-11s this year or next to add to the fleet.
PBY	5A	300	PH-PBY	The Dutch Catalina was sold in the summer of 2018, as after new regulations it was no longer possible to operate it in the Netherlands. The airplane was sold in serviceable condition, and was overhauled during the winter 18/19. The first flights were to get the last crew current again. Several flights were planned for members who still were due for a flight. The ferry flight to the USA is now scheduled for 28 May 2019. Tot ziens!
Vickers	Viscount 815	375	SE-IVY	We reported on this Viscount last month, as it was put up for auction. After the sale it was cut in large pieces and strapped onto the back of a truck. Not the way a propliner should be transported. Final destination was somewhere in the Baltics. Adjö!

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

Fokker News



Philippine airline LEASCOR (Leading Edge Air Services Corporation) is busy buying Fokker 50s! They own six Fokkers, acquired from airlines around the globe. RP-C7636's (msn 20113, ex VH-FNH) former operator is not hard to guess, as it still sports the basic colours of Australian operator SkyWest Airlines (although it was operating for Virgin Australia Regional Airlines, it never got repainted however). The Fifty was flown to Clark International Airport, Philippines on 15 April. (Singapore-Seletar, 23 March 2019, Fred Crampton)

F27	-500RF	10669	10669	Hukbong Himpapawid ng Pilipinas (Philippines Air Force). Turns out wrinkles in the fuselage are no guarantee for a write off, and this Dutch product proved just that! Only sustained minor damage on 11 May 2015, got repaired and was last seen operational at Mactan Lapu Lapu Airport, Philippines, on 19 December 2018.
	-050	20107	RP-C9993	LEASCOR, ex VH-FNB SkyWest Airlines. Has been allocated a Philippines registration to facilitate the transfer of spare parts retrieved from it to the other Fokker 50s in their fleet.
	-050	20113	RP-C7636	LEASCOR, ex VH-FNH SkyWest Airlines. Left Singapore-Seletar for Clarke, Philippines on 14 April and arrived the following day, still in SkyWest colours.
F28	-1000C	11020	TC-53	Fuerza Aérea Argentina. Recently received special colours (red tail with the logo of the squadron in it) in anticipation of its last flight, which will take place in the near future.
	-0100	11317	HP-1900PST	Air Panama, ex CS-TPD Portugalia. Seen Mexico City on 9 April in full colours prior to delivery.
	-0100	11470	UP-F1009	Bek Air, ex Air Djibouti. Arrived back in Almaty, Kazakhstan on 19 April in basic Air Djibouti colours. Was wet-leased since June 2018.
	-0070	11585	2-JACC	JetAir Caribbean, ex PK-TNR TransNusa Air Services. Left Subang on 30 April and arrived 2 May at Eindhoven, as 2-JACC (registered in April). Will go to JetAir soon.

Credits: Merv Crowe, Skyliner.



The last built Fokker 70 (11585) has spent all its life in the Far East, operating first for Vietnam Airlines as VN-A504 (for eighteen years!) before being transferred to Indonesian operator TransNusa Air Services as PK-TNR. Having flown for them for three years it was put in storage in January 2018, awaiting its fate. That fate was sealed with the standup of JetAir Caribbean (Insel Air and Insel Air Aruba went bankrupt in 2017, JetAir hopes to pick up the slack with newly acquired Fokker 70s), who already possess Fokker 70 PH-KZD (msn 11582). 2-JACC (registered in April 2019) is seen here arriving at Eindhoven on 2 May 2019 by Bjorn van de Moosdijk, already painted in JetAir Caribbean colours.

Bizjets

BAe	125-800B	258235	N25JL	Jet Logistics, ex OY-RAA. Registered on 19 March.
	125-900XP	HA-0041	OK-HWL	CTR Group, ex G-OATI. Registered on 12 March.
Beech	400A	RK-149	I-TOPF	Former N337TC of Paradise Shipping Depot Inc. was sold to Sirio.
Cessna	510	0354	N510KF	Kenfred Enterprises, ex G-FBKH. Registered on 13 March.
	525	1009	I-MLMU	Departed Wichita (KS) for delivery on 7 March.
	525A	465	D-ILUI	ProAir Aviation, ex N237PT. First flight was tracked on 14 March.
	525A	0498	OK-DSY	Delta System-Air, ex D-IMGW. Delivered on 29 March.
	525B	0232	N232KS	Aeromanagement, ex G-PAOL. Registered on 6 March.
	525C	0293	D-CWIR	Wirtgen Beteiligungs, delivered in March.
	680	0276	SE-RFL	EFS European Flight Service, ex G-CPRR. Registered on 20 February.
	680A	0172	EC-NBS	Delivered in February.
	750	0184	EC-HOH	Avcon Jet, ex HS-CDY. Registered in March.
Challenger	300	20067	N2618K	TCBH, re-registered from N360BG on 11 March.
	300	20108	N396BC	Aluminous, re-registered from N365MC on 6 March.
	300	20123	N4LS	MMO, re-registered from N723MC on 8 March.
	300	20117	N300WK	Renaissance Air, re-registered from N201MC on 22 February.
	300	20242	C-FXGO	Chartright Air, re-registered from C-FGUT on 5 March.
	300	20318	N614CA	DowDuPont, re-registered from N583D on 8 March.
	300	20700	N916PC	Performance Contractors, re-registered from N88DJ on 8 March.
	350	20774	C-GJLN	Bombardier, ex N350AD. Registered on 14 March.
	350	20783	CS-CHI	NetJets Europe, ex C-GOYL. Delivered in March.
	350	20785	N785C	Bombardier Aerospace, ex C-GOXW. Registered on 26 February.
	350	20787	N350LM	Bombardier Aerospace, ex C-GOWO. Registered on 19 March.
	350	20788	C-GOHX	Bombardier, re-registered from C-GOWX on 6 March.
	604	5553	N41HF	Fath Aviation, re-registered from N604WG on 8 March.
	604	5581	N2461K	Challenger 604 New Venture, ex VP-CMS. Registered on 11 March.
	604	5601	N900BH	AIS Aviation, re-registered from N448E on 20 March.
	605	5854	N605TK	Robers Asset Mangement, ex C-FSJR. Registered on 15 February.
	605	5904	G-RANE	SaxonAir Charter, ex OE-IXI. Registered on 28 February.
	650	6133	C-GIVX	Bombardier, re-registered from C-FAQK on 1 March.
	650	6133	9H-SPB	Comlux Aviation Malta, ex C-GIVX. Delivered to Malta on 29 April.
	650	6139	HB-JTZ	ExecuJet Europe, ex C-FAUF. Registered on 27 March.

Cirrus	SF50	0107	T7-HGW	Heinrich Weiss, displayed at Aero Friedrichshafen in April.
Embraer	505	50500198	D-CHRT	Ex D-CDTZ of Dietz Aviation AG was sold to A. Schodl.
Falcon	7X	132	N999PN	TVPX Aircraft Solutions, ex VQ-BLP. Registered on 6 March.
	7X	139	F-HLPD	Ex P4-GIS. Registered in March.
	7X	266	F-HPCE	Dassault Aviation, ex M-TINK. Offered for sale in March.
	7X	283	A56-001	Royal Australian Air Force, ex F-VVWE. Delivered on 16 April.
	8X	403	LX-EBO	Global Jet Luxembourg, ex N8X. Noted at Paris-Le Bourget on 20 February.
	8X	450	M-TINK	Velut, ex F-WWZN. Registered on 27 March.
	50-4	88	N940CC	Merlin One Aircraft, re-registered from N510GT on 14 March.
	50	97	C-FBDS	BDK Air, ex C-GMLR. Registered on 14 March.
	50EX	268	N268TS	Bizav Aircraft Management, re-registered from N133JA on 4 March.
	900	47	ZS-MGT	Noted Lanseria on 7 March, ex N687HS.
	900EX	13	N808SF	Trautwein Holdings, re-registered from N127SF on 12 March.
	900EX	162	N923EA	Bank of Utah, ex N876C. Noted at Van Nuys (CA) in March.
	900EX	219	N1549E	Hudson Takeoff, ex 9H-LAS. Registered on 22 February.
	2000	158	N370SM	NetJets, re-registered from N258QS on 19 February.
	2000	194	N671HS	Hyland Air, re-registered from N671WM on 4 March.
	2000EX	11	N198SS	Ocana Investments, ex HB-JEF. Registered on 20 March.
Global	Express	9055	N540CN	Reregistered from N540CH on 29 April, still with Matthew Grimmer.
	Express	9118	N904DF	Ex N904DS, reregistered on 27 March.
	XRS	9237	LX-JNC	Registered on 23 April, ex OE-IRA of ART Aviation.
	XRS	9292	N887WH	Ex N887WM, reregistered on 25 March.
	XRS	9351	D-AGOV	Ex N935TC, delivered to Windrose Air Jetcharter on 6 April.
	XRS	9402	N84DS	Ex N1DS, reregistered on 9 April.
	XRS	9423	M-OONL	Registered to Parker Holdings on 18 April, ex 9H-JSY of Elitavia.
	5000	9154	N3333U	Ex N3389H, reregistered on 21 March.
	5000	9295	T7-LAM	Delivered to Vision Waves Aviation Services in April, ex B-LIM.
	5000	9398	N934JM	Ex N270F, reregistered on 9 April.
	5000	9501	N699WT	Registered in the USA on 26 April, ex VP-CWQ.
	5000	9639	M-FLIG	Ex M-KBSD, reregistered on 20 March.
	5000	9696	N893CC	Reregistered from N898CC on 24 April.
	5000	9840	VT-RUP	Ex N173ET, in India to Bajaj Holdings and Investment on 28 March.
	5000	9868	N	C-GFED delivered on 20 February and cancelled from Canada on 5 April, to ?.
	6000	9537	N537JG	Ex M-YFTA, to the USA on 29 March.
	6000	9601	9H-KLS	Ex LX-NAD of Luxaviation, in Malta since 30 March, for Avcon Jet.
	6000	9740	9H-...	Cancelled from the USA on 29 April, exported to Malta.
	6000	9744	N115JS	Ex N17JS, changed on 10 April, still with JS Ventures Corp.
	6000	9764	9H-...	Cancelled from the USA on 29 April, exported to Malta.
	6000	9797	G-FOMO	Delivered to London Executive Aviation on 26 March, ex VP-CAX.
	6000	9829	9H-YLG	C-FYOK of Bombardier cancelled on 26 March, then to Malta.
	6000	9838	N50KC	Ex N188HS, reregistered on 10 April.
	6000	9869	C-GFHD	Delivered to Bombardier on 18 March.
	6000	9870	C-GFQR	Delivered to Bombardier on 3 April.
	6000	9871	C-GFRG	Delivered to Bombardier on 3 April.
	6000	9872	C-GFRX	Delivered to Bombardier on 12 April.
	7500	70007	C-FXBC	Delivered to Bombardier on 21 March.
	7500	70011	OE-IIL	Cancelled from Canada on 29 March, to Laudamotion Executive as OE-IIL.
	7500	70022	C-GAAE	Delivered to Bombardier on 16 April.
	7500	70023	C-FZYN	Delivered to Bombardier on 5 April.
	7500	70024	C-GAOZ	Delivered to Bombardier on 29 March.
	7500	70025	C-GAUC	Delivered to Bombardier on 22 March.
	7500	70026	C-GAUK	Delivered to Bombardier on 16 April.
	7500	70027	C-GBYL	Delivered to Bombardier on 16 April.



The newest addition to the GainJet Ireland fleet is this Global 5000 with msn 9486. It was delivered as T7-STK in March this year, but recently re-registered into the new style of Irish business aircraft EJ-SAID. It has not officially been entered into the Irish register. (Shannon, 11 April 2019, Mick McNamara)



A very nice dramatic evening picture was taken of this HA-420 Hondajet with registration LX-WJA. This aircraft, with msn 42000018, was delivered to Flying Group Luxembourg in March, trading as Wijet. (Antwerp, 22 March 2019, Walter Van Brempt)

Gulfstream	III	437	N44HB	Bearthday Aviation, re-registered from N171AM on 8 March.
	III	440	N928BK	Whitehorse Air, re-registered from N124EP on 25 February.
	IV	1190	N13NH	Norm Hill Aviation, ex JA001G, registered on 13 February. After 25 years of faithful service this former Japanese G-IV will likely be retired.
	IVSP	1482	HI1050	Helidosa Aviation Group, ex N121JJ which was cancelled on 5 February.
	V	538	N1271M	Jack Nicklaus, re-registered from N1JN on 21 February.
	IVSP	1337	N137DR	TVPX Aircraft Solutions, ex T7-DRM. Registered on 12 February.
	G400	1513	N500PL	R. Lacy Services, re-registered from N500RL on 14 March.
	G350	4019	N898	North Pacific Enterprises, re-registered from N82CW on 1 March.
	G450	4039	N915TB	BMC Aviation, re-registered from N937BGon 7 March.
	G450	4108	N329HF	TVPX Aircraft Solutions, re-registered from N218HF on 5 March.
	G450	4190	PR-GFT	Triperio Participações, ex N828CX. Delivered in March.
	G450	4210	N715GB	Wickman Aviation, re-registered from N960JS on 6 March.
	G450	4230	N53EL	Enterprise Holdings, re-registered from N56EL on 28 February.
	G450	4280	N40QJ	Johnson & Johnson, re-registered from N400J on 28 February.
	G450	4291	OE-ISP	Avcon Jet, noted Jersey 27 February, ex 9H-SPA.
	G450	4322	T7-MVA	Global Aircraft Consulting, ex N450VA. Departed Basel on 10 March.
	G550	5210	N10274	Red Cloud Aviation, ex M-ONEM. Registered on 21 February.
	G550	5370	N386RW	Bank of Utah, re-registered from N721MN on 26 February.
	G550	5578	N892CH	Foreign Manufacturers Finance, ex N578GA. Registered on 1 March.
	G550	5580	N37NG	Northrop Grumman, ex N580GA. Delivered on 18 March.
	G550	5581	N991JS	Sandals Resorts International, ex N581GA. Registered on 25 March.
	G550	5582	N772BE	Delivered to TVPX Aircraft Solutions on 28 March, ex N582GA.
	G650	6050	N652FX	Flexjet, ex N650PE. Registered on 29 March.
	G650ER	6109	VP-CFE	Noted Tokyo-Narita on 16 April, ex N650TY.
	G650	6311	CN-MMH	Royal Moroccan Air Force, ex CN-AMH. Re-registered in January.
	G650ER	6328	VP-CWW	Noted at Beijing in February, ex VP-CHK.
	G650ER	6344	N650ER	Gulfstream Aerospace, re-registered from N644GA on 19 February. This will likely be the new demonstrator.
	G650	6345	N303HM	Delivered to Intrepid Potash on 4 February.
	G650ER	6347	N5CP	Pfizer, delivered to Trenton (NJ) on 4 March.
	G650ER	6349	N6CP	Pfizer, delivered to Trenton (NJ) on 28 February.
	G650ER	6351	N650GB	American Express, ex N651GA. Delivered to Stewart (NY) on 29 March.
	G650ER	6353	OE-LLL	InternationalJet Management, ex N653GA. Delivered on 2 April.
	G650ER	6355	G-VIOF	Executive Jet Charter, ex N655GD. Registered on 29 March.
	G650ER	6357	N887WM	Bill Gates, ex N657GD. Delivered on 29 March.
	G650ER	6358	N390ER	LBMA Equipment Services, ex N658GD. Delivered to Stuary (NY) on 21 March.
	G650ER	6359	N400J	Johnson & Johnson, ex N659GD. Delivered to Trenton (NJ) on 18 April.
	G500	72021	A7-CGR	Qatar Executive, ex N521GD. Delivered through Farnborough on 26 February.
	G500	72022	N939ML	TVPX Aircraft Solutions, ex N522GD. Delivered on 28 February.
	G500	72023	N100JS	TVPX ARS, ex N523GD. Registered on 8 March.
	G500	72024	N924JE	M.J. Enterprises, ex N524GD. Delivered on 8 March.
	G500	72027	N57EL	Enterprise Holdings, delivered on 27 March.
Honda	HA-420	00016	LX-WJA	Wijet, ex N420EU. Noted Québec City on 14 March.
	HA-420	00035	LX-WJB	Wijet, ex N250SS. Noted Québec City on 14 March.
IAI	1124	223	N518WA	Cancelled on 16 March.
	1125SPX	121	N42NF	Ex N188AK, delivered on 19 March.
	1125SPX	123	N307JL	Ex N307JW, delivered on 19 March.
	IAI1126	42	N54CM	Ex N755RA, delivered on 2 April.
	G150	218	N969WW	Ex N969WR, reregistered on 26 March.
	G150	261	?	OE-GLF cancelled in March, new reg not known yet.
	G280	2142	N501PR	Ex N500RP, delivered to Omicron Transportation on 4 April.
	G280	2157	N257GA	Delivered on 21 March.
	G280	2161	N631SF	Registered to Sanderson Farms on 11 April, ex N261GA.

	G280	2163	N82CW	Registered to Costco Wholesale on 27 March, ex N163GA.
	G280	2164	N585PL	Delivered to Target Corp. on 9 April, ex N164GA.
	G280	2165	N5152J	Delivered to James Aviation on 19 April, ex N965GA.
	G280	2174	N274GA	Delivered to Gulfstream on 18 March.
	G280	2175	N275GA	Delivered to Gulfstream on 4 April.
	G280	2176	N276GA	Delivered to Gulfstream on 8 April.
	G280	2177	N277GA	Delivered to Gulfstream on 16 April.
Learjet	35A	35A-656	D-CDRF	Former D-CFOR of Air Alliance Express was sold to DRF Luftrettung and is based at Karlsruhe.
	45	45-122	D-CQAA	Former N42487 of Southern Aircraft Consultancy Inc. Trustee was sold to Quick Air Jet Charter GmbH.
	60	60-351	SX-MAA	Ex D-CJAF of Jetair Flug GmbH was sold to Gainjet in Greece.
Pilatus	PC-24	129	N985RC	Former HB-VUD of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the U.S. in April.
	PC-24	135	HB-VUJ	Registered to Pilatus Flugzeugwerke on 12 March.
	PC-24	136	HB-VUK	Registered to Pilatus Flugzeugwerke on 27 March.
	PC-24	137	HB-VUL	Registered to Pilatus Flugzeugwerke on 1 April.
	PC-24	138	HB-VUM	Registered to Pilatus Flugzeugwerke on 8 April.
	PC-24	139	HB-VUN	Registered to Pilatus Flugzeugwerke on 17 April.



The first PC-24 which is already or will soon be delivered to a Canadian owner is this ex HB-VUJ with msn 135. The exact name of the owner is not known at this point but markings on the tail indicate the name or abbreviation AIM. (Stans-Buochs, 29 March 2019, Stephan Widmer)

Bizprops

Beech	C90B	LJ-1315	OM-RAV	Former D-IHSW of Kapp Werkzeugmaschinenfabrik GmbH was sold to Raven a s in the Slovak Republic.
	B200	BB-753	N703LT	Former EC-KPT of Air Taxi & Charter International, S.L. was sold to a yet unknown operator in the U.S.
	B200	BB-1607	G-OSFL	Former EC-MME was sold to RVL Aviation Ltd.
	B200	BB-1825	I-MLPA	Ex OK-TOS of Sun Fly Srl. was sold to Aelia Assuarnces SàRL.
	B250	BY-238	G-NYCO	Former N238KA of Aerodynamics Worldwide Inc. was sold to Dry Lease Aero Ltd.
	B250	BY-330	LN-BSF	Ex N239KF of Textron Aviation was sold to Iris Aviation Leasing Ltd. in Norway.
	B250	BY-332	LN-BSG	Former N332BY of Textron Aviation was also sold to Iris Aviation Leasing Ltd.
	B250	BY-333	LN-BSH	Former N333NR of Textron Aviation was also sold to Iris Aviation Leasing Ltd.
	B250	BY-334	LN-BSI	Former N334BY of Textron Aviation was also sold to Iris Aviation Leasing Ltd.
	B250	BY-336	LN-RMA	Ex N336BY of AvCorp US Registrations LLC was sold to Rema 1000 A/S in Norway.
Cessna	208B	0906	PH-FTW	Skydive ENPC, ex N102AN. Registered on 5 March.
	208B	1201	G-UKPA	UK Parachute Services, ex N722JR. Registered on 3 January.
Pilatus	PC-12/47E	1267	N96MR	Former UR-MHF of Metinvest Holding was sold to TVPX Aircraft Solutions Inc.
	PC-12/47E	1843	OE-EPH	Ex HB-FRB of Pilatus Flugzeugwerke was sold to Goldeck Flug in Austria.
	PC-12/47E	1845	OY-THP	Full registration now know, owner/operator not yet known. Addition to Scramble 479 – Page 40.
	PC-12/47E	1850	ZS-TLH	Former HB-FRI of Pilatus Flugzeugwerke was sold to an unknown operator/owner in South Africa in February.
	PC-12/47E	1860	N860NG	Former HB-FRS of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47E	1861	N861NG	Former HB-FRT of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in March.
	PC-12/47E	1863	HB-FRU	Registered to Pilatus Flugzeugwerke 20 February.
	PC-12/47E	1863	N863NG	Former HB-FRU of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47E	1864	HB-FRV	Registered to Pilatus Flugzeugwerke 18 February.
	PC-12/47E	1864	OK-HFH	Former HB-FRV of Pilatus Flugzeugwerke was sold to T-Air in March.
	PC-12/47E	1865	N865NG	Former HB-FRW of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47E	1867	N867NG	Former HB-FRX of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47E	1868	HB-FRY	Registered to Pilatus Flugzeugwerke 11 March.
	PC-12/47E	1869	HB-FRZ	Registered to Pilatus Flugzeugwerke 27 March.
	PC-12/47E	1870	HB-FSA	Registered to Pilatus Flugzeugwerke 25 March.
	PC-12/47E	1871	HB-FSB	Registered to Pilatus Flugzeugwerke 18 March.
	PC-12/47E	1872	HB-FSC	Registered to Pilatus Flugzeugwerke 27 March.
	PC-12/47E	1873	HB-FSD	Registered to Pilatus Flugzeugwerke 1 April.
	PC-12/47E	1874	HB-FSE	Registered to Pilatus Flugzeugwerke 7 April.

	PC-12/47E 1875	HB-FSF	Registered to Pilatus Flugzeugwerke 8 April.
	PC-12/47E 1876	HB-FSG	Registered to Pilatus Flugzeugwerke 17 April.
	PC-12/47E 1877	HB-FSH	Registered to Pilatus Flugzeugwerke 17 April.
	PC-12/47E 1878	HB-FSI	Registered to Pilatus Flugzeugwerke 17 April.
Piper	31 7812079	N737WK	International Air Services, ex SE-GVZ. Registered on 25 February.
	42-720 5501042	N64TA	Team Aero, ex D-IOSB. Registered on 20 March.

Soviet Updates



An-26 msn 10610 changed registration seven times in only ten years. Now wearing EY-327 it was registered as such 3 April 2015 and flies in this colours with small 'Honest' titles on its nose and is in excellent condition. It was last seen as such active at Mogadishu. (19 March 2019, André Alders)

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) is a link to the Soviet Transports downloads page at the new and expanding 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.

Due to the many additions on the An-24 and An-26 production lists and the huge expansion (2,000+ aircraft) on the Yak-12 listing as well as adding the Yak-6 and Yak-8 to the database. Both these free downloadable Antonov and Yakovlev files at the airhistory.net website are refreshed and the current edition now is the May 2019 edition.

An-2	1 00 473 03	CCCP-G374	Mingeo	dbr	03jul51	took off with the centre of gravity out of the envelope
An-2T	1 02 473 07	CCCP-X984	AFL/Far East	dbr	19may55	took off with locked ailerons
An-2	1 04 473 06	CCCP-G378	Mingeo	dbr	23jan51	collided with ice hummocks on lake Balkhash
An-2T	1 89 473 18	CCCP-01261	AFL/Kazakhstan	dbr	17jul60	when the pilot got distracted from aviating
An-2T	1116 473 02	"02" white	Russian Air Force	photo	13apr19	in a military museum in Nizhny Novgorod region
An-2T	1G42-13	RF-00412	no titles	photo	05apr19	derelict somewhere in the Krasnodar region
An-2R	1G112-18	RA-35136	2nd Arkhangelsk Air Ent.	photo	19apr19	no titles active off airport
An-2R	1G127-12	RA-06256	Virazh	rgd	29dec99	canx again, now between 19feb19 and 28mar19
An-2P	1G140-46	CCCP-70342	Aeroflot	photo	15apr19	preserved in good condition Eitorf/Sieg (Germany)
An-2TP	1G146-05	RA-07176	SLU GA		27may16	preserved Sasovo; canx betw. 19feb19 and 28mar19
An-2TP	1G146-32	RA-07203	Onashi Avialinii	Che	02apr19	
An-2R	1G172-44	N244MJ	Ruber-Acia Inspir.		28jun13	impounded Teuge, Holland; canx 16mar19
An-2R	1G213-40	RA-40633	2nd Arkhangelsk Air Ent.	Arv	31aug17	active; canx between 19feb19 and 28mar19
TVS-2MS	1G216-08	RA-40928	Rusaviaprom	KHV	15mar18	canx between 19feb19 and 28mar19
An-2R	1G220-09	UR-40219	Avia-Plaza Plus	rgd	02apr19	based at Mykolayiv
An-2R	1G229-16	RA-33524	cream c/s, n/t	Ssk	28mar19	
An-2R	1G234-27	RA-33675	cream c/s, n/t	Ssk	28mar19	
An-2	1G239-26	RA-02322	2nd Arkhangelsk Air Ent.	w/o	24sep14	finally canx between 19feb19 and 28mar19
An-2R	1G240-10	RA-02308	Sibavia	TOF	06jul04	dismantled; canx between 19feb19 and 28mar19

An-2R	1G240-15	RA-02313	Aeroflot	TOF	06jul04	dismantled; canx between 19feb19 and 28mar19
An-2	---	CCCP-X983	MVD		13mar52	made a forced landing this day
An-2	---	CU-A1825	all-yellow c/s		27mar19	photo at Alonso de Rojas shows nosed over
An-12BK	00 34 72 05	RF-95409	Russian Air Force	OVB	apr19	with 'VKS Rossii' titles and now carrying "18" red
An-12BP	---	S9-CAZ	red cheatline, n/t	TMS	nov99	in white c/s, red cheatline, version painted as such
An-12	---	CCCP-11392	Soviet Air Force			photo in all-grey c/s; built before early 1965
An-12	---	CCCP-11677	Soviet Air Force/AFL titles			photo in all-grey c/s with 'wavy' Soviet flag; built before 1964
An-24RV	2 73 078 05	RA-47263	Baikal Airlines	IKT	28oct17	stored, engineless; canx betw. 19feb19 and 28mar19
An-24RV	4 73 099 03	RA-46692	UTair	TOF	06apr19	all white with small titles
An-26	09 09	UR-UDM	Ukraine Cargo Airways	canx	07jul11	reportedly acquired by Constanta Airlines apr19
An-26Sh	42 10	"25" red	Ukraine Air Force	OZH	15apr19	reportedly acquired by Constanta Airlines apr19
An-26Sh	53 04	"28" red	Ukraine Air Force	OZH	15apr19	reportedly acquired by Constanta Airlines apr19
An-26	54 07	EY-322	Air Asia		22apr19	force landed in rough terrain 40 miles from Khartoum
An-26B	78 08	UR-UDS	Ukraine Cargo Airways	OZH	15apr19	reportedly acquired by Constanta Airlines apr19
An-26B-100	104 05	9S-AFM	Air Kasai	FIH	19apr19	in service with www.airkasai.cd titles
An-26B	112 03	UR-UZG	Constanta	rgd	apr19	ex "05" of the Lithuanian Air Force
An-26B	119 09	RA-26102	UTair	KRR	22mar19	white, with titles
An-30	06 04	UP-AN301	Kazaviaspas	BXJ	03jul16	reported apr19 to have been scrapped
An-30	07 08	UN-30038	Kazaviaspas	BXJ	03jul16	reported apr19 to have been scrapped
An-158	01 02	UR-EXJ	DP "Antonov"	rgd	12mar19	ex UR-NTN
An-148-100	27015042015	RA-61715	MchS Rossii	res	21feb19	restored to the register this date; ex RF-32815
Be-103	3 3 03	XB-OBH		NLU	24apr19	ex N30KL
Il-12P	9 301 319	CCCP-L1782	AFL/Moscow	dbr	31jul49	on t/o Khabarovsk; all crew and 34 pax unhurt
Il-76TD	00434 50484	EY-637	Khatlon Air	OSS	27sep17	stored; reported scrapped apr19
Il-76TD	00834 85561	EW-510TH	Rubystar	MSQ	21mar19	l/n MSQ 15apr19; c/n now confirmed, ex RA-76750
Il-76TD	10334 16525	27695	Chinese Air Force	ZIA	10apr19	over taped serial hard to read
Il-76MD-90	01-09	RF-78655	Russian Air Force	fff	07nov18	h/o 02apr19; opb 235 vtap at ULY
Il-96-300	74393201004	96007	Ilyushin OKB	ZIA	30mar19	with no prefix
Il-112V	01-01	41400	primer	fff	30mar19	
Ka-26	74 044 20	CCCP-19425	Aeroflot		05apr19	arrived Altenburg museum, Germany, around this date
Ansats-U	33 030	RF-90613	Russian Air Force			also coded "30" but colour unknown
L-410MA	75 04 03	N810PB	Aerotruster US	rgd	18mar19	ex OM-FUN
L-410UVP	80 04 08	YV309T	Rainbow Air	photo	oct16	damaged at Porlamar, possibly a ground collision
L-410UVP	85 14 25	UR-LAA	Galeyer Airline	MGQ	19mar19	
L-410UVP-E3	90 25 22	068	Bulgarian Air Force	SOF	30jan19	returned from overhaul by CLS at Prague-Kbely
L-410UVP-E3	90 25 23	069	Bulgarian Air Force		2019	overhauled by CLS at Prague-Kbely
L-410UVP-E20	29 14	9N-AMH	Summit Air	dbr	14apr19	on t/o Lukla, hit two helicopters during a take-off run
L-410UVP-E20	30 17	EK-4117	Atlantis Armenian	rgd	25feb19	named 'Hamo Sahyan'; ex OK-JPP
L-410UVP-E20	19 32 11	OK-JRO	Aircraft Industries	rgd	19mar19	fff 05apr19; test registration
L-410NG	19 50 01	OK-JRP	Aircraft Industries	rgd	22mar19	fff 28mar19; the first L-410NG from series-production
Li-2	184 91 07 ?	CCCP-L4155	AFL/Moldova	dbr	05mar47	hit a hill hill 4 km north of Sukhumi airport
Li-2	184 233 03	CCCP-L4287	AFL/Northern	dbr	25mar49	crashed on take off from Leningrad-Shosseinaya
Li-2	184 288 02	CCCP-L4385	AFL/Ukraine	dbr	14mar50	lost speed, stalled at a height of some 2-3 metres
Li-2G	184 329 10	13	SKOGA	rgd	12feb51	on the Soviet register
Li-2T	184 331 01	15 (1)	SKOGA	rgd	12feb51	was used by Chairman Mao in 1956
Li-2T	184 336 03	05	SKOGA	rgd	12feb51	on the Soviet register
Li-2G	184 336 04	07	SKOGA	rgd	12feb51	on the Soviet register
Li-2G	184 337 07	11	SKOGA	rgd	12feb51	on the Soviet register
Li-2P	184 338 04	04	SKOGA	rgd	08feb51	on the Soviet register; became reg 304 with CAAC
Li-2P	184 338 09	10	SKOGA	rgd	12feb51	on the Soviet register; became reg 318 with CAAC
Li-2T	184 354 07	CCCP-X973	MVD	mfd	1950	forced landing 14jan52; later became CCCP-L3956(2)
Li-2P	184 363 04	16	SKOGA	rgd	04apr51	on the Soviet register; became reg 316 with CAAC
Li-2P	184 363 05	14	SKOGA	rgd	04apr51	on the Soviet register; became reg 314 with CAAC
Li-2	3 34 440 02	5005	SOKAO (North Korea)		15mar54	in listing of SOKAO aircraft; t/t 1,046 hours 15 minutes
Li-2	3 34 446 06	5045	SOKAO (North Korea)		15mar54	in listing of SOKAO aircraft; t/t 624 hours 00 minutes
Li-2	3 34 448 07	5019	SOKAO (North Korea)		15mar54	in listing of SOKAO aircraft; t/t 558 hours 10 minutes
Li-2	3 34 448 08	5020	SOKAO (North Korea)		15mar54	in listing of SOKAO aircraft; t/t 770 hours 62 minutes
Li-2T	58 01	CCCP-X930	MVD	mfd	1949	forced landing 09mar52; later became CCCP-L5031
Li-2T	58 04	CCCP-X947	MVD	mfd	may49	forced landing 08feb52; later became CCCP-L3957(2)
Li-2T	59 10	CCCP-X957	MVD	mfd	1949	forced landing 22apr52; later became CCCP-L5027
Li-2	---	CCCP-L4120	AFL/Belarus	dbr	30jul46	on flight from Minsk to Moscow due to an engine failure
Li-2	---	501	Chosonminhang	FNJ	aug83	so not c/n 33444807!
Mi-2	56 2126 121	2126	Polish Air Force		mar19	in the Nationaal Militair Museum at Soesterberg
Mi-2MSB-1	54 4337 085	UR-VBI	Motor Sich	rgd	31aug18	ex UR-EXH
Mi-2	51 4539 125	SP-ZXH	Polish Air Rescue		mar19	with the restaurant "De Witte Stein" at Reuver
Mi-2	54 6118 049	RF-00506	ROSTO ?	OMS	10may16	active
Mi-2	52 10421 107	UR-WIS	Mykolayiv-Aero	rgd	29mar19	to Piotr Miarka of Poland; ex SP-SGG
Mi-2	53 11229 051	RA-14276	Bilibinoavia	photo	jun18	off airports active in the Chukotka autonomous okrug
Mi-4	11 06	CCCP-A30	AFL/MOW MAG SPIVS	dbr	02nov54	on a forced landing due to contaminated fuel
Mi-4P	10 73	CCCP-31573	AFL/East Siberia	toc	03apr59	dbr, details unknown
Mi-4A	20 73	CCCP-31576	AFL/East Siberia	toc	03apr59	struck off charge 28feb78 as life-time expired
Mi-4A	02 74	CCCP-31578	AFL/Magadan	toc	01aug59	struck off charge 28apr79 as life-time expired
Mi-4	04 74	CCCP-31580	AFL/Krasnoyarsk	w/o	21jun77	exhaust fumes incinerated the dry grass, helicopter caught fire and burnt out
Mi-4A	07 74	CCCP-31583	AFL/Yakutiya	toc	08may59	struck off charge 28mar77 as life-time expired
Mi-4	08 74	CCCP-31584	AFL/Krasnoyarsk	toc	01may59	w/o 24aug60, details unknown; soc 05sep60

Mi-4A	09 74	CCCP-31585	AFL/East Siberia	toc	03apr59	struck off charge 28apr79 as life-time expired
Mi-4	01 75	CCCP-31588	AFL/Krasnoyarsk	dbr	22jun59	MTOW exceeded by 258 kg, un able clear a hill
Mi-4	02 75	CCCP-31589	AFL/Turkmenistan	toc	04may59	struck off charge 22jun78 as life-time expired
Mi-4A	07 75	CCCP-31594	AFL/Turkmenistan	toc	05may59	struck off charge 25oct78 as life-time expired
Mi-4A	14 75	CCCP-31601	Aeroflot	photo	1960s	ambulance version; later converted to a flying crane
Mi-4A	16 75	CCCP-31603	AFL/Komi	trf	15feb66	struck off charge 26sep73 as life-time expired
Mi-4A	08 80	CCCP-66872	AFL/North Kavkaz	toc	02jan60	soc 17dec79 as life-time expired; c/n now known
Mi-4P	12 80	CCCP-66915	AFL/Kremenchug Fl. Sch.	trf	jun76	soc 16nov79 as life-time expired; c/n now known
Mi-4P	09 84	CCCP-66896	AFL/Yakutiya	dbr	30jun60	when the engine overheated and lost power
Mi-4A	01 85	CCCP-66908	AFL/Kazakhstan	toc	31jan60	struck off charge 13feb80 as life-time expired
Mi-4A	08 85	CCCP-66910	AFL/Krasnoyarsk	toc	01feb60	struck off charge 14nov64; c/n known now
Mi-4A	09 89	CCCP-66930	AFL/East Siberia	toc	16mar60	struck off charge 13jul79 as life-time expired
Mi-4A	15 89	CCCP-66936	AFL/Northern	toc	22oct66	struck off charge 27dec73 as life-time expired
Mi-4	---	Z2401 (2)	Indian Air Force	photo	may18	in the Bangladesh Air Force Museum Dhaka Tejgoan
Mi-8P	58 50	RA-25966	Nizhnevartovsk Air Ent.	NJC	15mar08	canx between 19feb19 and 28mar19
Mi-8T	80 22	RA-22637	Nizhnevartovsk Air Ent.	NJC	27jun15	canx between 19feb19 and 28mar19
Mi-8T	9 77 53 19	UP-MI820	KazAviaSpas	KZO	07oct18	c/n now known
Mi-8T	9 83 08847	RA-22731	Alrosa	MJZ	29dec16	stored; canx between 19feb19 and 28mar19
Mi-8T	9 86 25140	RA-24403	Aviatest	Che	02apr19	in full c/s test flown after overhaul
Mi-8TP	9 91 54144	RF-91133	Russian Air Force	Eng	05apr19	coded "57" white; t/t 2,798 hours and 6,771 cycles by
Mi-171Sh	171S00604105308U	FAP-606	Peruvian Air Force	dam	11jun18	when drug traffickers attacked base "Nueva Libertad"
Mi-8MTV-5	---	RF-90670	Russian Air Force	Kub	apr19	coded "33" red
Mi-8AMT	---	RF-90687	Russian MVD/VV	photo	apr19	in blue/white c/s with large 'Politsiya'
Mi-8AMTSh	---	RF-95372(2)	Russian Air Force	ph.	apr19	codeD "56" blue
Mi-8MT	---	RF-95578	Russian Air Force	Vob	28apr19	codeD "49" red
Mi-17-1V	---	ET-2009	United Nations	photo	02jul13	coded either 'UNO 362' or 'UNO 363'
Mi-8	---	"30" blue	Georgian Army	TBS	11may13	
Mi-8T	---	"48" blue	Georgian Army	photo	12nov12	l/n 29oct13
Mi-8T	10436	10436	Hungarian AF		apr19	at Pinewood Film Studios in England for the new 007 ?
Mi-17-1V	356M110 ?	ZN3355	Indian Air Force	photo	27mar19	in grey c/s with large black exhaust areas
Mi-8MT	---	"111" red	Kyrgyz Air Force	h/o	29apr19	donated by Russia and h/o at Kant this date
Mi-8MT	---	"112" red	Kyrgyz Air Force	h/o	29apr19	donated by Russia and h/o at Kant this date
Mi-8	24517 ?	24517	Pakistan Army	photo		top of a tower at the National Counter Terrorism Centre
Mi-8	---	24516	Pakistan Army		dec18	preserved at Miri Fort at Quetta
Mi-17	---	62611	Pakistan Army		apr19	preserved at Army School of Physical Training at Kakul
Mi-171Sh-P	---	EP-667	Peruvian Army	dam	21jul18	in the VRAEM area, details unknown;
Mi-171Sh-P	---	EP-671	Peruvian Army	dam	19jul18	at Mazángaro (VRAEM area), details unknown
Mi-171Sh-P	---	EP-678	Peruvian Army	dam	19sep18	at Mazángaro (VRAEM area), details unknown
Mi-171Sh-P	---	EP-682	Peruvian Army	dam	22dec18	at Moquegua (Provincia de Mariscal Nieto), details ?
Mi-171Sh-P	---	EP-689	Peruvian Army	dam	11jun18	when drug traffickers attacked the army base "Nueva Libertad" at Mazángaro (VRAEM area)
Mi-8MTV	---	081833AT	United Nations	LWO	19mar19	coded 'UNO-863'
Mi-24P	#3 27 24478	RF-91858	Russian Air Force	OVB	28jun14	coded "04" yellow
Mi-24P	340 333	387	East German Army	photo	22mar19	in Luftfahrttechnisches Museum Rechlin
Mi-24P	---	RF-92519	Russian Air Force	Kub	apr19	coded "07" red
Mi-24 Mk.3	---	SB-49	Algerian Air Force	photo	21apr19	at Ouargla Province
Mi-24	---	2116	Ethiopian Air Force	photo		as a wreck; was possibly shot down by the EPLF
Mi-26	34001212639	RF-13455	Russian Air Force	OVB	20mar19	coded "80" red;
Mi-26	34001212641	RF-13454	Russian Air Force	OVB	20mar19	coded "82" red; c/n not confirmed
Mi-28N	---	RF-13457	Russian Air Force	Kub	apr19	coded "06" yellow
RRJ-95B	95 180	RA-89136	Azimuth	ZIA	12apr19	ferried ZIA to KRR; started revenue flights 13apr19
RRJ-95B	95 185	89123	primer	fff	25mar19	
RRJ-95B	95 186	89124	primer	fff	05apr19	
RRJ-95B	95 187	97019(2)	primer	fff	19apr19	
Tu-124Sh	6 35 05 06	"65" blue	Soviet AF/PVO	BTK	13jul97	sat derelict at Bratsk, scrapped in the late 1990s
Tu-124Sh	---	"23" blue	Soviet AF/PVO	photo	08aug86	at Omsk-Severny; opb 64 ap at Omsk-Severny
Tu-134A-3	66405	RA-65932	Tsentr-Yug, n/t	MCX	14may15	canx between 19feb19 and 28mar19
Tu-134Sh-2	8 35 50950	"62" blue	Russian Air Force		oct17	at MZGA-407; photo showing the c/n on a plate
Tu-134A-4	64073	RF-12041	Russian Navy	MSQ	25mar19	after conversion; now coded "53" white
Tu-154M	92A924	EW-85748	Belavia	MSQ	15apr19	stored; reported being scrapped at MSQ 2019
Tu-204-300	145074 2 8 64045	RA-64045	Roskosmos	h/o	29mar19	and ferried to CKL; opb OAO at CKL
Tu-214PU	433 06 029	RA-64529	Russian Air Force	CKL	06sep18	officially rgd 25feb19
Tu-214PU	433 06 030	RA-64530	Russian Air Force	THR	07sep18	officially rgd 25feb19
Yak-12	464 42 07	CCCP-X101	MVD	dbr	1952	and struck off charge in the 2nd quarter of 1952
Yak-12	464 42 19	CCCP-Zh143	MVD		07mar52	made a forced landing
Yak-12M	07 5 30	CCCP-74069	AFL/Kazakhstan	dbr	04sep60	on a forest patrol flight
Yak-12M	20 5 29	CCCP-62608	AFL/East Siberia	dbr	07jul63	on a crop-spraying flight
Yak-12	---	CCCP-K847	Aeroflot	photo		at the airfield of Tallinski aeroklub; in light c/s
Yak-12R	---	CCCP-L141	AFL/Far East	dbr	11jun54	on landing at a provisional airstrip on the river Yarap
Yak-12R	---	CCCP-L5803	AFL/Northern	dbr	21aug54	on an ambulance flight from Leningrad
Yak-42D	452042 22 02 030	RA-42316	Saravia	RTW	21dec18	seen stored; canx between 23may18 and 20jul18
CJ6A	46 320 23	N621JM	John T. Freckman	dam.	19apr19	in a runway excursion at Nevada County Airport
H6G	---	81211	Chinese Navy	photo		in light grey c/s with red serial
H6G	---	81213	Chinese Navy	photo	mar19	in light grey c/s with red serial
Y8GX6	---	82031	Chinese Navy	photo	apr19	with MAD boom; fake serial for the photo?
Y12-IV	---	AP-EGA	Air Eagle	photo	17feb18	most probably a Pakistan military aircraft



Let 410UVP-E HR-TMM (msn 902419) was delivered to CM Airlines in December 2012 (back then as HR-JMM). It got upgraded to L-410UVP-E9 (and HR-TMM) sometime after that as it was noted as such, still flying for CM Airlines, at Tegucigalpa - Toncontin on 3 February 2019. A few weeks later, on 21 February 2019, Raymond van Dijkhuizen took this picture at the same location.

PH register

Newly registered aircraft:

PH-BCG	Boeing 737-800	62578	18mar19	KLM.
PH-BCH	Boeing 737-800	62579	26mar19	KLM.
PH-CEO	Cirrus SR22	4135	08mar19	Ex G-MAZZ, N118PW.
PH-FTW	Cessna 208B	208B0906	05mar19	Ex N102AN.
PH-MLV	Socata TB-10	1043	22mar19	Ex D-EABM. KLM/Martinair Flight Academy.
PH-NED	Cameron N-56	10715	04mar19	Ex G-CDJX.
PH-PBB	Stinson L-5B-VW	76-3401	25mar19	Ex PH-PBB, OO-PBB, PH-PBB, 44-17113
PH-PCZ	Cessna 182P	18264300	08mar19	Ex G-PBCL, EI-BCL.
PH-PDA	Aquila AT01	AT01-180	13mar19	Ex G-OPDA, PH-PDA.
PH-RLS	Saab 91D Safir	91.456	05mar19	Ex N91SB, G-BCFV, PH-RLY.
PH-4S5	ATEC 321 Faeta	F980319A	15mar19	
PH-7M8	Fly Products Xenit Plus	M31126	29mar19	
PH-1601	Schempp-Hirth Ventus-3T	030 TS	13mar19	
PH-1609	Schempp-Hirth Arcus M	201	27mar19	
PH-1626	Schleicher ASW 19 B	19127	15mar19	Ex D-7559.

Change of ownership:

PH-AQQ	Cameron N-120	3562	07410	29mar19
PH-CDS	Cessna 152	152-79972	04971	13mar19
PH-EUF	Agusta AW139	31406	07853	15mar19
PH-GDR	Ultramagic N-180	180/88	07389	26mar19
PH-IEH	Agusta AB139	31046	08600	15mar19
PH-ODR	Ultramagic N-250	250/72	07901	26mar19
PH-PNX	Piper PA-31-350	31-8052040	09883	15mar19
PH-SLA	Cessna 180J	180-52637	02553	05mar19
PH-VES	Cessna F172P	2063	03497	06mar19
PH-4J2	Pipistrel Taurus 503	039 T 503		29mar19
PH-7U2	Miniplane Top 80 ABM	301503013	08555	28mar19
PH-7W3	Miniplane Top 80 ABM	801405037	08304	28mar19
PH-7Z3	Miniplane Top 80 ABM	801310023	08243	15mar19
PH-8F5	Eurobyl Silent Twin	FLST 558616	08004	14mar19
PH-190	Grunau Baby IIa	461	06963	20mar19
PH-343	Schleicher Ka-6CR	6474	03576	06mar19
PH-1498	Schempp-Hirth Arcus M	25	08214	10mar19

Cancelled from register:

PH-JON	Lindstrand LBL-240A	691	08823	20mar19	To Poland.
PH-PIM	Cessna R172K	R172-2376	07225	25mar19	To G-EPIM.
PH-8Y4	FreshBreez Snap 120	299	20918	12mar19	Withdrawn from use.
PH-9M3	Fresh Breez Monster	565	20767	04mar19	More than 1 year without valid airworthiness document.
PH-1617	Diamond HK-36TC	36.518		18mar19	To Germany.

Additions, corrections and news:

PH-3T7	Tecnam P92 Echo	773	20658	17oct18	To D-MYEH.
PH-397	Schleicher Ka-6E	4234	01432	30jul18	To D-4660.
PH-678	Scheibe SF-25C Falke	44291	02961	12dec18	To OE-9508.
PH-1174	Rolladen-Schneider LS-4B	4892	05723	12oct18	To OO-YBL.

PH-1309	PZL-Bielsko SZD-51-1	B-2019	06582	14jan19	To C-GIBT.
PH-1409	Schempp-Hirth Ventus cT	94	07179	01oct18	To D-KBFX.
PH-1419	Eiri PIK-20D	20529	07416	24oct17	To D-5873.
PH-1501	Brditschka HB21/2400B	21.028	07844	26apr18	To HA-1303.
PH-1599	PZL-Bielsko SZD-48-1	W-895		09nov18	To D-0895.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl.



This Tecnam P2006T was registered in the Dutch register as PH-K10 on 27 February 2019. The aircraft is operated by Kavel 10 Aerial Surveys. (Groningen-Eelde, 26 March 2019, Hendrik Cazemier)



A very nice artistic colour scheme was applied to this Gulfstream 500 N100JS of JATO Aviation. Much more attractive for taking pictures than a thin cheatline only. (Rotterdam - The Hague, 22 March 2019, Frank de Koster)

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Vueling Airlines A320neo EC-NAJ was delivered to Barcelona on 29 October 2018. The aircraft is painted in special "We love Places" colours. (Amsterdam-Schiphol, 7 April 2019, Robert Eikelenboom)



In 2018 and 2019 all five Thomas Cook Airlines' Boeing 757-300s were transferred to Condor and registered in the German register. Seen here is D-ABOP (former G-JMAA), which was the last aircraft to be transferred to Germany. It was registered on 3 April 2019 and was seen a week after already by Walter Heukensfeld, when he was at Las Palmas on 10 April.



Almaty based QAZAQ Air's fourth Q400 (msn 4595) made its first flight on 10 April 2019 from the Bombardier/de Havilland plant at Downsview in Toronto (Ont.), using Canadian test registration C-GDOM. It was delivered to Kazakhstan as P4-FLY on 23 April. (Toronto-Downsview (Ont.), 15 April 2019, Frederick L. Larkin)



Belgium C-130H CH10 has been taken out of service on 20 December 2018. It is now in use by the fire department at Brussel Melsbroek. It has donated its tail section to CH07. (30 March 2019, Jonas Evrard)

Netherlands

Baarlo

Preserved F-104G 24+63 (marked as D-8212) has been removed and left 27 April 2019 for Germany.

Albania

Vlora

0207 F-7 stored 0207 may19
The former Lundër F-7 is now on its belly at a beach in Albania. The exact location is unknown, but might be in the Vlora area as it was broadcasted on One TV Vlora (see <https://www.youtube.com/watch?v=FKqVTRdrXOw>).

Austria

Krems

(603)	AB206B	OM-XRB, ex Oman	8246	apr19
(34)	IAR823	HA-JDL, ex Romania	41	apr19

Both are new here, the IAR823 used to be at Wiener Neustadt. Also seen was CASA 1131E OE-AUW/E.3B-510, while based AB206A OE-XJI/3C-JI was noted at Scharding.

Wels

(U-49)	Bu133C	D-EJOA, ex Swiss	48	apr19
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Confirmed in April as still based are Fw44J SZ-26/D-EFWP, Bu133C D-EQOA (ex Spain), CASA 1131E D-ERGR/E.3B-406, Sk12 631/D-EMAX, Bu131B A-12/D-EWGR, A-84/OE-AKK, Bu133C U-58/D-EKRE and U-63/D-EAUU.

Zeltweg

The Yugoslavian MiG-21R 26112 at the museum, whose pilot defected some 28 years ago, will be returned to Croatia later this year.

Belgium

Beauvechain

AT01	Alpha Jet 1B	stored		apr19
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Bulgaria

Sofia Vrazhdebna

After last month's report that stored L-410UVP-E3 068 is operational again, a second stored Turbolet will be operational soon. 069 is currently being overhauled. An-30 055 made its last flight on 28 January 2019 and is now wfu.

Denmark

Slagelse

The former Alten Buseck Mi-8T D-HOXB (marked as ZS-RUB)

arrived in April 2019 at the Panzermuseum East.

France

Arcachon La Teste (33)

The former Boulac PC-6B2H2 F-GOMB (ex FAC1111/Colombia) has been sold in 2018 and should now be based here.

Bayonne

On 30 November the cockpit of Super Etendard 14 arrived with a private collector in the Bayonne area.

Châteauroux Villers (36)

Updating EMOOS. CASA 1131E.3B-414/F-AZYY has been sold and should now be at Castelaudary. Chipmunk T10 WP851/F-AZUU is now based at Tours Sorigny, PT-17 41-25704/RF-AZYX is reported as crashed some years ago and was not rebuilt. N2S-5 43632/F-AZSH went to Pons. Still here is not ex mil Navion F-AVZ (c/n 911) painted in US Army colours as 47-911.

Cordes sur Ciel (81)

(322)	NC702	stored, cockpit	322	jan19
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The cockpit of a former CEV NC702 is stored in the yard of a Renault car garage (N44.06657, E1.94459).

Melun Villaroche (77)

68	TB30	F-AYAB	68	apr19
76	TB30	F-AYCL	76	apr19
77	TB30	F-AYJB	77	apr19
79	TB30	F-AYOB	79	apr19
90	TB30	F-AYXG	90	apr19
121	TB30	F-AYYL	121	apr19

The six were reported on overhaul at Melun for their new customers, all will be based in France.

Six more TB30s are now flying in civil markings (80/F-HEXA/06, 108/F-HEXI/01, 111/F-HEYB/03, 115/F-HEYB/04, 129/F-HEYT/02 and 143/F-HEZH/05). These are operated by Apache Aviation at Dijon and are in black colours with red markings, they still have their former AdLA serials on the tail.

La Chapelle Aux Bois (88)

31/44-GK	N2501	preserved	31	apr19
147563	SP-2H	preserved	7116	apr19

Both are now at the la Ferme Aventure park at N48.00540, E6.31372. They came from Brienne la Château and the arrival date for the Noratlas was 18 April. The park also has civil Caravelle F-BYCY.

Also gone from Brienne la Château is CM170 7. This went to the Bretagne area for restoration.

Latresne (33)
 (1029) SA330B stored **1029** oct18
 The empty fuselage of the former Bourges Puma is with the technical school.

Saint Victoret (31)
 85 MS893-100ST (F-GMGN), preserved **2585** apr19
 F-ZWTH NH90 preserved **PT1** apr19
 The prototype NH90 reported to have arrived on 1 April 2019 at the Musée de l'Aviation de Saint Victoret. The Rallye was first noted in the museum in January 2019.

Toulouse (31)
 Expected later this year with Ailes Anciennes Toulouse is Mirage 2000N 336/116-BI (ex Châteaudun).

Toulouse Lasbordes (31)
 (18-1384) L-18C F-BPIF, ex ALAT **18-1384** apr19
 The Super Cub used to be at Pamiers. Based PA-18-125 F-GEBM (ex 3205/Portugal) has gone, most likely to Sabonnères.

Vayres (33)
 (85) NC856A F-BNRY, stored **85** apr19
 The former Saint Junien Norvige is stored dismantled in the area.

Germany

Ahlen (NW)
 AB412s D-HAFM (ex AF-402/Uganda) and D-HAFS (ex AF-406/Uganda) were noted as airfreight out of Europa in March at Schiphof. It is not known if they will return.

Rechlin (MV)
 96+43/387 Mi-24P preserved, ex Gatow **340333** mar19
 The Mi-24 is on outside display at the Luftfahrttechnisches Museum Rechlin.

Greece

Tatoi
 1260 G164A preserved, ex stored **1260** mar19
 The AgCat is now on display at the museum.



Former Berlin Gatow Mi-24P 96+43 is a recent arrival at the museum in Rechlin town. The former NVA serial 387 is showing again. A tree is in the way for a proper photograph. (22 March 2019, Erwin Alexander)

Italy

Bari Palese (BA)
 F-104S-ASA MM6920/5-35 has gone from the airfield by December 2018, destination unknown.

Piacenza (PC)
 The Università Cattolica del Sacro Cuore has decided that they want to remove the pole mounted F-104S-ASA-M coded RS-01, The aircraft marked MM6737 will go to the Volandia museum at Milano.

Norway

Hamar Stafsberg
 Aeroservice AS has reserved Alouette 2 76+61 (c/n 1718) as LN-ODD on 7 January 2019 to their company. This is a former Rheine Bentlage instructional airframe.

Sandefjord Torp
 44-34602/S A-26B N167B 27881 apr19
 The Invader arrived on 29 April 2019 (ex Västerås) and will be based at the Dakota Norway Hangar.

Vinstra
 The new owner of Aero C-104 LN-BWT is Bjørn Roven who



Former German Army Bo105M 80+35 in fake markings as OE-XAB at Autohaus Nemetz at Bad Mitterndorf in Austria. It used to be preserved on the roof of the company. (21 April 2019, Phil Adkin)



The fuselage of Austria L-19E Bird Dog 3A-BK is more than twenty years in storage at the Fahrzeug-Technik-Luftfahrt museum at Bad Ischl. (21 April 2019, Phil Adkin)

lives at Vinstra. The aircraft could be here or at the nearby airstrip of Frya. The aircraft left Kjeller on 15 December 2019.

Poland

Konstancin Obory (MAZ)

Airworthy Bo105P SP-YBO/86+19 has been offered for sale on the internet and still in its German Army colours (see <https://youtu.be/oebtBzTC05Q>). The reason for the sale: Not enough time for flying.

Warszawa (MAZ)

FL547 Dakota 3 CF-TES, restoration **11906** apr19
The Dakota was airlifted from Canada to Wroclaw and arrived by road on 5 April at Warsaw. After restoration it will be displayed at Polish Army Museum in 2020. The aircraft has a link to Poland as it was flown for the Polish Army Commander in Chief.

Slovakia

Location unknown

Sea King HU5 XZ578/30 and Sea King HAR3 XZ598/N have both recently arrived with a private collector with the intention to restore them.

Sweden

Kalmar

XX633/X Bulldog T1 stored **303** apr19
The Bulldog was offered for sale on the internet during April and described as an experimental renovation project.

Switzerland

Emmen

J-3069 F-5E stored **L1069** apr19
The former Payerne instructional F-5 was noted road running on 28 March 2019 and is now in storage at Emmen.

Turkey

Izmir Çigly

59-0328/TE/2-328 T-37B preserved **40490** mar19
The Tweety Bird is preserved near the KT-1 flightline.

United Kingdom

Brighton, East Yorkshire

CASA 1131E (E.3B-535)/D-ET0Y (ex Borkenberge, Germany) arrived here on 31 March 2019 to take up residence.

Brooklands, Surrey

XV741 Harrier GR3 **712004** apr19
The Brooklands Museum took delivery of a Harrier from Jet Art Aviation on 2 April. It is on loan from a private owner.

Gloucestershire Airport

XZ132/C Harrier GR3 **712191** apr19
A Harrier arrived here from Jet Art Aviation at Thorpe Wood on 15 April, having been acquired by a private owner.

Iver Heath/Iver Heath, Buckinghamshire

Ex Hungarian Mi-8T 10436 (ex Csepel) was noted in April 2019 the Pinewood Film Studios, possibly for the new James Bond movie.

Old Sarum, Wiltshire

WZ753 Grasshopper TX1 **749** apr19
The Boscombe Down Aviation Collection has taken delivery of a Grasshopper formerly stored with Solent Sky at Southampton. It is currently dismantled.

Paddock Wood/Lower Barn Farm, Kent

(R-184) L-21B G-PCUB **18-3874** mar19
An ex KLu Super Cub has been placed on display at the entrance to this strip.

MOD St Athan, Wales

XR993 Gnat T1 XP534 **FL536** apr19
A Gnat arrived from Bruntingthorpe on 6 April 2019 to join the South Wales Aviation Museum.

Thorpe Wood, North Yorkshire

XW299/60 Jet Provost T5A (9146M) **EET/JP/963** mar19
(XX747) Jaguar GR1 8903M **S44** mar19

Jet Art Aviation took delivery of two aircraft from Boscombe Down during March. Both are for sale.

Credits: Mike Bursell, Howard Curtis, Laurent Heyligen, Wim Houquet, Steve Poole, Tom Svendsen

Warbirds



Thanks to our friend Berend Jan Floor we can show you how the latest Dutch warbird looks like. It is Vultee BT-13A Valiant N313BT which is owned by the Early Birds Foundation based at Lelystad. N313BT was built for the USAAF in 1943 as 42-43210. The trainer was fully restored in the USA in the years 2010 to 2015. It arrived in a container on 17 January and was soon assembled. It made its first flight in Holland on 22 March.

Netherlands

After months of grounding, Consolidated PBY-5A Catalina PH-PBY "Karel Doorman" made its first flight again on 13 April. Destined to leave for the Collings Foundation in the USA, the last flights over Dutch soil have taken place when you read this. The plane had a major engine problem in August last year and had landed on its nose at Lelystad Airport in August 2017 when its nose wheel failed to deploy. These problems were both expensive to solve and meant less income while passenger flights had to be cancelled. Because of insufficient funding the Catalina, supported by Stichting Exploitatie Catalina, (SEC), has been sold to the Collings Foundation in the US. With the sale of the oldest airworthy Consolidated PBY-5A Catalina in the world, another piece of aviation history will leave the Netherlands. But on 5 May a farewell flight over several Dutch airports is scheduled. The departure to the USA is planned on Thursday 28 May 2019. The ferry flight is expected to take about twelve days and around 45 flying hours.

Australia

Reevers Warbirds have recently announced the planned sale of their Mitchell 'N5-131' / 'Pulk'. The sale of this B-2J project was considered necessary to make way, both literally and financially, for their Douglas A-26 Invader project VH-VNI (29177). And so they did: the Mitchell was pulled out of its hangar when the Invader arrived at Adelaide-Parafield on 29 April. In the previous weeks the aircraft was dismantled by Reeves' staff at Archerfield (QLD) where it had been stored since it arrived in Australia in 2006. The convoy with low-loaders carrying the dismantled firebomber departed from Archerfield on 26 April. The Invader was built with serial 44-35898 and after its military career sold to Lear Inc. as N3328G in 1961. It was flown by John Lear during the Reno Air Races with #76! In 1971 the aircraft was sold to AirSpray in Canada as firebomber. C-FPGP #2 "Holy Smoke" flew from Edmonton, and later from Red Deer. It was then sold to Randall W. McFarlane in Australia as a warbird. It departed Red Deer in Canada on 5 October 2006, and arrived at Archerfield (QLD) on 24 October 2006. In January 2008 it became VH-VNI. It has been stored at Archerfield since it arrived from Canada in 2006. VH-VNI was acquired by Reeves in Feb-

ruary 2014. And although complete and basically airworthy (when assembled) a lot of work needs to be done before this Invader graces the Australian skies!

Canada

On 27 March, the Acer Cold War Museum of CYRP (ONT) has registered an Aero L-29 as C-GGRI. The Delfin was once flown by the Czech Air Force as 1927 (691927) but after retirement exported to the USA in 1994. Anthony Royal living in Christiansburg (VA) returned the trainer to airworthiness as N321RW and has flown it for years, but has now decided to sell.

For some reason, the Vintage Wings of Canada collection has decided to re-register their Hurricane Mk.XII project RCAF 5447 (46002). On 9 April the registration of C-GGAJ was changed into CF-TPM. And if this sounds familiar, you are right, because VWC already flew a CF-TPM before. This was Hurricane Mk.IV KZ321, which now graces the Belgian skies as OO-HUR. RCAF 5447 has been under restoration in the past five years and is gradually finished in the colours of Hurricane 'P2961/ LE-A' of 242 RAF - Canadian Squadron, flown by Canadian ace "Willie" McKnight. McKnight scored seventeen victories, as well as two shared and three unconfirmed kills. He was shot down and killed on 12 January 1941 during a fighter sweep over Calais.

Germany

On 11 April, the team of Meier Motors in Bremgarten, Germany, witnessed the first ground engine runs of Flugwerk FW190 (990013), which has been in their workshop since 2010. The aircraft is a reproduction of a Focke Wulf Fw190 A8, and belongs to the Air Fighter Academy / Hangar10 collection of Usedom. It is finished in the classic Luftwaffe day fighter colours of RLM 74/75/76 and a red fuselage band. It carries the tactic callsign 'Yellow 4' of an Fw190 flown by Jagdgeschwader 1 'Oesau' while based at Usedom. Destined for Christophe Jacquard in Dijon-Darois, France, this FW190 made its first flight as F-AZZJ on 7 May 2009. Unfortunately Jacquard's pleasure in his new machine was only short-lived as it ditched in the bay of Hyeres, France on 12 June 2010 during the celebration of 100 years of Aeronavale. Pilot Marc Mathis escaped unhurt from this event which was caused by an engine malfunction. F-AZZJ spent some days in the sea-

water before it could be salvaged. Obviously having lost his faith in the concept, Jacquard decided to sell F-AZZJ. The new owner, the Air Fighter Academy / Hangar10 collection, had it trucked to Bremgarten, for a complete rebuild by Meier Motors. With its first flight coming closer, one wonders if this part of the Air Fighter Academy / Hangar10 collection will be sold too, and where the aircraft will finally find a new home.

United Kingdom

Early April, the British Admiralty has taken the decision to end the activities of the Royal Navy Historic Flight. The RNHF has represented the Fleet Air Arm at air shows and public events around the United Kingdom for nearly 50 years. Since 1972, the Royal Navy Historic Flight, based at RNAS Yeovilton, has flown a variety of iconic naval aircraft, including the Swordfish, Sea Hawk, Sea Fury and Firefly. Every year more than 3 million people enjoyed the sight (and sound) of the RNHF's aircraft. The collection of the RNHF is unique, as it includes the only two flying Fairey Swordfishes in the world. These aircraft are Swordfish Mk II LS326, the aircraft around which the original Flight was formed, and Swordfish Mk.I W5856. Remarkable machines, considering the fact that the first 'Stringbag' entered service with the Royal Navy almost 90 years ago and played vital part in the Battle of the Atlantic (1939-45). Other aircraft in the collection include Hawker Sea Fury FB11 VR930, Armstrong Whitworth Sea Hawk FGA6 WV908, de Havilland Chipmunk T10 WK608 and Swordfish Mk.III NF389, which is awaiting rebuild. In the past 25 years the RNHF was generously supported by a civilian charity organisation called Navy Wings. This support was partially financial: annual grants and donations including a major gift of £250,000 towards the rebuild of Swordfish Mk.I W5856. Additionally, Navy Wings has supplemented the Flight with its own naval aircraft, including Hawker Sea Fury G-RNHF and de Havilland Sea Vixen G-CIVX, when RNHF aircraft were unavailable. The Royal Navy and Navy Wings are currently negotiating to finalise details of the transfer of the RNHF aircraft, ensuring that the aircraft will not be lost to the nation and will continue to fly on the air display circuit for years to come.

United States

The Experimental Aircraft Association Foundation's B-25H N10V 'Berlin Express' made its first test flight on 20 April. This brings the number of airworthy B-25s at 38! 'Berlin Express' became famous by its appearance in the anti-war movie 'Catch 22'. The aircraft was acquired by the EAA in 1972. It was restored in the late 70's/early 80's, but after several years of flying it suffered a landing gear failure and was repaired only for display purpose. Fortunately, the EAA Chapter 237 from Blaine (MN) took up the restoration to fly again in 2015, culminating in its first test flight today. 'Berlin Express' flew with the U.S. Army Air Force as 43-4432 (**98-21433**) during WWII. It was sold as surplus in 1947 and, equipped with an executive interior, served many companies as transport until 1968. The Mitchell was at first registered as N90399, but later became N10V. Tallmantz Aviation bought the bomber in September 1968. It joined two dozen or so other Mitchells that year to take part in making the film of Joseph Heller's novel, 'Catch-22'. She flew in the movie as Berlin Express, a name which the bomber still wears.

They appropriately call themselves 'The D-Day squadron', a group of eighteen American Skytrains / Dakotas that will cross the Atlantic to take part in the commemoration of the 75th anniversary of the Invasion in Normandy. Possibly the largest group of C-47s since the end of the Second World War will follow the historic 'Blue Spruce Route' from the USA to Scotland. The U.S. contingent will gather in Waterbury-Oxford, Connecticut from 13 to 17 May for final preparations, which will include a formation flight around the

Statue of Liberty. Scheduled on 19 May, the armada will fly to Goose Bay in Newfoundland and Labrador, using the original airfield that was the main North American staging base for Europe-bound aircraft during the war. Some will go to Greenland, while longer-range models will go to Iceland the next day before heading to Prestwick, Scotland and finally Duxford, England, where the British part of the D-Day event is held from 2 to 5 June. At Duxford the American Dakotas will be joined by 17 of their European cousins. In the afternoon of 5 June the massive Dakota fleet will cross the Channel for parachute jumps by re-enactors using round canopies. After this re-enactment of the first stages of the D-Day invasion the aircraft will land at Caen-Carpique (France). From 5 to 9 June the largest gathering of Dakotas since the Berlin Airlift can be seen, both on the ground and in the air. After Normandy, many of the aircraft will take part in anniversary events marking the Berlin Airlift and other European side trips are planned. It's expected most of the DC-3s will be back in the U.S. in time for AirVenture 2019 in Oshkosh.

Former Royal Netherlands Air Force Lockheed TF-104G Starfighter D-5810 was thought to house in Everett (WA) since 2010, but has now showed up in Maine. Owner of this fascinating restoration project is Steve Alex, who has decided to sell the aircraft through Courtesy Aircraft sales. The TF-104G is said to be nearly 100% complete, with a zero time General Electric J-79-11F. D-5810 was built in Burbank (CA) in 1963 and spent its entire career in the Netherlands AF until it was withdrawn from use in 1984, with 3754 hours on the clock. For only \$325,000 you can become the next owner of this fine restoration project. The aircraft has been gradually restored over the last few years with the fuel system and electrical system brought back to life. The project includes an extensive spare parts inventory which includes a brand-new set of wings. This Starfighter model is fitted with Lockheed C-2 upward firing ejections seats which are currently inert. Unfortunately the pyro technics for these seats are no longer manufactured.

A North American P-51D returned on the flightline of the Kentucky Air National Guard at Louisville base, more than six decades after departing. The Mustang, serial number 44-74202, 'Swamp Fox' (**122-40742**) was one of the eye catchers during the Thunder Over Louisville air show on 27 April. It was once assigned to the unit as a military fighter aircraft from 1953 to 1956. The return of the aircraft has been made possible by the owners, R.T. Dickson Jr. and his father, R.T. Dickson Sr. They purchased the Mustang in 2012 after more than 50 years of storage and restored it to flying condition as N5420V. Mustang 44-74202 was manufactured by North American Aviation and delivered to the U.S. Army Air Force on 7 May 1945. It was first assigned to 445th Fighter Squadron at Bakersfield Army Air Field in California before being transferred to more than a half-dozen units in California, Colorado, Nebraska, New Mexico, and Texas. It arrived at the Kentucky Air Guard in July 1953 and remained here until October 1956, when it was moved to McClellan AFB (CA). The following year, it was declared surplus property. The aircraft was purchased at an auction by a private individual in 1957, but was damaged a few years later in a landing accident. It then changed hands several times, but remained non-airworthy for five decades. In 2012 the Dicksons bought the fighter and after a major restoration returned it to the air in 2012 as 'Swamp Fox', painted in honour of World War II pilot Will Foard, who was a member of the 357th Fighter Group. That unit scored more air-to-air combat victories than any other P-51 Group in the Eighth Air Force during World War II.

Credits: Air-online, EAA, Flypast forum, Navy Wings, WIX.

Dustpan & Brush



Japan Air Self-Defense Force F-35A Lightning II, 79-8705 of 302 Hikotai, disappeared from radar at around 19:30 hrs local time (less than thirty minutes after getting airborne) on 9 April 2019, 135 kilometres east of Misawa AB, and crashed into the Pacific Ocean. (Luke AFB (AZ), 22 January 2018, Thomas Backus)

Additions & Corrections:

11may15 10669 F27-500 **10669** rep

Turns out wrinkles in the fuselage are no guarantee for a write off, and this Dutch product proved just that! Only sustained minor damage on 11 May 2015, got repaired and was last seen operational at Mactan Lapu Lapu Airport, Philippines, on 19 December 2018.

See Scramble 433.

28apr16 HC-COX ERJ190AR **19000372** w/o

See Scramble 444.

11jun18 84-0008/ZZ F-15C **917/C311** w/o

According to an Accident Investigation Report released by the USAF the Eagle crashed due to a pilot error that caused the fighter jet to spin out of control.

See Scramble 470.

17aug18 68-8206/VN T-38C **T6211** w/o

See Scramble 472.

New Accidents:

27mar19 CU-A1825 An-2 **dam**

Following a possible loss of engine power, the Empresa Nacional de Servicios Aéreos Antonov 2 force landed in wetland terrain near Alonso de Rojas, Cuba. It came to rest inverted, sustaining substantial damage, and there were no reported fatalities to the occupants onboard.

29mar19 N83181 Bell 206B-2 **1095** dam

The Hummingbirds Bell JetRanger II experienced a rollover during a lift off attempt after picking up materials for operation in the rural Valley Center, North San Diego County (CA). The helicopter sustained substantial damage and the sole pilot onboard was not injured. A ground handler received unspecified injuries during the incident.

30mar19 F-GFFD PC-6/B2-H2 **708** w/o

During excellent weather conditions this Turbo Porter of the Ecole Française de Parachutisme Nancy & Lorraine (French skydive school), dropped his eight paratroopers at 4,000 metres altitude, before starting its descent. When landing on the smaller of the two runways (600 metres long), at Nancy-Azelot, the Pilatus landing gear struck a small embankment at the beginning of the runway, designed to prevent the intrusion of unwanted vehicles outside the airfield. The landing gear and its two wheels were torn off. The Pilatus stopped on its belly, some eighty metres from the point of impact, also damaging the propeller. The pilot is unhurt and made a judgement error during landing, which resulted in said damage.

30mar19 N222ML Bell 222 **47081** w/o

Following a loss of engine power on take-off, the Grosso Aviation Bell 222 force landed in a field off Youngblood Road in the Town of Crawford, in Bullville (NY). The aircraft overturned during the attempted force landing and all six occupants survived, one of them received minor injuries. The helicopter, a Bell 222, is a twin-turbine aircraft made popular in the 1980s "Airwolf" television series.

30mar19 AH-1Z **w/o**

Around 20:45 hrs local time, two US Marine Corps aviators were killed when their AH-1Z Viper crashed near MCAS Yuma (AZ). Both pilots were conducting a routine training mission as part of the Weapons and Tactics Instructor (WTI) course 2-19. The vast Yuma training ground, where the Viper came down, covers an area of 1,300 square miles (3,367 square kilometres). It is one of the world's largest military areas. The cause of the crash is currently under investigation.

31mar19 RA-2151G Epic LT **019** w/o

Privately owned single engine turbine Epic LT crashed in the afternoon in an asparagus field in Erzhausen, south of Egelsbach, under unknown circumstances. The aircraft was destroyed by the post-crash fire, the wreckage was scattered over twenty metres, and the three occupants, one pilot and two passengers, received fatal injuries. One of the passengers was the co-owner and chairman of the board of directors of the S7 group, Natalia Fileva, a Russian national and one of Russia's richest women. The aircraft had departed Cannes-Mandelieu Airport (France) and the destination was Egelsbach-Hesse, south of Frankfurt (Germany).

31mar19 MiG-27MU **w/o**

A MiG-27MU of the Bharatiya Vayu Sena (Indian Air Force) crashed near Rajasthan's Jodhpur city on Sunday morning. The pilot ejected safely and there was no loss to life. The MiG-27MU from Jodhpur AFS based 29 Squadron / 32nd Wing was on a routine mission from Utarlai Air Force Station in Barmer. The Indian Air Force released a statement on the crash. "Today morning at around 11:45 hrs, a MiG-27MU, which got airborne from Utarlai Air Force Station experienced engine problems leading to a crash at about 120 kms South of Jodhpur. Pilot ejected safely. Preliminary reports indicate no loss of property or life on ground. A Court of Inquiry will investigate cause of the accident."

This is the second time in 2019 a MiG-27MU has crashed. On 12 February 2019, a MiG-27MU went down near the Pokhran range in Rajasthan. The pilot had ejected safely before the fighter aircraft hit the ground. Two days before this crash, a

newly upgraded Mirage 2000TI crashed while on a test sortie at the HAL airport in Bengaluru. The two pilots handling the aircraft were killed in the crash. The MiG-27MU accident is the tenth Indian Air Force crash in 2019.

02apr19 PT-FEG EMB121A1 **121057** w/o

All five occupants survived but the Solution Air Locadora De Aeronaves - Eireli Xingu received substantial damage after it made an emergency landing in farmland terrain while trying to divert to Campinas Viracopos International Airport's runway 15. Exactly what happened is unknown but the route was from Sorocaba (SP) towards Palmas, capital of Tocantins. Looking at pictures it seems like an engine failure may have been to blame.

03apr19 T.21-10/35-48 C295M **S-027** dam

Getafe based CASA C-295M of the Ejército del Aire (Spanish Air Force) suffered a runway excursion at Santa Cilia De Jaca Airport. Upon touch down on runway 27, the airplane bounced twice then landed firmly. It veered to the right and struck the concrete taxiway passing to the north apron. Unable to stop within the remaining distance, the airplane overran, struck trees and came to rest in a wooded area. All ten occupants were slightly injured and evacuated.

05apr19 GNB-97111 Bell 206B-3 **4449** w/o

The Bell Jet Ranger III of the Guardia Nacional Bolivariana de Venezuela's Barquisimeto unit crashed while on a surveillance mission of an electric power station at Guárico, Venezuela. All five occupants were injured.

05apr19 5660 A-1B w/o

The Força Aérea Brasileira, lost an A-1B (local name for the Italian built AMX trainer jet) at Viamão, in Passo do Vigário (near the RS-040 toll booth), in the southern part of Rio Grande do Sul state, Brazil. Both pilots managed to eject safely and were picked up by a SAR helicopter and flown to a nearby hospital for check-ups. The jet itself did not damage any buildings on the ground and burst into flames upon impact. At the time the Ala 4 A-1B (part of 3°/10°GAv Centauro based at Santa Maria) was participating in an exercise where pilots train BVR (Beyond Visual Range) tactics. Staging area was Ala 3 base Canoas.

06apr19 YV PA-31-350 **31-** dam

A private Piper Navajo Chieftain disappeared from radar by ATC at 10:28hrs local time and was found later crashed near La Altigracia. The Piper was used for transportation of drugs. The registration numbers 312 were painted over the original YV**** registration part as "YV312". The Ministry of Defense, the National Directorate of Drug Control (Dirección

Nacional de Control de Drogas or DNCD), the Dominican Institute of Civil Aviation (Instituto Dominicano de Aviación Civil or IDAC) and the Attorney General's Office informed this Saturday about the discovery of the aircraft after it made a crash-landing in a sugarcane field. The radar reports indicate that the aircraft took off on Friday night from an undetermined airport in ??Venezuela and when entering the Dominican airspace, the authorities ordered the interception with a Super Tucano. At 10:28 it disappeared from the radar with the Super Tucano searching that lasted until 00:40 in the morning. At that moment bad weather hampered the search, forcing the Super Tucano back to San Isidro Air Base. The Rapid Reaction Unit (URR) of the DNCD and the Command Unit of the Dominican Republic Navy (ARD) immediately ordered an operation in the area to locate the aircraft and its possible occupants. At 05:50, when the weather improved, a helicopter from the Air Force was sent to the area and the ground units in the area were reinforced, to expand the search operation, finding Navajo Chieftain, broken and abandoned.

08apr19 PH-4Q2 TL-3000 **14SI97** dam

An Ultralight TL-3000 Sirius, PH-4Q2 (msn 14SI97) and owned by Dwarf Powered Gliders, came down close to Hilversum Airport, coming to rest in a tree at a height of ten metres. Both occupants (student and instructor) are uninjured according to the Koninklijke Marechaussee (military police). Firefighters from the Gooi en Vechtstreek reported that the exact cause is unknown, but did confirm the aircraft is leaking fuel. The fire services monitored the situation and once the Sirius was secured, they were rescued by use of a long ladder.

08apr19 HI1038 BAe4101 **41033** dam

This Jetstream 41, operated by Sky High Aviation Services, suffered a runway excursion after landing on runway 27 at Dominica's Douglas-Charles Airport. Photos from the scene show an undercarriage leg and debris on the runway with the aircraft having come to rest in the grass next to the runway. All occupants evacuated from the aircraft. It had arrived after a flight from Santo Domingo-Las Américas José Francisco Peña Gómez International Airport, Dominican Republic.

09apr19 79-8705 F-35A **AX-05** w/o

A Japan Air Self-Defense Force (JASDF) F-35A Lightning II disappeared from radar at around 19:30 hrs local time (less than thirty minutes after getting airborne), 135 kilometres east of Misawa AB, and crashed into the Pacific Ocean, at a point where it is 1,500m deep. The F-35A was one of a formation of four JASDF aircraft. According to the JASDF, the aircraft disappeared from the radar (in training situations, the



This Getafe based CASA C295M of the Ejército del Aire, T.21-10/35-48 of Ala 35, suffered a runway excursion at Santa Cilia De Jaca Airport on 3 April 2019. Michiel van Herten captured the transport aircraft in a nice winter scenery at Eindhoven on 1 February 2019.



Cessna 551 Citation II D-IADV of Advance Air Luftfahrt was practicing approaches and landings at Siegerland Airport, Germany, on 24 April 2019 when, according to local authorities, the aircraft touched down short of the runway, causing the main landing gear to collapse. Richard Poeser captured the Citation when it paid a visit to Lelystad Airport, the Netherlands, on 21 June 2018.

F-35 is equipped with little “blocks” on top and underneath the aircraft, so it can be seen on radar) and the pilot did not respond to radio calls anymore. As a result, all twelve operational Lightnings, and one under production at Mitsubishi, have been grounded pending investigation into the crash. In the search for the crashed Lightning the following Japanese assets were used: two U-125As and two UH-60Js from the JASDF, one Orion, one SH-60J and five ships of the JMSDF, three ships from the JCG and one Poseidon of the US Navy. This is now the second F-35 that is lost in a crash. In September 2018, a US Marine Corps F-35B crashed near MCAS Beaufort (SC). The USMC pilot managed to escape safely with his ejection seat.

09apr19 MD530F w/o
 Two Afghan Air Force pilots were slightly wounded when their MD530F Warrior crash landed at Kandahar airfield. It crashed at the field around 18:45 hrs local time in darkness, after it suffered technical problems during the return flight from a training mission.

10apr19 L-39ZO w/o
 It had been relatively quiet in Libya the past couple of years (after the ousting of Muammar Gaddafi, commonly known as Colonel Gaddafi,) but early April the country was in turmoil again. Eastern Libyan military forces (led by General Khalifa Hiftar, known as the Libyan National Army) clashed with rival forces south of the capital Tripoli, i.e. the Government of National Accord (GNA). As part of those clashes the GNA lost an L-39 Albatros while it was shot down by the LNA, near Misrata.

10apr19 Bell 214A/C w/o
 The Islamic Republic of Iran Police Aviation (IRIPA) Bell 214 crashed under unknown circumstances at the Dalampar mountains to the south-west of Urmia near the Iran-Iraq border while carrying border guards., killing one crew member and injuring the remaining eight.

10apr19 N114NN A321-231 **6046** dam
 An American Airlines Airbus A321, operating flight AA300 from New York JFK (NY) to Los Angeles (CA), departed JFK’s runway 31L when the aircraft veered left, causing the left-wing tip to collide with a runway sign. The aircraft climbed out but at FL200 (20,000ft) the crew decided to stop the climb and return to JFK, advising ATC that they had encountered a strong roll to the left during departure and wanted to return, landing at runway 04L about 27 minutes after departure. Once it arrived on stand, they discovered the leading edge near the left-wing tip showed two large dents.

According to information received on 12 April (by the Aviation Herald) ground tracks revealed the aircraft was dragging its left-wing tip for quite some distance on the ground, the ground tracks even suggest the aircraft came close to ground looping. The aircraft and left-wing tip became airborne just ahead of the runway sign, the left-wing tip impacted the sign, parts of which became embedded in the left-wing tip. The wing also sustained according damage to its underside near the wingtip.

On 17 April passenger Elizabeth Lucsko posted a reader comment to The Aviation Herald’s coverage reading: “I was aboard this aircraft. The take-off was fast, rather quick and felt short. Then we pitched down and banked right (left wing up) and then left (right wing up) and the back felt to skid out sideways, I was in the window seat just behind the left wing. Then it felt like the pilot pulled the aircraft up manually. He continued to make very strong left and right banks while in the air before we circled back to JFK. He made an announcement that we had a major computer failure, but that he had control of the airplane and that we’ll be making an emergency landing. I watched the metal flap above the wind the whole 43 mins we were in the air. The flight attendants went to the exit rows and said “this is not a drill” can you open the emergency doors to the passengers. I want to hear the audio and see the FAA report. If anyone knows how long or where to look for this information that would be greatly appreciated. Thank you.” The Aviation Herald contacted the passenger confirming (and producing evidence) to have been passenger of the flight. Elizabeth added that she became aware of a “black piece of metal” at the top of the wing throughout the flight following the strong right and left roll, Elizabeth felt the aircraft had already been airborne with all gear at that point.

13apr19 N265DS Sabre 65 **465-45** w/o
 The Classic Aviation Sabreliner departed Broomfield-Rocky Mountain Metropolitan Airport (CO) for a two-hour flight to University-Oxford (MS). Following a stop of an hour and fifteen minutes, the bizjet took off for Hamilton-Marion County-Rankin Fite Airport (AL). Eight minutes after taking off from University-Oxford Airport and seconds before the crash the crew reported an electrical malfunction, according to a preliminary NTSB report. According to ATC recordings, at 3:06pm local time, after the jet took off and was climbing through 1,300ft, controllers advised of moderate to severe precipitation in the area and provided a clearance to 11,000ft. At 3:08pm, ATC asked the pilots for their altitude (the transponder was not emitting Mode 3A information)

and informed them of moderate to heavy precipitation along their route. The crew acknowledged the radio call and told ATC they were climbing through 9,000ft for 11,000ft. The Sabre maintained an approximate heading of 080 degrees from 3:06pm until about 3:10pm, when it turned right to about 120 degrees. Two minutes later, the airplane made a left turn to about 040 degrees and ATC asked the crew if they were having navigation issues or if they were deviating. The flight crew responded they were deviating but that they also were having "AC voltage problems." The last radio call received from the aircraft was an acknowledgment of a heading assignment to 095 degrees at 3:13pm. However, the airplane began a right turn to about 270 degrees when radar and radio contact was lost.

Some ten minutes after take-off, while flying to the east, it went out of control and crashed under unknown circumstances between New Albany and Blue Springs, about 33 miles east of University-Oxford Airport. The aircraft was destroyed and all three occupants were killed. At the time of the accident, thunderstorm activity was reported in the area.

13apr19 PA-31-350 w/o

In the morning on this unlucky day (13 April) the Guatemala Armed Forces were informed by ATC that a PA-31 entered Guatemalan airspace without prior permission. The twin engine airplane crashed in a wooded area located near the farm of Sepens, located in the region of Sayaxché, Petén. The aircraft was partially destroyed by impact forces and both occupants were killed. A sticker was set on the fuselage with the registration N2613 which is wrong and clearly taped over another registration.

14apr19 9N-ALC AS350B3e 7824 w/o

14apr19 9N-AMH L-410UVP-E20 2914 w/o

Early in the morning a Summit Air Let-410 crashed at Lukla Airport, Nepal, killing the first officer and two police officers on the ground. The Let L-410UVP-E20 was intending to take-off with two passengers, from what is one of the world's most dangerous airports, for a domestic flight to Ramechhap. Preliminary results of the investigation suggest that the first officer was pilot flying. He had about eighteen months of experience and may not have possessed the necessary qualifications to perform the take-off at Lukla. The aircraft immediately swung to the right after power had been applied, the crew was unable to control the aircraft afterwards. The rotors of the Manang Air AS350 were still spinning as the aircraft had just landed and set down its passengers. The spin-

ning rotor probably hit the first officer killing him. Besides the Manang Air AS350 another Ecureuil was hit (Shree Airlines AS350B3e 9N-ALK, msn **8018**) but that one sustained no apparent damage. Lukla Airport is located on a mountain at an elevation of 9,334 feet (2,845m). The runway is 1,729 feet long (527m) with an 11.7% gradient (or very steep!). Take-offs must be performed from the down sloping runway 24. The helipad is located to the right of runway 24, about 100 metres past the threshold.

These are two YouTube videos of the event. The first one shows the Let lining up after a departing Dornier 228, the second is taken from behind (you can see the Dornier climbing out in the valley):

www.youtube.com/watch?v=nYwqfNqy9GU

www.youtube.com/watch?v=zfxmszHC-ti

14apr19 MiG-21MF w/o

It is reported that a Libyan National Army (LNA) MiG-21 crashed near the city of Tripoli (Libya), at Qasr bin Ghashir to be precise. The pilots of the MiG-21 ejected safely. The MiG is said to have been shot down over the city by a Government of National Accord (GNA) Man Portable Air Defense System (MANPADS). Just a few days ago, on 11 April a GNA L-39ZO crashed near Tripoli. This incident did possibly not take place as no evidence was shown of the wreckage. There is a lot of mutual propaganda between the LNA and the GNA and showing the world a wreckage is more or less a confirmation that something happened.

15apr19 Mi-8 rep

Rarely heard, rarely seen, but it went in silence, luckily only some minor injuries in a Mozambican Mi-8 crash. A Força Aérea de Mozambique Mi-8 crashed around 15:00 hrs local time during a Mozambican Armed Forces logistics operation in Mueda district in the northern province of Cabo Delgado. The cause of the incident is not known yet, but everything suggests that a mechanical fault led to the crash, but nothing is ruled out as Mozambican news reports that government forces in Cabo Delgado have been carrying out operations to combat unidentified groups, who have been carrying out attacks in the province since 2017. The crash occurred as the Mozambican head of state, Filipe Nyusi, was winding up a working visit to the province, where he directed the Armed Forces to continue operations to protect the population. Attacks by unidentified armed groups in Cabo Delgado, which supposedly originated in mosques, have caused at least 150 deaths since they began in October 2017.



Jurgen van Toor visited Meknes-Bassatine, Morocco, on 11 March 2006 where he saw AB205A CN-37/AB205A of the Royal Moroccan Air Force. Sadly it crashed a little over thirteen years later, on 26 April 2019, under unknown circumstances at Tichla.



One of our top posts on Scramble Facebook News (over 213,000 people reached!) were pictures of Luftwaffe Global 5000, 14+01 of FBS BMVg, making a spectacular approach into Berlin-Schönefeld on 16 April 2019. It was performing a post-maintenance check flight en route to its base of Cologne when the pilots noticed something was not quite right. They wisely decided to return and Marcel Russ captured these amazing photos!

16apr19 CC-CYR BN-2B-27 2169 w/o

A Britten-Norman Islander of Archipiélagos Servicios Aéreos crashed in a residential area of Puerto Montt, Chile, and burst into flames. The turboprop (with one pilot and five passengers, intending to fly to Chaiten Airport) impacted a house, 400 metres west of the runway at Puerto Montt-Marcel Marchant Airport, killing all on board. The house caught fire and both occupants of the house were injured.

16apr19 N61PH Bell 206B-III 3283 w/o

The pilot and sole occupant of the TRE Aviation Bell JetRanger III got killed after the chopper impacted farmland at the Fort McDowell Indian Reservation, near Fountain Hills (AZ), on the outskirts of metro Phoenix. The helicopter was partially consumed by the post-impact fire. The NTSB is investigating what happened.

16apr19 14+01 Global 5000 9395 w/o

Excellent airmanship skills prevented a big crash at the German airport of Berlin-Schönefeld. The Luftwaffe Global 5000 had undergone heavy maintenance (thirty months!) there and had taken off for an FCF (Functional Check Flight) to Cologne-Bonn, where the Global is based with FBS BMVg. Shortly after departure the crew noticed something was not right with the aircraft. They had climbed to 21,000ft when all of a sudden, the Bombardier tilted to the right. The bank angle exceedance was enough for the pilots to declare an emergency and to return to Schönefeld. During the return the problems did not go away and actually got worse, banking left and right several times. Pictures show the aircraft (and crew!) having severe issues with uncontrolled roll movements while attempting to land at runway 07L. Upon landing both wing tips hit the runway. Due to this the airport was closed for three hours, forcing many airlines to divert or cancel flights.

The crew had landed the jet "under most difficult conditions" and averted disaster, as German Defense Minister Ursula von der Leyen reported.

16apr19 SA316B Chetak w/o

A HAL Chetak (an Indian licence built Alouette 3) of the Bharatiya Nau Sena (Indian Navy) ditched in the Persian Gulf (also known as the Arabian Gulf) after experiencing technical problems as announced by the Indian Ministry of Defense. The exact date of the incident is not made public yet. During flight, the crew was forced to land at sea. Luckily, the crew managed to escape but the helicopter sunk. The Chetak was deployed with an Indian Naval warship operationally deployed in the Gulf.

18apr19 4006 A109LUH 13656 w/o

An Agusta A109LUH of the South African Air Force crashed in Centurion, near Swartkop AFB, under unknown circumstances. The two pilots sustained serious injuries and were flown to a nearby hospital. The SAAF is operating some thirty A109s from five locations, Durban (15sq), Bloemfontein-Bloemspruit AFB (87 HFS), Hoedspruit AFB (19sq), Swartkop AFB (17sq) and Overberg (Test Flight and Development Centre, TFDC). Looking at the location of the crash, the helicopter was originating from Swartkop (so 17sq), just south-west of Pretoria, north of Johannesburg.

18apr19 N65MY Beech B60 P-314 w/o

The pilot was killed after the KMA Technology Solutions Beech Duke impacted airport terrain and a subsequent fire ensued during a take-off attempt from Fullerton Municipal Airport's runway 24 (CA). The airplane was destroyed during the accident.

19apr19 YV2411 Bell 206L-1 45501 dam

After it rolled over in an accident in Parque Nacional Canaima, Bolívar, Venezuela, the private Bell LongRanger II was substantially damaged. It came down in the 'Dragón' sector of the jungle area, the six occupants were unharmed.

19apr19 N621JM CJ-6 4632023 dam

The private Nanchang CJ-6 (a Chinese basic trainer aircraft) experienced a runway excursion while landing at Nevada County Airport in Grass Valley (CA). The aircraft sustained substantial damage and the two occupants on board received minor injuries during the incident.

22apr19 ZK-. BK117 w/o

The Southern Lakes Helicopters BK117, operating for Otago Rescue Helicopter (an emergency helicopter service covering the lower South Island area of New Zealand) and en route to conduct a medevac from a fishing vessel at sea, crashed into the sea off Yule Island, at night. The three occupants survived the crash. They had survival suits, life jackets and HEEDs (Helicopter Emergency Egress Device). About 10:20hrs local time the next day, Rescue Coordination Centre NZ said a fishing boat had found wreckage which was later confirmed to be a door. About midday, the men were found alive on a beach on Auckland Island, about 450 kilometres south of New Zealand, after more than sixteen hours of being missing.

22apr19 N9MB N-9M 04 w/o

A Northrop N-9M Flying Wing crashed on the grounds of the California Rehabilitation Center prison on Fifth Street in Norco (CA) and disintegrated in flames, killing the pilot. The Riverside County coroner's office confirmed the crash of the N-9M which was fatal for its sole pilot.

The 1944 built N9M Flying Wing belonged to the famous Planes of Fame Air Museum at Chino (CA). The aircraft was one of four prototypes Northrop ever built and this was the only one remaining in flying condition. The museum completed restoration of the aircraft in the 1990s and completed flight testing in 1996.

22apr19 N501CE Beech 58 TH-1888 w/o
The private Beech Baron impacted terrain while on approach to Kerrville Municipal Airport, Kerrville (TX). The aircraft was destroyed and all six occupants were fatally injured.

22apr19 EY-322 An-26 5407 dam
Asia Airways Antonov 26 was on a positioning flight from Djibouti (Djibouti) to Khartoum (Sudan) with five crew members, when it ran out of fuel about forty miles short of Khartoum Airport. The crew was forced to land in open terrain with the Antonov sustaining substantial damage.

23apr19 5858 Su-22M4 3917 dam
The Vietnamese Ministry of Defense confirmed that a Không quân Nhân dân Vit Nam (Vietnam Air Force) Su-22 had trouble with its brakes during a landing attempt after which the aircraft jumped over the runway end at the north side of Yên Bái air base. The pilot was able to escape his Su-22M4 with its ejection seat, parachuted down to earth and eventually landed safely in a rice field. At Yên Bái the 371st Air Force Division, 931st Fighter-Bomber Regiment, equipped with Su-22M4/UM-3Ks is based.

The Vietnamese MoD reported that the Fitter belonged to 371st Air Force Division, 921th Fighter-Bomber Regiment, based at Hanoi-Ni Bài air base.

23apr19 407 Mirage F1ED w/o
The Libyan National Army (LNA) claimed they shot down a Mirage F1ED (first reported as serial 508) of the Government of National Accord (GNA) Air Force near al-Jufra airport, while the GNA Air Force reported that the crash occurred near al-Watiya airbase. A day later, it was reported on much respected social media accounts that it was not a GNA aircraft that crashed but the aircraft involved was Mirage F1ED with serial 402 of the LNA. As proof the picture of the wrecked tail and an earlier picture of the operational aircraft were shown. Subsequently it was said that not serial 508 or 407 was shot down, but serial 402, followed by the conclusion that the LNA shot down its own aircraft.

The reason for this assumption was a unit badge which was still slightly visible on the wrecked tail of the aircraft and an identical Libyan flag. Serial 402 was according to these reports the only operational Mirage F1 with these markings. Scramble looked into these photos in detail too, the one of the wrecked tails and the earlier photo of serial 402 when it was still in operation. Comparing both pictures in detail, we noted that the flag on both tails is on a slightly different position, and that the painted Star and the crescent Moon in the flag of the crashed aircraft are presented in a different (larger) size compared to the flag of 402. Also, it looks like the badge is applied on a slightly different position.

With all due respect, Scramble thinks that these annotated pictures are not the evidence that 402 is involved in the crash and that the LNA shot down its own aircraft. On top of that, we also found a photo, made in October 2012 at Mitiga airbase (Libya), of serial 407 while it was undergoing a major overhaul. On the tail of 407, the same badge as on the tail of 402 is seen. Unfortunately, at that time the flag on the tail was not yet applied, so in that case we cannot prove that this is the Mirage F1 that crashed, but for us it is a more likely candidate. Unfortunately, we do not have a recent picture of serial 508 (with badge and flag) that was originally reported as the aircraft involved in the crash.

23apr19 N366TA Ce208 20800249 w/o
Airside Aviation's Cessna 208 Caravan crashed into the ocean off Dry Tortugas in Florida under unknown circumstances. The aircraft sustained unknown damage and all five occupants survived with unspecified injuries.

24apr19 D-IADV Ce551 551-0552 dam
A Cessna 551 Citation II, of Advance Air Luftfahrt, was practicing approaches and landings at Siegerland Airport, Germany, when, according to local authorities, the aircraft touched down short of the runway, causing the main landing gear to collapse. A fuel leak from the left wing caused a fire as the aircraft slid to a stop on the runway. The fire was apparently put out quickly.

24apr19 RP-C8098 H130 8366 w/o
LGC Air Transport lost one of its Airbus Helicopters H130s (the new name for the Eurocopter EC130T2) after it crashed under unknown circumstances at Barangay Anilao, Malolos City, Bulacan, Philippines. Two occupants died, another was taken to a hospital and died later. The helicopter was destroyed after it came down in a fish pond.

24apr19 PP-MMG HB350B3 7209 w/o
During a Center of Instruction training flight in Brazil, an HB350B3 Esquilo (licence built Eurocopter) of the Military Police of the State Minas Gerais crashed at Fazenda das Laje, Ribeirão das Neves, Minas Gerais. The helicopter, with call sign 'Pégasus 14', had five occupants onboard, who luckily all survived.

24apr19 C-FRMV Beech B200 BB-979 dam
The Beech Super King Air of Keewatin Air was on its way from Winnipeg to Churchill, carrying two paramedics and two pilots on an ambulance flight. While passing over Gillam (MB), the crew encountered an unexpected situation, declared an emergency and diverted to Gillam Airport. On final approach the airplane struck the icy surface of Stephens Lake. While contacting the shore, both main gears were torn off and the airplane came to a rest near the runway threshold. All four occupants were evacuated safely.

25apr19 SE-BMH MH1521M 78 dam
On 25 April 2019, photos of a damaged private Max Holste MH1521M Broussard appeared on the internet. The aircraft apparently made a forced landing near El Golea (Algeria). It is unknown how many people were onboard, but it was reported that there were no injuries.

25apr19 YV0124 Bell 206B-3 2248 w/o
The Policía del Municipio San Francisco (PoliSur) Bell JetRanger II impacted the ground at Maracaibo, Zulia, Venezuela, under unknown circumstances, killing two of the four occupants. The pilot managed to avoid crashing into an area with houses or on a busy avenue. The helicopter was known as "El Patriota".

26apr19 ET-AVF Bell 222UT 47549 w/o
A Trans Nations Airways Bell 222 crashed after take-off from Bole International Airport, Addis Ababa, Ethiopia, on 26 April 2019, at 07:00hrs local time. It came down 300 metres away from the airport, amidst a slum, judging by the picture. Trans Nation Airways is a charter airline based in Addis Ababa, and is one of the members of the Midroc technology group of companies. It carried seven people onboard, two pilots and five passengers, all of whom survived. The accident is under investigation by the authorities.

26apr19 N206JH Bell 206 dam
The private Bell JetRanger III impacted heavily timber wooded terrain while doing agricultural spraying in Lane County, near Oakridge (OR). The helicopter sustained substantial damage when it autorotated in the trees and the sole pilot on board survived with apparent minor injuries.

26apr19 CN-AKK/37 AB205A **4366** w/o
The Royal Moroccan Air Force Agusta Bell 205 crashed under unknown circumstances at Tichla. Both pilots perished in the mishap and one crew member was seriously injured.

27apr19 RA-2843G Yak-18T w/o
Vladimir Levshin, President of the Russian Federation of Plane Sport of the Far East and the owner of the plane, Sergey Lankin, both tragically died in a privately owned Yak-18T after it crashed near Khabarovsk, Russia. The Yak-18, owned by a small private company, came down at 15:48 hrs local time at the airfield Kalinka near Khabarovsk.

28apr19 N68825 A75N1 **75-5708** dam
Following a loss of engine power, the Port Townsend Aero Museum Stearman force landed on a beach at Discovery Bay in Jefferson County (WA). The biplane sustained substantial damage and the two occupants onboard received unspecified injuries.

30apr19 HK-3312 Bell 206L-3 **51211** w/o
While conducting a wire transportation flight in Sabanalarga, western Antioquia, Colombia the SASA Bell Long Ranger II descended into terrain. Luckily the sole pilot onboard was not injured but the chopper was less fortunate.

01may19 N757NY PA-46-350P **4636657** w/o
The registration is not 100% confirmed by media reports and FlightAware suggest that this Southern Aircraft Consultancy Piper Malibu was the unlucky aircraft that crashed under unknown circumstances into the side of a mountain about 74 kilometres southeast of Makkovik. The Royal Canadian Mounted Police (RCMP) SAR operations were hampered due to a blizzard and a ground search and rescue team, consisting of nine people from Makkovik, reached the two men by snowmobile on Wednesday evening. At the time, one was conscious while another was unconscious. They reached Makkovik around 21:00hrs local time, but couldn't get a helicopter out until early Thursday morning due to poor weather conditions. Both pilots were evacuated in the morning of 2 May but one of them died from his injuries later in the day.

01may19 T-6A **PT-** w/o
A USAF 80th Flying Training Wing T-6A Texan II from Sheppard AFB (TX) crashed near Lake Waurika, southwest of Hastings (OK). Both crew members ejected safely from their Raytheon-built aircraft just before 14:00 hrs local time. The crew was returned to Sheppard by emergency services. The

Texan II was performing a pilot instructor training mission at the time of the accident. It crashed into open fields. Emergency crews are on scene, and an Air Education and Training Command (AETC) investigation is underway.

01may19 N130MU EC130B4 **7103** dam
An EC130B4 of Ohio Medical Transportation experienced a main rotor strike with a tree and it subsequently landed on a highway in Zanesville (OH), and sustained substantial damage. The four occupants onboard were not injured.

02may19 Mi-24 MkIII w/o
A Mi-24 MkIII Super Hind of the Force Aérienne Algérienne, a heavily modified version only in use with the Algerian and Azerbaijan Air Forces, came down in the El-Oued area, only a few minutes after taking off from Guemar airport in the south-eastern region of this north African country. The attack helicopter hit the ground in an agricultural area, resulting in injuries to both crew members.

03may19 C-GJKM C-47A **13580** dam
Buffalo Airways Flight J4-169, operated by this Douglas C-47A Skytrain and flying between Hay River and Yellowknife (both in the Northern Territories), was enroute about twenty minutes into the 55 minutes flight when the right-hand engine failed. The crew attempted to return to Hay River, however, had to perform a forced landing in open terrain near the airport. The status of the aircraft damage remains unclear at this point, but both pilots were not injured. Some media report that it is understood the Skytrain may well be a write off...

03may19 N732MA B737-81Q **30618** dam
Jacksonville Naval Air Station's runway 10 with a length of 9,003ft was not enough for the Miami Air International Boeing 737 to come to a normal stop on the asphalt, as a recently passed severe thunderstorm with the associated buckets of rain (and tailwind) made the runway wet to such a degree it could not stop in time any more. The result was an over run by some 1,250ft past the runway end, ending in the adjacent St. John's River, for flight LL293 (which originated in Guantánamo-Leeward Point Field, Cuba). All 136 passengers and seven crew members onboard, of which 21 received minor injuries, evacuated safely (but got wet feet).

Credits: ASN, Aviation Herald, B3A, JACDEC, Leo Hoogerbrugge, AINonline, morgenpost.de, aerotelegraph.com



Jacksonville Naval Air Station's runway 10 with a length of 9,003ft was not enough for the Miami Air International Boeing 737 N732MA to come to a normal stop on the asphalt, on 3 May 2019. For Schiphol based spotters it is a familiar airframe as it has been used in the past to operate for TUI during the busy summer schedule. (Amsterdam-Schiphol, 4 July 2017, B.J. Floor)

Military news & updates



On the morning of April 22, in perfect sunny weather, the last training of the Victory Day Parade with a flight of the air group of 74 planes over Alabino took place (next two will be over Red Square). Among others, four plus reserve long range bombers Tu-22M3 took off from Shaykovka Air Base to join the main group. At the end of the training, the planes return back to the operational airfield. (Alex Snow)

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

Europe

Albania

Forcat Ajrore Shqipëtare (AF)

The Albanian minister of Defense, Oltha Xhacka, announced that Albania will receive three UH-60 Blackhawks. The three helicopters will be part of a US military aid package to Albania. The contract for these surplus US Army medium-lift utility helicopters will be signed during her upcoming visit to the USA. The three UH-60s will further enhance the capabilities of the Forca Ajrore e Republikës së Shqipërisë (FARS, Albanian Air Force).

The FARS is a pure helicopter force right now, without any fixed wing aircraft. The mixed helicopter inventory consists of four AS532 Cougars, two EC145s, one second-hand A109, eight Bo105s (donated by Germany), five AB205s and seven AB206s (donated by Italy). Scramble assesses that not all of these are airworthy. All helicopters are based at Farka air base near the Albanian capital Tirana.

Austria

Österreichische Luftstreitkräfte (AF)

LOXA = Aigen im Ennstal

SE3160

3E-KG pres LOXA wfu LOXA **1461** mar19

Bulgaria

Bulgarski Voenno-Vuzdushni Sili (AF)

In December 2018, the National Assembly gave the Bulgarian Government a mandate to negotiate with the USA about the purchase of eight new Lockheed Martin F-16V Block 70s to replace the ageing MiG-29s. Only a few months later the Bulgarian Prime minister Boiko Borissov said: "The goal is that we get the best aircraft at the best possible price. They want the highest price, we want the lowest. They want it

as far ahead as possible, we want it right now and when I come to negotiate with President Trump, I will tell you what compromise I'm willing to accept and what not", after being asked how far the negotiations between Bulgaria and the USA had reached.

According to Borissov, the US Government promised the Bulgarian Air Force the best possible new aircraft to immediately bring the country's military aviation to a whole new level within all NATO programmes. Bulgaria's Parliament put the money, USD 1,05 billion (1.8 billion Leva) aside for the acquisition so if the deal becomes reality the money will be paid. With this bid the US beats other countries like Sweden (new Gripens) and Italy (used Eurofighters).

Lockheed Martin, the manufacturer of the Viper, said that as part of this commitment it will establish maintenance, repair and overhaul facilities in Bulgaria. It will also support Bulgarian engineers and technicians.

Czech Republic

vzdušných sil (AF)

On 10 April 2019, Aero Vodochody's second L-39NG, with construction number **7002**, rolled out for future certification tests. The first L-39NG, with construction number **16-7001** and serial number 0475, made its first flight on 15 January 2019.

As is probably known, the Aero L-39NG is based on the aerodynamic concept of the operational L-39 but the L-39NG has the latest technologies and equipment. It is a modern and effective trainer designed as a unified, comprehensive training system for modern air forces. It is powered by a highly modern FJ44-4M engine. The aircraft's avionics are prepared to train future pilots of fourth and fifth generation aircraft and can be tailored to the customer's requirements. The L-39NG has five mounting points for weapons.

According to Major General Jaromir Šebesta, the former commander of the Czech Air Force, while visiting Aero Vodochody he agreed that the first customer which is going to use the L-39NG should be the Czech Air Force, through the state owned LOM Praha Flight Training Centre which is based

at Pardubice. This Flight Training Centre should become a training centre for the whole of Central-Eastern Europe in the next years.

The President and CEO of Aero Vodochody Aerospace A.S. said that "The Czech Army is a long-term strategic partner to Aero and we consider its reference as a key to future success of the project. The interest of the LOM Praha Flight Training Centre is also an important signal to other potential customers".

Finland

Ilmavoimat (AF)

F-18C

HN-410	HävLLv 11	ex IlmaStk	1347/FNC010	apr19
HN-419	HävLLv 11	ex IlmaStk	1407/FNC019	mar19

Hawk Mk51

HW-344	HävLLv 41	f/n active again	312225/247	apr19
HW-348	HävLLv 41	f/n active again	312245/300	apr19

France

Armée de l'Air (AF)

LFOC = Châteaudun
LFTW = Nîmes-Garons

A400M

0089/F-RBAO	ET01.061	ex Airbus	089	mar18
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The Airbus was delivered on 26 April 2019.

AS555U2

2815/F-ZAHB	DGA-EV	ex F-ZLAG	2815	mar19
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CN235M-200

045/64-IB	ET01.062	ex 62-IB	C045	apr19
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EMB312F

478	to N478MT	ex std LFOC	312478	19
479	to N479MT	ex std LFOC	312479	19

Mirage 2000D

625/30-XG	ECE01.030	ex 3-XG	427	mar19
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SA330B

1021/F-ZAIA	DGA-EV	ex F-ZLAU	1021	mar19
1024/F-ZAIB	DGA-EV	ex F-ZLAX	1024	mar19
1679/F-ZAIE	DGA-EV	ex F-RABG	1679	mar19

SA330L

1240/F-ZAID	DGA-EV	ex F-ZLAT	1240	mar19
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TB30

85	to N37HG	ex std LFOC	85	mar19
90	to F-AYXG	ex 315-XG	90	apr19
121	to F-AYYL	ex 315-YL	121	apr19

The last two are under maintenance at Melun together with 68/F-AYAB (ex N839DA), 76/F-AYCL (ex N76LE), 77/F-AYJB (ex N838WK) and 79/F-AYOB (ex N838ZA).

Marine National (NY)

Five Super Etendards (s/n 1, 31, 41, 44 and 51) were loaded on the cargo ship Lily Auerbach which sailed from the harbour of Le Havre on 17 April on its way to Bahia Blanca, Argentina, were it is expected to arrive on 10 May. All five aircraft should become operational again this year.

Armée de Terre (AR)

NH90-TTH

1427/EBK	ABH	as F-ZKBP	1427	mar19
1428/(EBL)	ABH	as F-ZKBG	1427	mar19
1429/(EBM)	ABH	as F-ZKBL	1429	mar19

Once again the codes of the helicopters do not run in serial sequence as 1432/EBJ has already been noted.

Sécurité Civile (GV)

AS350B

F-ZBEA	wfu LFTW	ex SecCiv	1003	dec12
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AS350B2

F-ZBBN	wfu LFTW	ex SecCiv	1951	dec12
F-ZBFC	wfu LFTW	ex SecCiv	2109	dec12
F-ZBFD	wfu LFTW	ex SecCiv	2114	dec12

Hungary

Magyar Légierő (AF)

The Hungarian National Property Management Company announced that their remaining fleet of decommissioned nineteen MiG-29s, which are stored at Kecskemet Air Base, are still offered for sale. Until now however, the sale turned out to be not very successful as no parties showed any interest!

It is unknown what the Magyar Légierő (ML, Hungarian Air Force) will eventually do with these MiG-29s but one thing is for sure: it will be very challenging to sell these MiGs, along with twenty engines as well as some 300 spare parts and (integrated) weapons. The whole package must cost around USD 10 million (HUF 2,8 billion). Since Hungary is a NATO member, the sale to a future customer must be approved by the Russian authorities which makes it very challenging because of less potential customers.

Most of these Fulcrums have been in storage since December 2011 when the type was retired due to the replacement by the JAS39 Gripen. Only a few of these MiG-29s are reported to be in airworthy condition. Scramble however is not aware of any test flights since they were put in storage.



The second French Air Force A330MRTT Phenix **1808/F-UJCH/042** seen at Manching-Ingolstadt on Easter Saturday 20 April 2019. It came out of the paint shop for an engine run. Delivery back to Getafe was planned for the last week of April. (Dietmar Fenners)



The final US-built F-35A for the Dutch flew its first flight on 16 April 2019 from Lockheed Fort Worth. (Carl Richards)

The ML bought 28 MiG-29s back in 1993 from Russia, but due to lack of money it was impossible to keep the fleet up to date. This resulted in storage for the first aircraft in 2010, slowly followed by all others. In 2010, only three MiG-29s had flown over 1,000 flying hours... in seventeen years!

According to the Hungarian Ministry of Defense, the Hungarian Air Force will take over Air Policing in the Baltics (BAP) with four JAS39 Gripen from MH59 Szentgyörgyi Deszö based at Kecskemet air base. From 1 May until 2 September 2019 the ML is responsible for the air defence of the three Baltic states Latvia, Lithuania and Estonia. Of course the ML will continue defending its own country as well as Slovenia. The JAS39s and about one hundred personnel will be based at Siauliai air base (Lithuania). During this period the ML plans to participate in some exercises over the Baltics with an additional two Gripen. Hungary performed the mission for the first time in 2015. This is their second BAP-deployment. The ML is relieving the F-16s of the Sily Powietrzne RP (Polish Air Force) in the Baltic Air Policing mission.

Falcon 7X				
607	MH 59	f/n		apr19

Iceland

Íslenska Landhelgisgæslan (CG)

The previous identity of the second H225 Super Puma is now known. See Scramble 479 - page 59 for further information on this contract.

H225				
TF-GRO	ICG	ex LN-ONG	2755	

Italy

Aeronautica Militare (AF)

F-35A				
MM7361/32-11	13° Gruppo	new	AL-11	apr19

F-2000A				
MM7343/RS-21	311° Gruppo	ex 36-52/936° GEA	IS069	mar19
MM7350/RS-22	311° Gruppo	ex 4-63/904° GEA	IS076	mar19
MM7353/36-53	936° GEA	correction	IS079	jan19

P180AM				
MM62161	311° Gruppo	ex 71° Gruppo	1025	mar19

Tornado ECR MLU RET8				
MM7066/6-43	155° Gruppo	ex -/155° Gruppo	520	apr19

Marina Militare Italiana (NY)

On 25 May 2019, the new flagship L-9890 Trieste of the Marina Militare Italiana (Italian Navy) will be launched, while the official delivery is expected around 2022. The L-9890 is

officially classified as a Landing Helicopter Dock (LHD). The 33,000 tons vessel is going to replace both ASW Carrier Giuseppe Garibaldi and LPD San Giusto. The Trieste will be equipped with heavy and medium helicopters (EH101 and NH90 respectively) and the Lockheed Martin F-35B Lightning II. It will have a floatable dock below the hangar level able to accommodate amphibious landing vessels. The unit is being built at Fincantieri's Castellamare di Stabia facility near Naples, and the first cut was 12 January 2017. It will be the largest vessel of the Italian Navy along with the C-550 Cavour aircraft carrier, which is a relatively new and commissioned in 2008. The F-35B is the short take-off and vertical-landing (STOVL) variant of the F-35 Lightning II and Italy plans to procure thirty F-35Bs for both the Aeronautica Militare and Marina Militare Italiana. The MMI STOVL aircraft will replace the ageing AV-8B Harrier jump jets at Grottaglie airbase, in southeastern Italy, and aboard the new L-9890 Trieste and C-550 Cavour.

SH-90A

MT81607/3-32	Leonardo ex CSX81607/3-32	apr19
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Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

On 7 April 2019 Bell Helicopter pitched its Bell 505 Jet Ranger X as a replacement for the Vojska Crne Gora (Montenegro Armed Forces) Gazelle helicopters. At the homebase of the Helicopter Squadron at Podgorica-Gulobovci the Bell 505 was demonstrated to the Minister of Defence, Predrag Bošković, as well as officials from Bell Helicopter Europe and the Armed Forces. According to Scramble Magazine database information, Montenegro has eight Gazelle helicopters in its inventory, of which two are reported active. One was written off in June 2016.

On 23 January 2019 Scramble Facebook News showed the photo of an unknown Montenegro Armed Forces Bell 412 receiving overhaul and a fresh paint job at Bell Helicopter Services at Prague airport (Czechia). Unfortunately no identity was noted at that time. On 20 March 2019 the Montenegro Bell 412 was first noted outside, but also failed to be identified. On 3 April 2019, the Bell 412EP was delivered back to the Helicopter Squadron based at Podgorica (Montenegro) with a new serial and a new green/grey camouflage. The new serial of the Bell 412EP is XHB307 (construction number **36307**). Within the Montenegro Armed Forces the Bell 412 was previously registered as 36307 (same as the construction number). It was delivered in April 2018 with a white/grey livery with a red/black striping. The Montenegro Helicopter Squadron has

three Bell 412s in its inventory. Also in April the other two Bells were confirmed as re-registered.

Bell 412EP			
XHB307	VB	ex 36307	36307 apr19
Bell 412EPI			
XHB032	VB	ex 37032	37032 apr19
XHB033	VB	ex 37033	37033 apr19

Norway

Norske Luftforsvaret (AF)

On 1 April 2019, the last F-16AM/BM Fighting Falcons from 338 skv were transferred to 331 skv. Since 1985, the unit has been based at Ørland Main Air Station. In that year, seven F-16s flew from Rygge Air Station to Ørland MAS and on Monday 1 April 2019, seven F-16s flew from Ørland to Bodø MAS to join the inventory of 331 skv. This unit will continue to provide the QRA task for NATO with the F-16s. All F-16s still current have an average number of 6,000 flying hours and will be phased out in 2022.

As from 1 April 2019, Ørland MAS is the home base to the recently re-established 332 skv and the TTT squadron (testing, training and tactics), both flying F-35A Lightning IIs. Another three F-35As are expected to be delivered in a few months and three more aircraft in late autumn 2019. By the end of this year, Ørland will house fifteen F-35As and the goal is to achieve the first operational capability (IOC) by year end.

F-16BM			
306	331 skv	ex FLO	6L-6 apr19
692	331 skv	ex FLO	6L-11 apr19

Poland

Lotnictwo Policja (PO)

On 26 April 2019, the Lotnictwo Policja (LP, Polish Police) took delivery of its third S-70i. This S-70i has registration SN-72XP and is coded A-103. The other two S-70s were delivered to the PL in december 2018. The registrations of these two are SN-70XP/A-101 and SN-71XP/A-102. At the moment the three S-70is are based at at Warsaw – Bemowo (Poland). The Polish government has plans to buy two or three additional S-70s. These will be based at other locations. The contract for the sale of the first three S-70is was signed in May 2018, so within a year after signing the contract all three multi-mission Black Hawk helicopters were delivered to the LP.

S-70i			
SN-72XP/A-103	Policja	d/d 26apr19	apr19



The Polish Police has taken delivery of its third S-70i Black Hawk on 26 April. (Warszawa/Babice, 27 April 2019, Lukasz Pacholski)

Romania

Fortele Aeriene Romane (AF)

The Romanian Air Force (FAR) will buy five more F-16s from the Força Aerea Portuguesa (FAP, Portuguese Air Force) and the acquisition procedure could be completed this year, according to Romanian defence minister Gabriel Les.

“In 2013 the FAR already bought twelve F-16s from the FAP and will buy five more to have a complete squadron of seventeen fighters”, said the Romanian defence minister. The twelve Fighting Falcons, nine single-seat F-16AMs and three twin-seat F-16BMs, all belong to Baza 86 Aeriana and are based at Fetesti (Romania).

The FAP still has 27 F-16s, and after the sale 22 are operational. The five F-16s for the FAR will be modernised in Portugal upon delivery. Once this F-16 transfer is completed, the FAR will seek to add 36 more F-16s via transfer from the USA or other friendly nation stocks to replace its aging MiG-21 Lancers. Romania hopes to buy a fifth-generation fighter in the future which would then serve as a replacement for the F-16s.

The USA is considering selling F-35 fighters to five new nations, including Romania. Commenting on that, defence minister Les said “At the moment, this would be a bit too much for Romania”.

Spain

Ejército del Aire (AF)

The Spanish Ministry of Defence ordered two MQ-9 Block 5 Unmanned Aerial Systems plus associated equipment from General Atomics Aeronautical Systems (GA-AS). They will be delivered to the Spanish Air Force in 2020 as part of the US Foreign Military Sales programme. It seems that this acquisition adds to the four MQ-9 Reapers ordered in 2015. The first Reapers (also named GA-AS Predator-B) are due to be delivered in 2019 and will be based at Talavera la Real Airbase (mainland Spain), with a forward deployment base at Lanzarote (Canary Islands). Construction work to house the drones at Talavera la Real is in an advanced stage.

C295M			
T.21-10/35-48	353 Esc	w/o 03apr19	027
CASA 101EB			
E.25-29/74-45	741 Esc	ex allocated to AGA	029 mar19
CN235-10M			
TR.19-01/403-01	403 Esc	ex T.19A-01/403-01	C013 apr19

This aircraft was originally delivered as T.19C-01. Later it



Tiger-tailed F-16AM FA116 with a distinctive 'rusty' finish. Creativity or a political statement? (Kleine Brogel, 17 April 2019, Toon Cox)

became T.19A-01, than temporarily TR.19A-01 until registered back to T.19A-01 and now it has been reported as TR.19-01.

Flyox 1

XUR.40-01

oct18

The Singular Aircraft Flyox 1 is an unmanned flying boat. It was used for tests in polar conditions at Andoya Airbase (Norway). Nothing more about this programme is known to us at the moment.

Sweden

Flygvapnet (AF)

In April 2019, the Svenska Dagbladet reported that the Swedish Defence Material Administration (FMV) had ordered fourteen more Gripen hulls with Saab AB just in order to keep the production line open. According to the given information ten of these hulls are JAS39C models and four JAS39D models. The Swedish Government agreed to this policy and were hopeful that the aircraft could have been exported to overseas customers, but an order never came in.

Several, mainly eastern European countries, have been approached in the past like Slovakia, Romania, Bulgaria and Croatia for buying the Saab JAS39C/D Gripen, but to no avail. The white tails, although they are "only" empty hulls, have cost the Swedish taxpayer a lot of money. FMV does not want to say the amount of money involved, but claims that these hulls have been budgeted for in the Gripen E contract.

JAS39C

39249/249	F21	ex F17	39-249	mar19
39272/272	F7	ex F21	39-272	mar19

Switzerland

Schweizer Luftwaffe (AF)

Switzerland is starting with testing five fighter aircraft from bidders in order to replace its ageing fleet of F/A-18C/D Hornets and Northrop F-5E/F Tigers by 2025. The new purchase is part of Switzerland's Air2030 programme that includes aircraft and ground-based air defences worth up to 8 billion Swiss francs. The country received offers from five different manufacturers: Airbus (Eurofighter EF2000), Boeing (F/A-18 Super Hornet), Dassault (Rafale), Lockheed-Martin (F-35A Lightning II) and Saab AB (JAS39E/F Gripen). From February to March 2019, specialists from Armasuisse (Swiss defence procurement agency) and the Schweizer Luftwaffe have tested and analysed the aircraft in simulators

at facilities with the manufacturers. Between April and July 2019, the five candidates will be in Switzerland for aerial and ground tests for a period of two weeks each, with public viewing opportunities. These tests will complete the same program with the objective to check the capabilities of the aircraft and the data of the offers submitted by the different manufacturers. Each candidate will perform eight missions with specific tasks. Performed by one or two aircraft, these missions will consist of 17 take-offs and landings. They will focus on operational aspects, technical aspects and special features. Assessments will continue through 2020 before a decision is made. Armasuisse has asked the manufacturers to submit pricing for 30 or 40 aircraft, including logistics and guided missiles, among other criteria for the bids.

On 12 April 2019, the Eurofighter EF2000 was the first aircraft to start the flying part of the tests. Eurofighter Typhoon FGR4 ZK356 and Typhoon T3 ZK303/AX (41(TES)sq markings), both operated by BAE Systems from Warton, flew missions from Payerne. A Swiss evaluator was noted flying in the two-seater. The demonstration sequence is sorted alphabetically by manufacturers. Next up was Boeing with the F/A-18 Super Hornet starting their tests on 30 April, then Dassault will demonstrate the twin-engine Rafale starting on 21 May followed by Lockheed-Martin with the F-35A Lightning II starting on 7 June. The final participant will be Saab AB with the JAS39E Gripen, they will start on 25 June 2019.

Already back in May 2017, the Schweizer Luftwaffe started negotiations for the procurement of two Bombardier CL-604 Challenger aircraft belonging to the Swiss Air Rescue Service Rega. The two used aircraft are intended to replace the Beech 1900D T-729 of the Luftransportdienst des Bundes (LTDB) of the Swiss Federal Government. At the end of 2018, up to 3 million Swiss Francs would have to be invested in modernising the avionics and cabin of the Beech 1900D. By buying the two Challengers, this value could be waived and the Beech 1900D will be sold. REGA sold the Challengers to the Swiss Air Force, including the medical facilities for transporting sick or injured persons. Thus, patient transport for the federal government's own needs or for subsidiary missions with the support of Rega in the event of medical emergencies of Swiss citizens abroad would still be possible. The LTDB carries out flights for the federal departments. Furthermore, support of military operations, for example peace-promoting operations, are a requirement for the Swiss.

On 27 December 2018, both CL-604 Challengers (HB-JRB and HB-JRC) flew from Zurich (Switzerland) to Berlin-Schönefeld (Germany) for overhaul and various modifications. These modifications enable them for their new – military - career. The interior of the aircraft has remained almost intact, so that it can still function as a flying ambulance. But the new destination also requires a new “uniform”. On 29 March 2019, the first aircraft (HB-JRB) arrived at the Satys spraying hall at Lelystad Airport in the Netherlands. On 18 April 2019, HB-JRB (future T-751) flew back to Switzerland with its military registration taped over. The second Challenger HB-JRC (future T-752) is currently in the paintshop of Satys at Lelystad Airport.

CL-604
 T-751 o/o LTDB ex HB-JRB Swiss Rega **5530** apr19
 T-752 o/o LTDB ex HB-JRC Swiss Rega **5540** apr19

F-5E
 J-3069 std Emmen ex i/a Payerne **L1069** apr19

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-24Mkill
 SB-49 f/n DB, photo apr19

Angola

Força Aérea Nacional de Angola (AF)

MiG-23ML
 C-464 wfu f/n DB, photo

Botswana

Botswana Defence Force - Air Wing (AF)
 FALA = Lanseria, South Africa

C212-400
 ... o/o, Z10 f/n FALA as N847CA **467** apr19
 Botswana has bought another CASA 212 from Fayard Enterprise LLC. In June 2018 OC3 was also bought from the same company. Both aircraft are also former Suriname Air Force.

Chad

Armee de l'Air du Chad (AF)

Mi-17
 ... w/o 13mar19

Congo

Force Aérienne Congolaise (AF)

Mi-17
 TN-356 f/n DB, photo apr19

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

C295M
 TU-VMC GAT d/d 25apr19 **175** apr19
 The CASA was noted during its ferry flight on 12 April at Las Palmas-Gando (Canary Islands). On 25 April it was officially handed over.

Democratic Republic of Congo

Force Armées de la République Démocratique du Congo (AF)

B727-30
 9Q-CBA re-registered as 9S-CBA **21526/1476**
 9Q-CDC re-registered as 9S-CDC **18934/222**
 9S-CBA Gvmt ex 9Q-CBA **21526/1476** apr19
 9S-CDC Gvmt ex 9Q-CDC **18934/222** mar19

Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

The air force of Pakistan is, according to a tweet of Alan Warnes, set to receive a batch of Egyptian Air Force Mirage Vs over the coming months. It is a deal that has been under negotiation for a couple of years now, but has now been sealed. Most of the airframes will be used to support the current fleet but some should become operational too.

The French newspaper La Tribune reported in its e-mail issue on 25 April good news regarding the Rafale additional fighter deal, currently being negotiated between Egypt and France. The author of the article, Michel Capriol, quoted informed sources that the negotiations on twelve additional Rafale fighters are making significant progress after the United States recently approved the export of the US component of the SCALP-EG missiles to Egypt. The writer said that this step pleased the Egyptian Air Force Command, where Egypt would like to equip its Rafale fighters, including the ones of the additional deal, with SCALP-EG cruise missiles and Meteor missiles. But according to the sources of the French newspaper, it is still too early for the signing of the contract for the additional aircraft.



Former EIS Operations PC-9 D-FHMT is currently used by QinetiQ. It was at Stans-Buochs for maintenance. (12 April 2019, Stephan Widmer)



Like the opener of this section, this White Swan also participated in the dress rehearsal for the fly-by over Alabino, the actual Victory Day parade and subsequent rehearsal are over the Red Square in Moscow of course. (RD-94100/10rd, Shaykovka, 22 April 2019, Alex Snow)

French news website La Tribune reported that Egypt officially notified France that it had chosen to award Leonardo the contract for the delivery of twenty AW149s for the Egyptian Navy as a ship-borne helicopter to be used in the new Mistral class assault ships. The French were hoping to sell them the NHIndustries NH90, but it seems they were way too expensive compared to the AW149. This news has not yet been confirmed by Leonardo.

HEAZ = Cairo-Almaza

Falcon 7X

SU-BTT	Gvmt	ex F-WWHP	239	apr19
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This fourth new Falcon 7X for the Egyptian Government was noted on its delivery flight on 1 April 2019 on FlightRadar 24, using its registration as call sign. This is the last aircraft out of the order of four aircraft, the first two (the SU-BTU and SU-BTV) were delivered on 12 December 2017, while the third aircraft was flown to Cairo on 16 July 2018.

G-73

F7	scrapped HEAZ	J-47	1984
F8	scrapped HEAZ	J-48	1984

Both Grumman Mallards were used by the Royal Egyptian Air Force Royal Flight for HRM King Farouk until he was overthrown in 1952. F7 was delivered via London airport on 16 September 1949 and retired by 1966. F8 was delivered also via London airport, but on 1 February 1950. It was retired in 1965 and was stripped for parts for F7. Both aircraft were still noted at Almaza in 1984. All the above information came from Geoff Goodall's excellent Aviation History Site. According to this site only two Mallards were sold new to an air force and those were the ones for Egypt. There are photos of a G-73 Mallard with serial 762 within the inventory of the Egyptian Air Force. Unfortunately it is unknown if this is one of these two or that it was an aircraft which was bought later on the civil market. Any, additional, information concerning 762, F7 and F8 is appreciated.

II-14P

1117	f/n DB, movie
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II-28R

C1	f/n DB, movie	
D	f/n DB, movie	
D1	f/n DB, movie	
L	f/n DB, photo	1958
P	f/n DB, photo	1958
M	f/n DB, movie	
R	f/n DB, photo	1958
S	f/n DB, photo	1958

U		f/n DB, photo	1958
V6		f/n DB, movie	
V7		f/n DB, movie	

Il-28s wore letter codes rather than serials for, approximately, their first ten years in service with the Egyptian Air Force. Later they were re-serialised in the 17xx range.

Ka-52

6608	111 AW	f/n DB, photo	jan19
6614	111 AW	f/n DB, photo	dec18

MiG-15bis

2224	wfu	f/n DB, movie
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Exact type needs confirmation, because it is also possible this was a MiG-17.

Mirage-2000BM

...	82sq	w/o 12apr19
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The crash of this Mirage was mentioned on the Twitter account of Martin-Baker.

SA342L

3304	gn/wh c/s	f/n DB, photo	1604	dec18
3371	sand c/s	f/n DB, photo	1709	jan19

Gabon

Forces Aérienne Gabonaises (AF)

G-73

TR-LSW	wfu	ex GAP, f/n DB	J-52	jul74
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We had this Grumman Mallard not yet in our database but thanks to Alexis Frites we now have. The aircraft was delivered on 24 May 1974 to Safair Flying Service but was also operating for the Groupement Aérien Présidentielle until it was damaged in June 1975.

PA-18-150

TR-LAX	to F-GNMD	ex GAP, f/n DB	18-8209009
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Ghana

Ghana Air Force (AF)

The Ghanaian Government announced its intention to provide the National Police Service with an air unit to help strengthen the corps' service capability to engage in real-time operations and to gather information and intelligence on everything that happens in the territory. According to the Ghanaian Minister of the Interior, Ambrose Dery, the air squadron, which already has a land and sea operations team, will soon be transferred to the police. Minister Dery made the statement in Accra at the ceremony to launch the construction of a hangar for the police helicopters that are expected. In this perspective and well before this

announcement, the Ghanaian President, Nana Akufo-Addo announced at the end of last March a training of pilots and engineers for the police to advance the project.

For the complement to be introduced into the police department, Minister Dery noted that “the police are managing land operations, maritime operations and will now build air capabilities to enhance the ability of Ghanaian police to participate in live operations, an aerial cover to gather information and information on everything that happens on the ground.” According to GBC National Radio, Minister Dery said the introduction of the Air Wing into the National Police means the latter will no longer need to depend on the Army for air surveillance to fight crime. For the moment there is no information if new helicopters are been bought and if so, when they should arrive. At the end of 2018 the Chief of Staff at the Presidency, Mrs Akosua Frema Osei Opare, said there was an acquisition for three aircraft.

DGAA = Accra

HT-2
PT205 wfu f/n DB, photo 60s

L-39ZO
G900 pres. DGAA not G000 **931438** feb19
We reported this Albatros, which is pole-mounted at the inner gate of Accra AFB, as re-serialled to G000. New photos on Facebook prove that this is not correct and that the aircraft is still marked as G900. It is located at 5°35'49.59"N, 0°09'39.62"W since March 2016.

MB326KG
G711 pres. Accra at Burma Camp **6577/316** jan18
The G711 is back at the Ghana Air Force headquarters. Between February 2008 and January 2015 it was preserved in front of the headquarters building at 5°35'4.44"N, 0°09'24.59"W. Since January 2018 it is preserved about 50 meters more south, at 5°35'3.02"N, 0°09'24.12"W. Where the aircraft was in the period between January 2015 and January 2018 is unknown.

MB339A
G803 Accra University f/n, photo nov16
As reported in Scramble 452 – Page 67 already, the University of Ghana received an MB339 of the Air Force for their Department of Aeronautic and Space Technology. At that time the serial was unknown, but new photos on the internet confirm that it is G803 which is used as an instructional airframe over there. The aircraft is outside the main building at 5°39'19.08"N, 0°10'58.31"W. Hopefully somebody can check its construction number plate one day.

Kenya

Kenya Air Force (AF)
LILN = Varese-Venegono, Italy

AW139
KAF1806 o/o f/n LILN as CSX81958 **31854** apr19
So far only two AW139s for Kenya were noted, both without a KAF-serial. The KAF1806 is the first one that was noted at Varese with a serial and this will mean we have missed another three AW139s already.

Kenya Police (PO)
HKNW = Nairobi-Wilson

AB206B-3
5Y-REC Police A.W. f/n HKNW, photo apr19
This is most likely one of the four former Italian Polizia di Stato which were transferred to Kenya.

Libya

Libyan National Army Air Force (AF)

MiG-21
... w/o 14apr19
Some sources say it was a UM-model that was shot down while other sources claims it was single-seater version of the MiG-21. For the moment we also think it was an M, MF or bis and not an UM-model.

Government of National Accord [AF]

Mi-24V
920 ex SDN 920 f/n DB, photo **3532434420671** dec18
Photos of a Mi-24 with serial 920 were found on Facebook and because the Mi-24s 918 and 962 were also delivered by Sudan, we assume this one is also a former Sudanese Air Force one.

Mirage F1
... w/o apr19
A lot of mystery around the crash of this Mirage F1. On 24 April the LNA claimed that the aircraft was shot down near al-Jufra airport, while the GNA Air Force reported that the crash occurred near al-Watiya airbase. A day later it was reported that it was not a GNA aircraft that crashed but Mirage F1AD 402 of the LNA. The reason for this assumption was the badge which was still slightly visible on the tail of the aircraft and 402 according to the report was the only operational Mirage F1 with this badge. Looking at the photos of the crashed Mirage F1 and the photos of 402, we noted that the flags were on a different position and that the star and the moon painted in the Libyan flag were much bigger on the



One of the many aircraft present at the exercise Inchios 2019 was this F-4E (AUP) 71744, still adorned with its special tail for the 65th anniversary (1952-2017) of 339 MPK. (3 April 2019, Marcus Vallianos)



The future Serbian H145M 14502/D-HBTS (20236) is seen on a training flight at Manching-Ingolstadt. (24 April 2019, Dietmar Fenners)

crashed airplane than on 402. So for us it was not proof that it was 402 that crashed.

A few days later a video was published showing 402 still active within the inventory of the LNA Air Force. In the same video serial 403 is mentioned for the aircraft that crashed, flown by Ecuadorian mercenary pilot Borys Reyes. Unfortunately, we can not confirm this.

We found a photo, made in October 2012 at Mitiga Air Base, of 407 while it was undergoing a major overhaul. On the tail of this aircraft is the same badge as on the tail of 402. Unfortunately at that time the flag was not yet painted on the tail so also here we can not prove 100% this is the aircraft that crashed, but for us it is a likely candidate. Also the exact crash date is still a mystery because some source report that the Mirage was not shot down on 23 or 24 of April, but two weeks earlier, so that is why we have this one as "w/o apr19".

Mali

Force Aérienne de la République du Mali (AF)

Ce208

N8573T Gvmt 208-00619 apr19

This Cessna was donated by the European Union to the Government of Mali and was handed over on 2 April 2019 at Sénou Air Base (Bamako).

Mi-24D

TZ-01H overhaul? noted at TAM Georgia mar19

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

AB205A

CN-AKK/37 w/o 26apr19 4366

G550

CN-AMS re-registered as CN-MMT 5271

CN-MMT EdT (VIP) ex CN-AMS 5271

G650

CN-AMH re-registered as CN-MMH 6311

CN-MMH Gvmt ex CN-AMH 6311 jan19

Mozambique

Força Aérea Moçambique (AF)

Mi-8

FA079 w/o 14apr19

On a Mozambican news website it is reported that it was FA079 that crashed.

Nigeria

Nigerian Air Force [AF]

LILN = Varese-Venegono (Italy)

AW101-641

NAF543 ex NAF281? f/n DB, photo

Images of a camouflaged AW101 with serial NAF543 were shown in a YouTube movie made around the 55th anniversary of the Nigerian Air Force. On many aviation sites it is published this is NAF280, because NAF281 crashed on 24 November 2016. However we think this is the former NAF281, because the AW101 which crashed in 2016 was wearing a camouflaged colour scheme. On Facebook, images made after November 2016 can be found of this crashed AW101, but unfortunately with the serial covered. Because in the YouTube movie a lot of old images are used, we think the images of the NAF543 are dated too and so these are images made before the crash. If this assumption is correct, NAF281, construction number 50252, was re-serialled to NAF543 before it crashed. NAF281 was still noted as such in October 2016, so shortly after this date it must have been repainted and re-serialled.

There are of course two other options. The first option is that the images are from a recent date and that the crashed AW101 was refurbished and became operational as NAF543. The second option is that NAF543 is indeed the former Presidential Air Wing AW101 NAF280. So any additional information is appreciated.

AW109M

NAF576 ex CSX81955 11844 apr19

NAF577 ex CSX81957 f/n LILN, photo 11845 apr19

The AW109 above with construction number 11845 was first noted at Varese-Venegono on 2 April 2019 as CSX81957. On 22 April it arrived in Nigeria together with NAF576. Both helicopters were directly assembled because they should be handed over officially during the 2019 Nigerian Air Force Celebration day, held at Abuja Air Base on 29 April.

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

A109LUH

4006 w/o 18apr19 13656

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)
HSSS = Khartoum

Mi-17V-5
526 f/n HSSS, photo may09

Mi-35P
981 c/n update **3532433522341**
Construction number is not 100% confirmed.

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)
DTTD = Remada airport

HH-3E
L82-114/TS-SRN ex 36sq pres. DTTD **61-654** mar19
A photo of this former 36 Squadron Jolly Green Giant was found on Facebook. The helicopter is preserved at the forward quick response air base Remada, in the south of Tunisia. It can be found on Google Earth at 32°18'45.50"N, 10°23'19.69"E and it still has 05811 on the tail. Looks like that with the arriving of the Black Hawks, all the HH-3Es are retired now.

SA342
L61-103 f/n DB, photo mar19
L61-105 f/n DB, photo feb19
Other Gazelles in the same serial range are SA-341 models, L61-103 had SA342 stencilled on the tail. The type indication on the tail of L61-105 was unfortunately not readable well enough, but looks like SA342 too.

UH-60M
L82-308/TS-SRX 36sq f/n DB, ex 27367 mar19
Finally a decent photo of a Tunisian UH-60M was found and below its serial, which is painted on the tail boom without the hyphen, is also the TS-serial. On the tail was also its "US Army" serial. In a video which was found, one of the commanders had a cap on with "36th Air Unit" on it.

Asia

Afghanistan

Afghan Air Force (AF)

Ce208B
... FMS registration canx 21mar19 **208B-5410**
... FMS registration canx 21mar19 **208B-5411**
... FMS registration canx 21mar19 **208B-5414**

MD530F
295 MD Helicopters **0295FF**
296 MD Helicopters **0296FF**

PC-12/47E
YA1442 438th AEW ex N442NG **1442** jan19

UH-60A+
23334 BEST f/n, gn/br/sand camo **70-151** apr19
23592 BEST f/n, gn/br/sand camo **70-314** apr19

China

People's Liberation Army Air Force (AF)

II-76TD
27605 o/o Zhukovsky 10apr19 **1033416525**

J-7H
67349 63rd Brigade apr19

JJ-7A
67645 63rd Brigade apr19

J-10C
74526 131st Brigade apr19
74622 131st Brigade apr19

J-11B
61127 1st Brigade mar19

J-11BS
61322 1st Brigade mar19

J-16
61081 7th Brigade apr19
61084 7th Brigade apr19
61186 7th Brigade mar19

JH-7A
64027 31st Brigade apr19
64223 31st Brigade apr19

JL-9
3721 Xi'an FA/2nd Brig mar19
3723 Xi'an FA/2nd Brig mar19

Su-35S
61176 6th Brigade mar19

Z-9WZ
6221 15th Airborne Army **Z9-0725** mar19
55312 CTC/Transport & SAR Brig mar19

Z-10K
6320 15th Airborne Army photo
6327 15th Airborne Army photo
6420 15th Airborne Army photo

People's Liberation Army (AR)

Z-8B
LH952807 82nd Brigade apr19
LH952818 82nd Brigade photo
LH963801 80th Brigade mar19



Cyprus Police Aviation Unit AW139 serial CP-8 was seen in the morning of 19 April 2019 arriving at Malta for scheduled maintenance with Gulf Med Helicopters. (Shaun Psaila)



We seldom receive photographs of the Indonesian Police. They have received some new aircraft over the past years, like this Bell 429 P-3602 that was taken up on 5 December 2017. (Pondok Cabe, 6 December 2018)

LH963805	80th Brigade	mar19
LH963879	80th Brigade	mar19

Z-8G		
LH982825	121st Brigade	mar19

Z-9WZ		
LH963935	80th Brigade	photo
LH963942	80th Brigade	photo

Z-10		
LH911116	Xinjiang Brigade	photo
LH911129	Xinjiang Brigade	photo
LH952111	82nd Brigade	apr19
LH963121	80th Brigade	mar19
LH963151	80th Brigade	photo
LH963157	80th Brigade	photo
LH972136	77th Brigade	mar19
LH982103	121st Brigade	photo
LH993188	73rd Brigade	photo

People's Liberation Army Navy (NY)

H-6DU		
81315	6th Div/17th Reg	photo

H-6J		
9125	5th Indep. Regiment	23apr19

The Y-8Q 8203x aircraft are now flying around with serials used by the 23rd Regiment that was still noted last year flying with H-6G/H-6DU. At the same time in 'Southern China' the H-6J was spotted and wearing a serial in a batch normally used by Independent Regiments. The suggestion is therefore that the old 23rd Regiment at Guiping/Mengshu now has become that Independent Regiment.

JL-8		
82005/05	Naval Av. Univ./2nd Reg	apr19
82008/08	Naval Av. Univ./2nd Reg	apr19
82203/23	Naval Av. Univ./2nd Reg	apr19

JL-10H		
88006/06	Naval Av. Univ.	apr19
88100/10	Naval Av. Univ.	apr19

Y-8Q		
82031	3rd Division	apr19
82033	3rd Division	apr19

Z-8CJ		
84009/09	Naval Av. University	apr19

Police (PO)

H145		
44012	Guangzhou Police ex D-HADC	20254

This second H145 helicopter was seen doing testflights at Donauwörth, Germany end of March.

India

Indian Defence (DF)

Early April 2019, India's Ministry of Defence (MoD) concluded the price negotiations to acquire a total of 62 Airbus Military C295M/MPA aircraft for the Indian Air Force and the Indian Coast Guard. The Contract Negotiation Committee (CNC) concluded consultations with Tata Advanced Systems Limited (TASL) to procure the 62 aircraft for USD 3.15 billion.

Already on 13 May 2015 the Defence Acquisition Council (DAC) cleared the deal with the lone bid of the Airbus-Tata consortium (TASL) to replace the current fleet of BAe748 aircraft with 56 C295M transport aircraft. An additional six C295MPA Maritime Patrol Aircraft (Indian Coast Guard) were added to the acquisition.

The programme is the first major 'Make in India' programme in the defence sector which sees transport aircraft produced in partnership with Tata Advanced Systems Ltd (TASL). Sixteen aircraft will be bought off-the-shelf and 46 will be manufactured in India at the new TASL facility near Bengaluru (State of Karnataka). The aircraft deal is expected to be signed after a new Indian government assumes office following general elections set to begin on 11 April 2019. Delivery of the first locally assembled C295M is expected to start within 60 months of the contract being signed.

Bharatiya Vayu Sena (AF)

An-32RE		
K2707	33sq	ex 12sq 05 02 apr19

HJT-36 Sitara		
S3854	HAL	f/f 17apr19, primer LSP-04 apr19

Mi-17-1V		
ZN3355		f/n, ex Z3355

Bharatiya Nau Sena (NY)

On 2 April 2019 the US Defense Security Cooperation Agency (DSCA) delivered the required certification notifying

Congress of a possible sale of 24 Sikorsky MH-60R Seahawk anti-submarine helicopters for the Indian Navy. The MH-60R is designed for hunting submarines, attacking surface vessels and conducting search-and-rescue operations at sea. The Seahawks would replenish India's ageing fleet of British-made Sea King helicopters operating since the 1980s. The Sea King Mk42Bs are flying with INAS 330 'Harpoons' at Mumbai (INS Shikra) and INAS 336 'Flaming Arrows' at Cochin (INS Garuda). Next to that the Indian Navy is also using the Sea King Mk42C in the assault role with the Marine Commando Flight at INS Shikra and in the utility role at Vishakhapatnam (UH-3H).

The Foreign Military Sale (FMS) will cost USD 2.6 billion, including support equipment and ammunition, such as Hellfire missiles, advanced precision-kill weapons-system rockets and MK54 torpedoes. Also part of the sale is general support, technical as well as logistics, personnel training and training equipment. Indian Aerospace Defence News - IADN mentions that the Indian Navy will also buy ex-US Navy MH-60B/R Seahawks in the same deal. In the official report from the US DSCA this part is not mentioned.

Do228-201				
IN234/PBR	INAS318	ex INAS550/COC	4062	mar19
IN235	INAS318	ex INAS311	4063	mar19
IN236/VVZ	INAS311	unit correction	4075	mar19

Bharatiya Thatrakshak (CG)

Do228-101				
CG759	unit nn	ex o/h Kanpur	3019	mar19
CG760	unit nn	ex CGAS744, l/n nov14	4039	mar19

Do228-201				
CG777	CGAS743	ex CGAS744		mar19

Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

YSRI = RAAF Richmond

The Ministry of Defence has ordered a single NAS332C1+ from PT Dirgantara for use by Skadron Udara 6.

C-130H
A-1338 o/o, std YSRI ex A97-008, f/n jul18 **4788** mar19
Seen at Richmond, Australia on 5 March pending delivery. It had already received its TNI-AU serial last summer and has been parked in front of a hangar in full TNI-AU colour scheme ever since.

CN295M
A-2910 PTDI (SkU2) ex AX-2911 **162** apr19
This aircraft is not an MPA aircraft but an unspecified 'special missions' aircraft. It has a radome under its forward fuselage and is likely configured in the airborne command and control role. It is in full Skadron Udara 2 colour scheme.



At the Armed Forces Day, several interesting military aircraft can be seen at Tehran-Mehrabad airport. F-5F 3-7169/50696 was among the very welcome visitors. It wears 2nd Air Base markings, so it could still be with 21 TFS at Tabriz. (18 April 2019)

Japan

Nihon Koku-Jieitai (AF)

RJNA = Nagoya/Komaki	RJNG = Gifu
RJTJ = Iruma	RJTU = Utsunomiya
ROAH = Naha	
ADTW = Hiko Kaihatsu Jikkendan	
ARW = Koku Kyunandan	ATS = Kyoiku Kokutai
FTS = Kyoiku Hikotai	HAS = Herikoputa Kuyutai
1 TS = 1 Jyutsuka Gakko	
nmks - no tail unit-number	

Nihon Koku-Jieitai (AF)

On 2 April 2019 a Kawasaki T-4 departing Misawa had to declare an emergency after the crew experienced abnormal sound and vibrations from the number two engine. It returned to Misawa and made a safe landing. The subsequent investigation found one detached turbine blade which had caused damage to the engine. As a safety measure, all T-4s were grounded and on 19 April the JASDF reported that engine parts for the whole fleet should be replaced. This will take some time, however on 22 April one Gifu T-4 (serial 66-5751) was seen making a local flight.

The USA is trying to influence the outcome of the future fighter aircraft (replacing the F-2) development. By offering Japan access to secret F-35 source codes, the US is hoping Japan will discontinue talks with other international parties and will solely join forces with US companies to develop this fifth generation stealth fighter.

B747-47C

20-1101	Chitose	ex 701 Hikotai	24730/816	apr19
20-1102	Chitose	ex 701 Hikotai	24731/839	apr19

Both are now stored at Chitose, awaiting sale.

C-1

98-1029	for 402 Hikotai	nb/IRANtest at RJNG	8029	apr19
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Ce680A

LN-NSM	NSM/Sundt Air for modification	680A-0140	dec18
N145A	NSM/Sundt Air for modification	680A-0185	mar19

Both future Cessna 680As for Hiko Tenkentai are in Norway at a Sundt Air facility for installation of the UNISIS 3000 AFIS (Automatic Flight Inspection System) system. Sundt Air AS is a subsidiary of NSM-Norwegian Special Mission. It is suggested future serials are 02-2031/2032, however the expected delivery to the JASDF is March 2021 making the serials 1x-3031/3032 more likely. The 'x' can be any number and is assigned by the JASDF randomly, the third digit of a JASDF serial is indicating the basic aircraft configuration. The digit '3' is for 'other prop/jet aircraft' (not fighter/transport), the digit '2' has never been used.

F-2A

63-8540	ADTW	ex 6 Hikotai	1040	mar19
13-8561	6 Hikotai	ex IRAN(apr18)	1061	apr19



This 22 TFS MiG-29UB 3-6302 is based at Tabriz, 2nd Air Base and was among the participants of the yearly parade over Tehran as well. (18 April 2019)

F-2A 540 has most likely been modified at Gifu and was seen with a Sniper Targeting pod underneath the fuselage, just aft of the intake and right of the nose-gear. The unit of F-2A 561 was identified at last.

F-2B

03-8106	21 Hikotai	ex 6 Hikotai?, ex IRAN	3006	mar19
23-8108	ADTW	ex IRAN	3008	apr19

F-2B 106 was supposed to go to 6 Hikotai but was seen at Matsushima.

F-4EJ Kai

37-8315	301 Hikotai	ex 302 Hikotai	M015	apr19
57-8357	ADTW	nb, ex IRAN	M057	apr19
57-8367	ex 302 Hikotai	Last flight for 302Hik	M067	mar19
87-8407	301 Hikotai	ex 302 Hikotai	M107	apr19
97-8427	301 Hikotai	NOT wfu	M127	apr19
07-8434	301 Hikotai	ex 302 Hikotai	M134	apr19
07-8435	301 Hikotai	ex 302 Hikotai	M135	apr19
07-8436	301 Hikotai	ex 302 Hikotai	M136	apr19
17-8437	301 Hikotai	ex 302 Hikotai	M137	apr19
17-8438	301 Hikotai	ex 302 Hikotai	M138	apr19

As expected a lot of changes. F-4EJ Kai 357 is the last JASDF Phantom ever to leave the Mitsubishi Nagoya complex after receiving overhaul. Spook 367 is probably the only other ex 302 Hikotai Phantom to join 301 Hikotai, all others (including the two special anniversary coloured ones) will be retired.

RF-4E Kai/RF-4EJ Kai

57-6909	501 Hikotai	Sharkmouth + sp. mks	4616	apr19
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501 Hikotai has painted seven recce Spooks with a sharkmouth (380, 397, 433, 903, 905, 907, 909), and F-4E Kai 909 received additional markings, a brown band around the aft fuselage with inscriptions.

F-15DJ

02-8071	201 Hikotai	ex 304 Hikotai		apr19
32-8080	o/h RJNA	nb, ex 23 Hikotai		apr19

F-15J

32-8824	o/h RJNA	nb, ex 305 Hikotai	024	apr19
42-8841	1 TS	ex 23 Hikotai, temp i/a	041	apr19
72-8882	303 Hikotai	ex 306 Hikotai	082	apr19
82-8901	306 Hikotai	ex IRAN, NOT 303Hik	101	apr19
12-8925	303 Hikotai	nb, ex IRAN	125	apr19
22-8929	204 Hikotai	unit now known	129	mar19
22-8933	204 Hikotai	ex nb/IRAN	133	mar19
52-8951	303 Hikotai	ex IRAN	151	apr19

F-35A

79-8705	302 Hikotai	w/o 9apr2019	AX-05	jan19
99-8714	MitsubishiHI	f/n, test Nagoya	AX-14	apr19

As is normal practice within the Japanese forces after a crash,

the type was grounded. Frantic efforts by both the Japanese and US military to locate and recover the wreckage are still ongoing. This is to prevent the Chinese or Russians to obtain the secret technology behind the stealth features.

CH-47J

57-4494	RJTJ HAS	unit surmised, ex IRAN	5076	mar19
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T-4

86-5769	ex Rinji F-35A Hik,	unit renamed 302Hik	1169	nov18
96-5776	ex Rinji F-35A Hik,	unit renamed 302Hik	1176	mar19
26-5803	31 FTS	20th ann. AirPark c/s	1203	apr19

T-7

56-5932	o/h RJTU	nb, ex 11 FTW	32	apr19
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U-125A

82-3007	ARW	no unit name	258306	apr19
02-3027	RJNK ARS?	unit not confirmed	258824	apr19

U-125A 007 was operated by the Hamamatsu SAR unit (according to the name sticker) but now is sticker-less. 027 was only seen at Komaki during the airshow, however multiple times at Komatsu. Correction Scramble 478 – page 67.

Rikujo Jieitai (AR)

AH-1S

73442	IATH	ex IIIATH(I/n oct13)	42	apr19
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UH-1J

41810	MH	ex NH	1J10	apr19
41821	XI	ex no unit code	1J21	apr19
41844/844	Utsunomiya Kouno -SU-	code	1J44	apr19
41870	MH	at Okadama, NH code?	1J70	apr19

OH-6D

31300	XIIIH	ex XI or II	6754	apr19
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CH-47JA

52959	WH/3 Hikotai	nb, ex IRAN	5059	apr19
52960	WH/3 Hikotai	nb, ex IRAN	5060	apr19

Both were seen at Gifu in March and because the crew had white helmets we believe they were making test-flights after overhaul. In April both Chinooks visited Nyutabaru.

UH-60JA

43125	Seibu Hom.Her?	no code yet, ex IRAN	4025	apr19
43130	? Hikotai	no code Yao, ex IHB	4030	mar19

LR-2

23052	XVH	ex W	FL-186	apr19
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Kaijo Jieitai (NY)

SH-60J

8225	Ominato	preserved, real ID?	1025	mar19
8303	o/h RJNA	nmks, ex 24 Kokutai	1088	apr19

SH-60K

8418	51 Kokutai	ex IRAN	5018	apr19
8441	o/h RJNA	nmks, ex 22 Kokutai	5041	apr19

P-1

5509	Atsugi	hangared	9	apr19
5515	3 Kokutai	hangared Kanoya	15	apr19
5521	3/51 Kokutai	ex KHI	21	apr19
5522	KawasakiHI	f/n, at Gifu	22	apr19

5509 was noted hangared at Atsugi, previous last note May 2016. 5515 was seen hangared during the Kanoya airshow. As there was another P-1 for the static/flying-display, it could be 5515 is at Kanoya as a training object for 1 Kokutai ground crew. Is 1 Kokutai the next unit to exchange the Orion for the P-1?

P-3C

5034	o/h Nippi	nmks, ex 1 Kokutai	9031	apr19
5035	5 Kokutai	nmks ROAH	9032	mar19
5053	5 Kokutai	ex IRAN, ex 1 Kokutai	9050	apr19
5055	Kanoya	nmks/missing parts	9052	apr19
5077	1 Kokutai	ex 203 ATS(l/n dec17)	9074	apr19
5099	o/h Nippi?	nmks, ex 5 Kokutai	9096	apr19

Orion 5055 was seen inside one of the Kanoya hangars, missing many parts. Probably it is on heavy maintenance and we will see it back in the air again.

T-34A

9009	ex Ominato	as "9025", removed?	FM-1	may15
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Kaijō Ho'an-chō (CG)**AS332L1**

JA6686/MH686	to N332BB	sold as N332MM	mar19	2350	sep18
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Bell 212

JA9562/MH562	to civil	as ??, now OE-XAA	31182	nov08
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Myanmar

Tamdaw Lay (AF)

Late March 2019, a photo of the first JF-17B Thunder (serial 1707) showed up on the internet. The photo was definitely taken somewhere in China, most probably at the CAC (Chengdu Aircraft Industry Corporation) factory airfield in Chengdu (Sichuan). Early November 2016, officers of the Myanmar Air Force confirmed that the purchase of the JF-17 had been approved. Rumours on the purchase circled for the first time in February 2016, when press reports suggested Myanmar was the mystery launch customer of the AVIC/PAC JF-17 Thunder with an order for 10-12 aircraft. Then it stayed silent for many months. On 15 December 2018, the first four JF-17M Thunder fighter aircraft were officially handed over

to the Myanmar Defence Force at Mandalay-Meiktila airport during the celebration of the 71st Defence Force Day.

On 22 April 2019, the Myanmar Air Force Commander-in-Chief of Defence Services Senior-General Min Aung Hlaing visited the Irkutsk Aviation Plant at Irkutsk (Russia). The Senior-General was shown the Sukhoi Su-30SME, although still in primer, destined for the Myanmar Air Force. According to the information given, the aircraft already finished its maiden flight and is reported to be delivered very soon. In January 2018, it was officially reported that Myanmar ordered six Sukhoi Su-30SME fighter aircraft. This export version is an upgraded modern platform based on the Russian Su-30SM.

JF-17B

1707		f/n		mar19
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Pakistan

Pakistan Fiza'ya (AF)

OPQT = Quetta/Samungli

A-5III

3W-110	std OPPS	f/n dec12		mar19
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Seen on a photo of 'death row' on the old runway that was taken before January 2017 as 3W-150 is also visible and that has since moved to Lahore for preservation. Meanwhile, Google Earth imagery dated March, still shows 110 in its spot.

AW139

18-010	nn	serial confirmed	31820	mar19
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FT-5

55-1120	p.Roranwali, PB	f/n jun18, l/n ops feb91		jan19
55-1203	pr. Lahore, PB	location update		mar19

The one in Roranwali is pole mounted with the Cadet College Jhang at their new location, some 21 kilometres Southeast of the city, 31.09456°, 72.41468°. It had vanished after being last seen operational in February 1991. Thanks to Abbas Ali of the History of PIA forum, 55-1203 was located; we reported it last month in the FT-5 overview with 'location unknown'. It turns out to be in the parking lot of the University of Management and Technology, Johar Town, Lahore at 31.45173°, 74.291892°. As with many of the previous discoveries, it has been there for quite a while already. According to UMT's Facebook stream it arrived 30 August 2013 and you can see it appear on Google Earth on 25 September 2013 for the first time.

F-6

'623'	pres OPQT	gone		jan18
'623'	pres OPQT	f/n apr16		apr19
8915	pr. Shinkiari, KP	f/n, l/n 23sq feb01		feb19

Actually there turn out to be two F-6s marked '623'! The first



Prime Minister Shinzo Abe embarked the JASDF "Air Force One" Monday 22 April on an eight-day European and North American trip hoping to rally support to jointly tackle global issues such as free trade as chair of this year's Group of 20 summit. (Brussels, 25 April 2019, Dino van Doorn)



In Mangla Cantonment, Punjab, Pakistan, this former Army O-1E (57-5)998 overlooks the Golf Course. (March 2019, Kashif Suleman)

had this on its tail and 50 years markings on its nose. That one used to be preserved at a gate to the South base housing area. It had disappeared by January 2018 but did not move to the memorial opposite the main gate to join 7637 there; that was an FT-6, refer below. Meanwhile, another one appeared at a spot deeper into the South base housing area also marked '623', at 30.23133°, 66.93518°. As a side note, there are/were three known PAF F-6s with serials ending in 623. These are 1623 that was written off 23 May 1981, 7623 that could be/likely is one of the above, and 9623 that was still preserved in Karachi January 2019.

At Shinkiyari, it is residing inside the Junior Leaders Academy since at least April 2014 in this small village along with Mi-8 24510, see below, at 34.46567°, 73.28189°. We suspect, this could be the one that was said to be '8919' at nearby Hazara University, but we are not sure of that. There is another photograph of this airframe were it sits rather forlorn in a small square in a built-up area, obviously pre-dating its appearance at JLA.

FT-6
10335 pres OPQT ex std OPSF, l/n feb07 mar19
We thought that this second F-6 parked opposite Samungli's main gate was F-6 '623' that used to be at the gate of the housing area. However, as it now turns out, this FT-6 joined the other F-6, 7637 there by November 2017.

F-7P
89-550 pres Rawalpindi gone, fate unknown oct16
It was displayed at the Ministry of Defence in the Saddar suburb, 33.59348°, 73.05750°. However, it was only there from early 2015 until late 2016. It has likely moved on to another spot in the same complex.

JF-17
11-132 c/n confirmed **FC10124** jun18
16-208 26(MR)sq c/n confirmed **FC10208** sep18
16-215 14(AS)sq c/n confirmed **FC10215** mar19
(18-256) PAC Kamra f/n, primer **2P56** jan19

MFI-395
75-6507 Quetta SF ex MFI-17 74-507 **15.016** sep17
91-6330 Primary FTW ex MFI-17 91-5330 **15.330** dec18
Please note the change in Fiscal Year, or painting mistake, of the first one!

SA316B
1990 f/n 82sq, ex UAE 101 **1990?** dec17
If it is indeed 1990, then it used to be operated by the Abu Dhabi Air Force, which allegedly crashed 30 November 1975, was reported as going to Yemen, but went to Pakistan instead. Not strange as they received a batch from Abu Dhabi in 1999.

Pakistan Fauj (AR)

AS350B3
2816 8AAsq f/n ops in Pakistan sep15

Bell 412EP
786-216 nn f/n ops aug15

MFI-17
92-5346 Army Aviation FY and operator cfm **15.343** sep16

Mi-8
24510 pr. Shinkiyari, KP f/n 11jul14, l/n ops 1990 feb19
24516 pres Quetta, BN serial update dec18
24517 i/a NCTC serial update feb19

Shinkiyari's Mil was inaugurated 11 July 2014, although it was parked a bit more North in the complex and moved to its current spot by April 2018. The one at Quetta is painted in a non-standard over-all green colour scheme, it sits in Miri Fort since March 2013 at least. The serial might be bogus. NCTC stands for National Counter Terrorism Centre. They have a training area at Pabbi, just north of Kharian and the Mi-8 is used as assault trainer mounted on a tower, 32.83528°, 73.84784°.

Mi-17
(6)2611 pres PMA Kakul serial update apr19
It looks like the serial above is painted on its tail, it does not resemble any known serial.

O-1E
013 pres Ayub Park f/n mar18, l/n ops 1996 mar19
998 pres Mangla, PB f/n mar16, ex 57-5998? mar19

In Rawalpindi, Ayub Park gained another aircraft around a year ago. It is possibly the former 57-6013. The other, 998, is not the anonymous one at Mangla airport gate. Rather, it sits on a hilltop in Mangla cantonment, near the golf course, 33.13635°, 73.61845°.

Pakistan Bharia (NY)
ATR72-212A 78 was seen outside at Mönchengladbach mid-April, converted to MPA configuration. After concluding its test flying programme, it will be redelivered to Karachi, Faisal Naval Air Station.

Province of Balochistan (GV)

Mi-171E
AP-BNT f/n **171E00586167631U** feb19

Philippines

Pilipinas Hukbong Himpapawid (AF)

AH-1F
During a political campaign event in Bukidnon (Philippines) on Saturday 13 April 2019, President Rodrigo Roa Duterte

announced that Jordan offered a third AH-1F Cobra assault helicopter for the Air Force. Two helicopters were initially offered in 2018, when Duterte met King Abdullah II of Jordan to strengthen bilateral relations. These two Cobras are expected to be delivered by July 2019, but it is unclear yet if the third helicopter will be accepted and when it would be delivered.

F27-200

59-0259 221st Airlift Squadron **10115** dec18
 In December this Friendship was noted at Manila in the standard 221st AS c/s. The aircraft was delivered on 2 September 1959 (!) to the Presidential Flight of the Air Force (formerly: 251st Presidential Airlift Squadron) and had been operated by this unit ever since. A Fokker F27 is never too old to get a second life!

Pilipinas Hukbong Dagat (NY)

AW159 Wildcat 220

49 Naval Air Wing ex ZZ549 may19
 50 Naval Air Wing ex ZZ550 may19

The two AW159 Wildcats were ferried to Stansted on 30 April were they were disassembled for onward ferry by An-124 to Manila on 4 May, in time to have both choppers flying during the 121st Navy anniversary celebration.

Singapore

Republic of Singapore Air Force (AF)

Singapore plans to buy four Lockheed Martin F-35 Lightning II fighter jets from the United States with the option of purchasing eight more to replace its fleet of F-16s. Defense Minister Ng Eng Hen said that Singapore will put in a request for the Lockheed Martin jets, which would be subject to U.S. Congressional approval. He says the price has not been determined, but he notes the cost of the aircraft has been steadily falling due to healthy orders from the U.S. and other countries. The current price ranges from US \$90 million to US \$115 million. Singapore plans to retire its older F-16 fleet soon after 2030.

LEGT = Madrid-Getafe, Spain

WSAP = Paya Lebar

A330-243MRTT

... o/o as EC-335 f/n LEGT **1857/MRTT037** apr19

The fifth Airbus 330 for the air force of Singapore made its first flight after tanker conversion as CASA337 on 9 April 2019. It is still in primer colour scheme and has 'G5' large on the tail.

F-15SG

8324	nn	f/n WSAP	apr19
8335	nn	f/n WSAP	apr19

Hunter FGA74

508	w/o 12may73	41H-679973
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South Korea

MAR had a nice report for the Jeju Air and Space Museum, resulting in many updates. The museum is located on Jeju island in a township called Andeon. South Korea consists of several sorts of administrative divisions and sub-divisions, just like Japan. A township is indicated by the word -myon-. A search in the Scramble South Korea database for "unit" Andeok-myon gives all aircraft and helicopters present in the museum.

Han Guk Gong Gun (AF)

F-35A

18-005	17 FW	ex 944th OG	AW-05 mar19
18-006	17 FW	ex 944th OG	AW-06 mar19

First two F-35As delivered to Cheongju on 29 March 2019.

T-103

Eight T-103s were seen stored on a ramp at Songmu AB. Possibly the whole fleet is withdrawn and replaced by the KAI KT-100.

Han Guk Yuk Gun (AR)

KUH-1 Surion

18101	Sokcho	f/n	mar19
18105	Yanggu	f/n	mar19
19110	Sacheon	f/n	mar19

UH-60P

02309	G-510 Icheon	70.2309 mar19
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Was missing in our database.

Thailand

Royal Thai Air Force (AF)

A320-214X

L15K-2/xx	o/o	9313
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The Airbus VIP fleet in Thailand is still expanding. The surprising element this time is that the aircraft on order is an Airbus version that is already operating within the RTAF, being the Corporate Jet version of the A320. With the air force operating Airbus aircraft and the Royal Palace operating B737s it still remains to be seen where this aircraft will be used.



AW159 Wildcat 200 ZZ550 for the Philippino Navy was seen at RAF Shawbury on 21 March 2019 as 'Westland4'. (Taff Evans)



Pakistan Navy's ATR72 78 has been heavily modified by RAS Aviation at Mönchengladbach. Currently, test flights are performed and it will likely be delivered soon (30 April 2019, Jesse Vervoort)

Royal Thai Army (AR)

C295W

19160 o/o, testflight Sevilla 30apr19 as 160 **S-160** may19

Royal Thai Police (PO)

Bell 429

3207/N852KB arr Ram Inthra 23apr19
3208/N935BH o/o

On 23 April the first Bell 429 arrived at Ram Inthra on its delivery flight from Seletar, while N935BH was performing pre-delivery test flights at Seletar in April.

Vietnam

Khong Quân Nhân Dân (AF)

SU-22M4

5858 931 FBR w/o 23apr19 **39717**
5870 929 FBR ex 937 FBR **41408** feb19

Coast Guard (CG)

Boeing is close to securing a sale of its Insitu ScanEagle long-endurance unmanned aerial vehicle (UAV) to the Vietnam Coast Guard (Cảnh sát biển Việt Nam). The sale is supported through US Foreign Military Financing (FMF) and, if it proceeds, could be one of Vietnam's most notable US military acquisitions since Washington lifted military sanctions on the Southeast Asian country in 2016. The 1.5-meter-long ScanEagle UAV has a 3-meter wingspan and can operate in land and maritime environments. The ScanEagle is launched autonomously by a catapult launcher and flies pre-programmed and operator-initiated missions. The number of UAVs to be bought by the Vietnam Coast Guard is not known.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

SADP = El Palomar

C-130H

TC-68 pres SADP ex std SADP **4578** apr19

It has been restored in its April 1982 configuration, complete with bomb-racks. It was the first aircraft to land at Puerto Argentino on the Falkland Islands. Although plans exist to try and get it airworthy again, that will be a proverbial Herculean task...

Mirage M5A

C-610 pr Piedrabuena ex GA6, l/n ops aug05 apr19
It was placed at the *Monumento Héroes de Malvinas* in the small

village Comandante Luis Piedrabuena in Santa Cruz province, -49.97592°, -68.90506°. It does not wear its serial. The former airfield, west of the village, still has Navy C-45H 0532 preserved in a bad shape.

Brazil

Força Aérea Brasileira (AF)

At last, the first KC-390 will be delivered this semester. No exact date is set but during the LAAD exposition in April, the month of June was stated as timeframe with another slated for delivery before the end of the year.

As part of the Mi-35M offset deal, Rostec opened a maintenance center for these helicopters at Belo Horizonte. The first local overhaul is expected to take place this year. The choppers are based at Porto Velho in Rondônia state with 2°/8°GAv.

A-1B

5660 3°/10°GAv w/o 05apr19

Comando da Força Aeronaval (NY)

We have been reporting regularly about the KC-2 programme. The first C-1 Trader refurbished to KC-2 will be making its first flight by mid-2019. Originally, the project involved six aircraft. Three in the Carrier on Board Delivery (COD) configuration, one of which also capable of Air-to-Air Refuelling (AAR), and three in the AEW configuration. It now seems only four aircraft will be delivered. The first one is in the dual role COD/AAR set-up; likely they all will be.

Colombia

Fuerza Aérea Colombiana (AF)

C-130H

FAC10.. ex 83-0488 **5014**

This former OH ANG Herk is one of a several donated by the USA. It comes from AMARG.

OH-58A+r

FAC4542/42 c/n update sold for scrap **40943** arp19

Some OH-58s formerly operated by the Armed Forces Helicopter School (EHFFAA) at Melgar have been sold for scrap in the USA. On the bright side, tie-ups became known through the auctions. The helicopters only wore the last two digits of their Colombian serials as large Fort Rucker-style codes.

Policía Nacional de Colombia (PO)

The PNC has received as single Beech 1900D (high-cabin version) recently. The police already operate two Beech 1900Cs.

Costa Rica

Servicio de Vigilancia Aérea (PO)

UH-1ST

MSP-027 SVA d/d 08mar19 photo

Ecuador

Fuerza Aérea Ecuatoriana (AF)

SELT = Latacunga/Cotopaxi
 SEQU = Quito/Mariscal Sucre (old)
 SETA = Taura

Jaguar ES

FAE-339 pres SEQU ex std SETA nov18

Kfir CE

FAE-909 pres SEQU ex std SETA nov18

Mirage F1JA

FAE-813 pres SEQU ex std SELT nov18

These three are parked in an open hangar at the Museo Aeronáutico y del Espacio FAE along with A-37B FAE-392 and Strikemaster FAE-246 that have been there since 2014.

Mexico

During FAMEX 2019, which was held from 24-27 April 2019 at Santa Lucia (MEX), up to a total of 72 aircraft and helicopters of the armed forces and government agencies were up for sale. For the location of the aircraft please check our database. A big thanks to all who have sent reports of the event, it let to this huge list of updates! The construction numbers of the aircraft not checked were taken from the FAMEX 2019 brochure.

Fuerza Aérea Mexicana (AF)

AS332L-1

XC-UHO for sale ex CGTAP **2195** apr19
 XC-UHP for sale ex CGTAP **2084** apr19
 TPH-03/XC-UHV for sale ex CGTAP **2363** apr19
 TPH-04/XC-UHU for sale c/n checked **2346** apr19

AW109SP

XC-LNO for sale c/n checked **22306** apr19
 XC-LNP for sale c/n checked **22309** apr19
 1905/XC-LNR for sale ex UETAAM **22311** apr19
 1906/XC-LNV for sale ex UETAAM **22316** apr19

B737-322

TP-03/XC-LJG for sale ex CGTAP **24361** apr19

B757-225

TP-02/XC-UJM for sale ex CGTAP **22690** apr19

Beech 350i

TP-08/XC-LOB re-registered as 3917 **FL-928**
 3917 for sale c/n checked **FL-928** apr19

5214 c/n checked **FL-1026** apr19

Bell 407GX

1956 c/n checked **54471** apr19

Bell 412EP

1214 f/n, photo apr19

This Bell was seen at Mexico City IAP, being prepared for delivery, as a replacement for 1211, which was lost in 2017.

Ce182S

6393 c/n checked **182-80814** apr19

Ce501

3931 for sale c/n checked **501-0141** apr19

Ce680

3930 for sale c/n checked **680-0284** apr19

C-26A

3903 to Bu860456 ex EVA **AC-747B**
 3904 c/n checked **AC-749B** apr19

Interestingly, Tracker-upgraded 3903 went back to the US, and was taken on charge by the USNTPS last year!

G150

TP-06/XC-LOI re-registered as 3913 **314**
 TP-07/XC-LOH re-registered as 3914 **313**
 3913 for sale c/n checked **314** apr19
 3914 for sale c/n checked **313** apr19

EC145

1054 for sale ex UETAAM **9653** apr19

EC225LP

TPH-01/XC-LKV for sale ex CGTAP **2712** apr19
 TPH-02/XC-LKO for sale ex CGTAP **2684** apr19

G-III

XC-LOW for sale ex CGTAP **352** apr19

G450

TP-05/XC-LOJ re-registered as 3915
 3915 for sale f/n, ex TP-05/XC-LOJ **4333** apr19

G550

TP-04/XC-LOK re-registered as 3916
 3916 for sale f/n, ex TP-04/XC-LOK **5508** mar19

H225M

XC-EMP re-registered as ANX-2240 **3002**
 XC-FAM re-registered as ANX-2241 **3003**

Refer last month's entry about the navy-bought H225Ms that ended up with the air force presidential fleet. Both construction numbers were checked as such and correct our previous version.

S-70A-24A

1092 c/n checked **70-2054** apr19



Seen at Cope Tiger is a new colour scheme is this Thai Alpha Jet 23124. (Nakhon Ratchasima/Khorat, 21 March 2019, Ton van Bakel)



The first FAB 2°/8°Av Mi-35M, called AH-2 locally, will be overhauled at Russian Helicopters new maintenance centre in Belo Horizonte. (8955, Porto Velho, 15 November 2011, Erwin van Dijkman)

T-6C+
2038 c/n checked **PM-102** apr19

UH-60M
1062 FMS ___-27338 FMS checked apr19
1069 FMS 14-27346 c/n checked **70-4644** apr19
1070 FMS 14-27347 c/n checked **70-4649** apr19

Armada de México – Fuerza Aeronaval (NY)

Ce208B EX
ANX-1260 f/n apr19
One has been ordered to replace the only Cessna 402 AMT-240, which may have been reregistered to ANX-1240. Anyone?

H225M
ANX-2240 for sale ex XC-EPM **3002** apr19
ANX-2241 for sale ex XC-FAM **3003** apr19

Refer last month's entry about the navy-bought H225Ms that ended up with the air force presidential fleet. Both construction numbers were checked as such and correct our previous version.

Lj31A
ANX-1205 for sale c/n checked **31A-174** apr19
ANX-1206 for sale c/n checked **31A-191** apr19

T-6C+
ANX-1312 c/n checked **PM-77** apr19

UH-60M
ANX-2306 FMS 15-27358 c/n checked **70-4668** apr19
Policía Federal (PO)

Ce182SP
XC-GPF for sale c/n checked **182-80906** apr19

G-IISP
XC-PFT/(PF-210) for sale ex active **175** apr19

G350
XC-PFM for sale ex active **4013** apr19

Mi-17-1V
PF-302 re-registered as PF-201 **312M82**
PF-201 c/n checked **312M82** apr19

S-70A
PF-106 c/n checked **70-3152** apr19

SA330J
XC-PFZ/PF-301 pres SLP ex std Itzapalapa (CDMX) **1614** apr19

The Puma was put on display in Parque Tangamanga I in San Luis Potosí (SLP), next to B727 XC-FPA/PF-404. The Puma has code and serial removed. The B727 wears XC-FPA and "PF-90A", with MPF on the nose wheel door. The park opened to the public for the first time during the week before Easter.

Fiscalía General de la Republica (PO)

With the new Presidency, the name of the Procuraduría General de la Republica (PGR) has changed, effective 20 December 2018. FGR will be the abbreviation we will use from now on. Do not be deceived by its new name, the FGR has nothing to do with "fiscal" matters, but with federal crime investigation. Six Hueys were already auctioned in December 2018 before the name change, but not sold and offered for sale again during FAMEX 2019.

Bell 206B-3
XC-HHG for sale c/n checked **4141** apr19
This Bell was put up for sale wearing its old registration XC-IAI!

Bell 206L-3
XC-JBK for sale c/n checked **51603** apr19

Bell 206L-4
XC-LFA for sale c/n checked **52224** apr19

Bell 212
XC-BEJ for sale ex active **30744** apr19

CeTU206F
XC-AA47 for sale ex active **U206-03317** apr19
XC-LMT for sale f/n, ex XB-JSE **U206-02048** apr19

CeTU206G
XC-AA2 re-registered as XC-LMS **U206-04263**
XC-AA43 re-registered as XC-LMM **U206-05437**
XC-AA97 re-registered as XC-LMR **U206-04585**
XC-DEI for sale ex active **U206-05427** apr19
XC-LMM for sale f/n, ex XC-AA43 **U206-05437** apr19
XC-LMR for sale f/n, ex XC-AA97 **U206-04585** apr19
XC-LMS for sale f/n, ex XC-AA2 **U206-04263** apr19

CeT210L
XC-AA7 re-registered as XC-LMH **210-61248**
XC-DAE for sale ex active **210-61269** apr19
XC-LMH for sale f/n, ex XC-AA7 **210-61248** apr19

CeT210N				
XC-AA44	re-registered	as XC-LMI	210-64838	
XC-DAD	for sale	ex active	210-64536	apr19
XC-LKU	for sale	f/n!	210-63914	apr19
XC-LMI	for sale	ex active	210-64838	apr19
Ce550				
XC-PGM	for sale	ex active	550-0644	apr19
CL-605				
XC-LNS	for sale	ex XB-NWD	5808	apr19
This Challenger was offered for sale with its old registration, as this is the XB-range of private aircraft, we choose to list with its FGR-registration.				
EC145				
XC-LNZ	for sale	c/n checked	9629	apr19
UH-1H				
XC-BBA	for sale	ex active	11374	apr19
XC-BBE	for sale	ex active	12446	apr19
XC-BBH	auctioned	ex active	12004	dec18
XC-BBJ	for sale	ex active	5523	apr19
XC-BBL	auctioned	ex active	9640	dec18
XC-HGR	auctioned	ex active	10052	dec18
XC-JAD	auctioned	ex active	9399	dec18
XC-JAS	for sale	ex active	9620	apr19
XC-LIW	for sale	ex active	8543	apr19
XC-LIX	auctioned	ex active	9579	dec18
XC-LIY	auctioned	ex active	10252	dec18
XC-LIZ	for sale	ex active	11105	apr19
XC-LJJ	for sale	c/n checked	12659	apr19
XC-LJK	for sale	c/n checked	13082	apr19
XC-LKF	for sale	c/n from brochure	12140	apr19
XC-LKG	for sale	c/n from brochure	12150	apr19
UH-1N				
XC-GIE	for sale	ex active	31660	apr19

Peru

Fuerza Aérea del Perú (AF)

SPJC = Lima-Callao/Int'l Jorge Chavez

SPVR = Vitor/ BA Coronel FAP Marco Schenone Oliva

Bell 212

615 pres SPJC ex stored SPJC **30748** nov18

C-26B

341 pres SPJC ex dumped SPJC **DC-793M** nov18

After lying derelict for over a decade being used for spares, it is now preserved in the Grupo 8 area without engines. It

has been sitting there since at least November 2016 and was joined by the Bell 212 in May 2017. The Mi-8T, 633, that was a bit further Southwest has vanished since 2015.

Mi-25

652 pres SPVR ex Grupo 2, l/n apr03 apr19
696 Grupo 2 w/o 22aug95

As a side note, we have 695 for the one shot down in 7 February 1995, but other sources state this may have been 646. The second aircraft in the mid-air collision in August 1995 was 696, the other was known to be 654. Long-lost Mi-25 652 is now preserved on base, inside the gate at -16.41572°, -71.83279°. It has been there since at least May 2016. Eleven are stored on the ramp, ten of them without rotors. The last five years only a handful were reported still active, 650, 653, 694, 697 and 698; apart from the two Mi-35s that took up serials of perished Mi-25s (695/696). Of these, Mi-25 694 and both Mi-35s are currently forward deployed to Mazamari (SPMF).

MiG-29SMP

043 Grupo 6 w/o 29mar19

Mirage 5P4

111 std SPLP c/n update **936**
187 std SPLP c/n update **348**

Both were converted, 111 from Mirage 5P3, the full construction number reads 936/14M5P/2, built February 1976. So, the plate seems to indicate only the distinction that it is a second series, M5P/2. The other, 187, was originally a Mirage 5P built January 1969. The plate is different, it is an old Nord Aviation one, built January 1969. Nord itself started life as Potez in 1922, becoming Société Nationale de Construction Aéronautique du Nord (SNCAN) in 1936 and subsequently renamed simply Nord in 1958. In 1970 Nord merged with Sud Aviation into the Société Nationale Industrielle Aérospatiale (SNIAS) that was abbreviated as Aérospatiale later on, and the Méaulte factory changed their fuselage plates accordingly; hence the differences you can encounter. Nowadays, since 1999, the Méaulte factory is part of Airbus and manufactures noses, roofs and extension parts for the airliners.

Venezuela

Guardia Nacional Bolivariana (PO)

Bell 206B-3

GNB-97111 w/o 05apr19 **4449**



Learjet 31 serialled ANX-1206 is operated by the Mexican navy. (Santa Lucia, 23 April 2019, Jurgen van Toor)



Thanks to our friends of Aeroprints.com we can present you this photograph of preserved C-26 serial 341. After serving as spares source for the three C-26s that are still active, it now rests on the lawn of Grupo 8. (Lima-Callao, 6 November 2018, David Osborn)

Middle East

Qatar

Qatar Emiri Air Force (AF)

Rafale EQ

QA218	Dassault	f/n Bordeaux	20apr19	EQ..	apr19
QA219	Dassault	f/n Bordeaux	feb19	EQ..	feb19

EC04.030 at BA118 Mont-de-Marsan is the unit and location for the Qatar training squadron after all. It was established on 1 October 2017. It has commenced to work up by now. Associated with this, since 8 April 2019 the first of some 72 training flights scheduled for two months have started from nearby Bordeaux-Mérignac Airport. Rafale DQ QA202, QA203 and Rafale EQ QA217 have been seen active. In the summer of 2020, the first Qatar Rafale aircraft are planned to move to their new air base in Qatar.

Saudi Arabia

Al-Quwwat al-Jawwiya as Sa'udiya (AF)

Beech 350i

4107	41sq	f/n, del	20apr19		apr19
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This ISR (Intelligence Surveillance Reconnaissance) modified Super King Air stopped at St John's (Canada), Santa Maria (Azores), and Valencia (Spain), during the delivery ferry flight to Saudi Arabia. Four candidates have been cancelled from the FAA register since 26 August 2014 and spent extra time in the USA for the modifications. We think FL-864 N5064S, FL-870 N870ER, FL-877 N877ER an FL-883 N50983 have become 4104, 4105, 4016 and 4107 but the tie-ups are still unknown to us. Although several King Air aircraft are based at Riyadh/King Salman Air Base we believe 41 squadron is based at Al Kharj/Prince Sultan Air Base.

E-3A

2303	23sq	ex 18..,	f/n Al Thumamah		mar19
2305	23sq	ex 18..,	f/n King Khaled		2018
2306	23sq	ex 18..,	f/n King Khaled		2018

These three could be KE-3As as well. We would love to know tie-ups with the former serials from the E-3s of 18 squadron. The E-3As have the 1801-1805 serial range. Of the KE-3A serial range 1811-1818 at least one went to 19 squadron (1817 became 1901).

Hawk Mk165

(2112)	Dharan	f/n, full c/s		ST023	mar19
2114	Dharan	f/n, primer		(ST025)	2019

Saudi Arabia celebrated its first locally assembled Hawk jet training aircraft on 31 March 2019 with a ceremony at King Abdulaziz Air Base (Dharan). Crown Prince Mohammed bin Salman unveiled the fully painted plane and signed it on the nose. The Hawk Mk165 later took off for a test flight. Since this was the first aircraft of the 22 that will be assembled locally we assume this is ST023. We also assume this is serial 2112 as 2114 in primer appeared on accompanying new online footage. 2112 and onwards follow the serial logic of the aircraft built by BAE Systems in Warton. Fuselage and wing sets are produced in Warton and have been airlifted to Dharan, but some parts are manufactured locally as well. More than 70 percent of the project's work force are Saudi youth, who are assembling 22 Hawk aircraft after more than two years of training. The Saudi-British Defense Cooperation Program, in collaboration with BAE Systems, oversaw the training of the Saudi youth with the participation of more than 25 national companies.

Tornado IDS

760/ZE119	to Saudi Arabia	ex BAE Systems	CS006	apr19
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After 703 left BAE Systems Warton for Saudi Arabia on 28 March 2019 one more example was left. Since it was not flyable anymore it was flown out in parts on board Antonov Design Bureau An-124-100M UR-82008 on 10 April 2019. 760 might be destined for spare parts recovery or instructional air frame.

Saudi Arabian National Guard (SANG)

AH-6i

We wrongly reported **8V613** as the construction number of Saudi serial 61016 (ex 14-61016) last month (as we did not do our homework). The number came straight of the Boeing plate on the fuselage but turned out to be the "prod cert no." (production certificate number) and the so-called CAGE code for the Boeing company. Although 36 AH-6i have been approved by the DSCA FMS sale the subsequent contract was only for 24. The website www.rotorspot.nl has a sequence of 24 fuselages listed with MD Helicopters construction numbers for Saudi Arabia as **0227FF** to **0250FF** that could well be Saudi serial 61001 (fy serial 14-61001) to 61024 (14-61024). Time will tell.

Royal Saudi Naval Force (NY)

MH-60R

806	f/n Savannah	24apr19	70-4889	apr19
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Saudi Arabian Government (GV)

H145T2

PSS-50	PSS	ex MOI-50/D-HADN	20109	mar19
PSS-51	PSS	ex MOI-51/D-HADB	20119	mar19
MOI-52	MOI	ex D-HCBW	20127	jul18
PSS-53	PSS	ex MOI-53/D-HADO	20138	mar19
PSS-54	PSS	ex MOI-54/D-HADD	20130	mar19
MOI-55	MOI	ex D-HADF	20151	17
PSS-56	PSS	ex MOI-56/D-HCBZ	20147	mar19
MOI-57	MOI	ex D-HADQ	20157	17
MOI-58	MOI	ex D-HCBV	20154	
MOI-59	MOI	ex D-HADP	20162	
MOI-60	MOI	ex D-HADK	20168	
MOI-61	MOI	ex D-HBTJ	20176	
PSS-62	PSS	ex MOI-62/D-HADJ	20180	mar19
MOI-63	MOI	ex D-HCBS	20188	
MOI-64/D-HCBW	Airbus Helicopters		20189	jun18
MOI-65/D-HADH	Airbus Helicopters		20190	jun18
MOI-66	MOI	ex D-HADT	20192	jul18
MOI-67/D-HADC	Airbus Helicopters		20194	jun18
MOI-68/D-HADZ	Airbus Helicopters		20196	jun18
PSS-69	PSS	ex MOI-69/D-HCBY	20198	mar19
MOI-70/D-HCBB	Airbus Helicopters		20199	jul18

These are 21 of the order for 23 Airbus Helicopters Deutschland H145s manufactured at Donauwörth. We have no reports of H145 number 22 MOI-71 and number 23 MOI-72 yet. We think all have been delivered by now however, and as we reported in Scramble 477, it seems the PSS (Presidency of State Security) is taking the place of the MOI (Ministry of Interior). Several have been noted with the new serial in country recently. We assume the PSS serials tie-up with the former MOI serials. To complicate matters more, we have reports MOI-55 has become SA-01 and MOI-57 has become SA-02 (unit unknown).

S-92A

PSS-16	PSS	ex MOI-16	92-0123	mar19
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United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

C295W

820	ex Airbus Military	del 12apr19 via LICC	178	apr19
821	ex Airbus Military	del 12apr19 via LICC	180	apr19
823	Airbus Military	f/n Seville 22apr19		apr19

SA319B

101	to Pakistan	as 1990	1990	
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Our database showed this helicopter as a write-off 30 November 1975. A photo has surfaced however, suggesting differently. See Pakistan updates.

North America

Canada

Royal Canadian Air Force (AF)

CH-148 (H-92)

148810	12 Wing	f/n, ex N4905N	92-5010	apr19
148811	12 Wing	f/n	92-5011	mar19
148819	12 Wing	f/n	92-5019	apr19

Cyclone deliveries continue apace with the 17th helicopter delivered late March, which is probably one of the three above. Meanwhile, 148824 was damaged on 18 February in a mishap during the first shipborne deployment of the type in the Pacific; it was repaired on board and back in the air by mid-March.

CF-188 (F/A-18A)

188053		f/n, ex A21-53	794/AF53	apr19
188797	2019 demo bird	f/n, 3 Wing	661/A540	apr19

The first ex-RAAF Hornet with Canadian serial, and the 2019 demo bird have been revealed last month.

United States

Joint US Forces (JF)

On 18 April 2019, TriStar Air LLC, based at Newport News (VA) received a USD 121,4 million contract of the Naval Air Warfare Center Aircraft Division (NAWCAD), Patuxent River (MD), to provide aerial refueling services in support of the US Department of the Navy, other US Department of Defense agencies, and Foreign Military Sales customers. The contract will be fulfilled from Riverside (CA) and Brunswick (GA) but also from various locations outside the continental US, and is expected to be completed in April 2024. The contract was competitively procured, and Tristar Air was selected out of three offers. Scramble has knowledge of six former Royal Air Force Tristars K1, KC1 and C2 that were transferred to the US civil aviation register. On 12 March 2018, Tempus Applied Solutions (with its headquarters in the USA in Williamsburg (VA)) had acquired the following Lockheed L-1011s that were registered in the Federal Aviation Administration (FAA) register already on 12 May 2014:

N304CS	former RAF serial ZD948	model KC1
N309CS	former RAF serial ZD951	model K1
N405CS	former RAF serial ZD950	model KC1
N705CS	former RAF serial ZD953	model KC1

These four are tanker transport aircraft that are equipped with two hose and drogue refueling systems.



Iraqi F-16D-52 seen transferring to Iraq to be operated by 9th Fighter Squadron after its sojourn in the USA. (Lajes, 2 April 2019, Jaap Dubbeldam)



Westleigh Bushell photographed a rare and beautiful camouflaged aircraft at Southend (UK). A Royal Jordanian Air Force (RJAF) M28 Skytruck arrived at Southend from Prestwick (UK) and departed for a flight to Cannes (France) on 10 April 2019.

N507CS former RAF serial ZE704 model C2
 N703CS former RAF serial ZE705 model C2
 These two are configured for passenger and limited cargo operations.

By April 2018, the aircraft were registered to Tristar Air. Tempus Applied Solutions bought the Tristars so they could be used in a civilian contractor role to military customers in the USA and NATO that have urgent requirements for air-to-air refueling services. The planes are currently still at Bruntingthorpe (UK).

The government site GSA Auctions offers two Beech 1900D aircraft for sale. These aircraft were used for liaison activities and transport in Afghanistan by the US Department of State (US DoS). They also transported embassy personnel in the war-torn country. Only in countries where travelling with regular airlines is too risky, the US DoS forms its own Embassy Flight. For that purpose, the US DoS Air Wing has a fleet of seven Beech 1900Ds. These are operational in Colombia, Iraq, Afghanistan and Peru.

The registrations are:
 N106AW, construction number UE-106
 N124YV, c/n UE-124
 N258AW, c/n UE-258, offered for sale
 N378AW, c/n UE-378, offered for sale
 N383AW, c/n UE-383
 N408SN, c/n UE-408
 N85516, c/n UE-61

In Afghanistan the US DoS uses fixed wing as well as rotary aircraft for the embassy. The helicopters are mainly flying between Kandahar airport and the Embassy building. They always fly in a two-ship formation. Helicopters in use are the S-61T+ and CH-46E.

United States Air Force (AF)

On 27 March 2019, it was announced that Dyess AFB (TX) has been named as the operational test squadron and weapons training school for the new B-21 Raider stealth bomber of the US Air Force. In addition, Dyess will continue to serve as the sole training base for all B-1 pilots. The decision was announced on 27 March 2019 by Air Force Secretary Heather Wilson. Dyess will continue to serve as the home of the B-1 bomber. The 7th BW is operating out of Dyess with the 9th BS and 28th BS. The base also houses the 57th Wing with the 77th WPS, which is an instructor school unit for the Lancer.

This news was followed by additional B-21 news on 28 March 2019. Ellsworth AFB (SD) is the first USAF base to receive the B-21 Raider. The US Air Force selected the base as the

preferred location for the first operational B-21 Raider stealth bomber and the formal training unit on 27 March 2019. Whiteman AFB (MO), and Dyess AFB (TX) will receive B-21s as they become available. These three bomber bases are well suited for the B-21, said the Secretary of the Air Force. The USAF expects the first B-21 Raider to be delivered in the mid-2020s, with subsequent deliveries phased across all three bases. Ellsworth AFB, situated in central North America, was selected as the first location because it provides sufficient space and existing facilities necessary to accommodate simultaneous missions at the lowest cost and with minimal operational impact across all three bases. The USAF will incrementally retire existing B-1 Lancers and B-2 Spirits when a sufficient number of B-21s are delivered.

Ellsworth currently houses the 28th Bomb Wing with two B-1B Lancer squadrons; 34th Bomb Squadron "Thunderbirds" and 37th BS "Tigers", both carrying the "EL" tailcode. "The USAF is procuring the B-21 Raider as a long-range, highly-survivable aircraft capable of penetrating enemy airspace with a mix of weapons," said USAF Chief of Staff Gen. David L. Goldfein. "It is a central part of a penetrating joint team."

Barksdale AFB (LA) and Minot AFB (ND) will continue to host the B-52 Stratofortress which is expected to continue conducting operations through 2050. The USAF will make its final B-21 basing decision following compliance with the National Environmental Policy Act and other regulatory and planning processes. That decision is expected in 2021 and is part of the overall Air Force Strategic Basing Process.

The Boeing Company is preparing to build the F-15X for the US Air Force at its St. Louis (MO) facility even though the military branch has not bought the jet in over a decade. Boeing is ramping up the production lines after the USAF submitted a nearly USD 8 billion budget request in March 2019, that included eight F-15Xs in 2020 and possibly up to 72 in the following four years. The massive request came as quite a surprise to many, since the USAF prioritised towards stealth fighters, like the F-35, in recent years. The move of Boeing has everything to do with a quick response if the USAF seeks rapid field deployment. The production line can produce up to three aircraft a month. There are some concerns that the request for F-15s could come at the expense of Boeing's competitor, Lockheed Martin. The Air Force cut its plans to buy F-35s in the recent budget request from 54 to 48 for fiscal year 2021 through 2023.

Six F-35A Lightning IIs arrived at Sevilla/Morón air base (Spain) on 12 April 2019 in the afternoon. As reported in November 2018 on Scramble Facebook News (SFN), the

two Fighter Wings based at Hill AFB (UT) were preparing themselves for future operations with their F-35As in a deployed environment. The Wing's 4th Fighter Squadron Fightin' Fuzzies ('HL') and the 4th Aircraft Maintenance Unit focused late 2018 on combat operations and tactical scenarios involving aircraft battle damage, downed-pilot recovery and fighting in an environment with limited or no communications. The airmen ran at that time their training operations out of a secure, deployable facility that houses mission planning, debrief, intelligence, and the Autonomic Logistics Information System (ALIS), the F-35s next-generation software system designed to detail maintenance issues on the jet.

With the November 2018 Elephant Walk at Hill, the USAF reported that the active duty 388th Fighter Wing and the Air Force Reserve 419th Fighter Wing - the US Air Force's only combat-ready F-35A units - were prepared to launch any number of aircraft to support the national defence mission as well as abroad at a moment's notice. It now looks like that the Lightning IIs are on their way to the very first F-35A combat deployment to the Middle East. The aircraft continued their journey via Al Udeid air base (Qatar) to their deployment location Al Dahfra (United Arab Emirates) in support of the ongoing Operation Inherent Resolve (OIR). The decision for Al Dahfra over Al Udeid as deployment location means that the aircraft are more central based for operations over Afghanistan too. Besides that, the UAE, long-time interested in purchasing the F-35, could get a closer look at the stealth fighter as well as working with them. The following aircraft were logged at Moron: 15-5184 "4FS", 15-5187, 15-5192, 15-5194 "419FW", 15-5196 and 15-5197, all HL coded.

After 33 years, the colourful Green Mountain Boys Vipers are no more. On 6 April 2019, an F-16 of the 158th Fighter Wing, Vermont Air National Guard took off from Burlington ANGB (VT) for the final time. The wing is sending away its F-16s to make room for the brand new Lockheed Martin F-35A Lightning II. The first arrivals are expected in September 2019. The first F-16s came to Vermont in 1986 to replace the aging F-4Ds that the 158th had been flying the previous four years. The F-16 was still the cutting edge in those days and the arrival of the Vipers changed everything for the Vermont ANG, according to retired Lt. Col. Scott "Baldy" Baldwin. "From the time that F-16 showed up, everything changed." The unit became more professional and real experts in air combat.

Over the years, the 158th FS was called to action several times to intercept Russian Bears and drug cartel planes along the northeastern coastline. The 158th was also the first unit to scramble jets after the terrorist attacks on 11 September 2001. In September 2019, the 158th will receive its first F-35As, despite heavy controversy. Local officials in South Burlington opposed to the arrival of the new stealthy fighter. In early 2018 the city of Burlington even passed a resolution requesting that the US Air Force assign a quieter plane than the F-35A to the Vermont ANG. The resolution was non-binding and the Air Force, with the support of Vermont's congressional delegation, pushed ahead with its plans. The 158th will become the first Air National Guard unit to fly the F-35A.

The Green Mountain Boys said goodbye to the following F-16s, they were seen leaving Burlington ANGB: 86-0276, 86-0288, 86-0328 and 87-0312. The four F-16s eventually headed for Atlantic City ANGB (NJ) where they will be re-assigned to the 119th FS, 177th FW of the New Jersey ANG.

The USAF may have found a new home for its F-22 Raptor Training Squadron. In a statement released by a US Air Force spokesman, it was announced that Joint Base Langley-Eustis (VA) is the top candidate to permanently host the 43rd Fighter Squadron "Hornets". The move depends on the results of an environmental impact assessment study, a lengthy process that can take 2-4 years. In addition a site survey study has to be done to make sure that the base meets all necessary criteria. This seems to be a formality as Langley was initially constructed to host three full Raptor squadrons. When the USAF purchased less F-22s than originally planned, Langley received only two squadrons. With the infrastructure at the base already in place, moving the 43rd to Langley comes at minimal cost for the USAF. In the interim the 43rd and its 28 F-22s will remain at their temporary home, Eglin AFB (FL).

The 43rd was the last squadron looking for a new home. In December of last year the Air Force announced that the other Tyndall Raptor squadron, the 95th FS, would disperse its Raptors to other operational units to strengthen their numbers and increase operational capability and readiness. The USAF hopes that increasing the size of the current squadrons will help improve mission capable rates to 80 percent by September 2019, a new requirement set by former Secretary of Defense Jim Mattis.

KC-135R reassignments: the 97th Air Refueling Squadron will be reactivated. Recently, the USAF announced that



Two 37th AS C-130J-30 08-8601/RS and 07-8608/RS Super Hercules' were pulled out of the Ramstein air base (Germany) maintenance hangar onto Ramp 1. The 86th Airlift Wing Boss Bird plus one more Super Hercules are now painted with the well known D-Day invasion stripes in commemoration of the June 2019 D-Day ceremonies. As known, this year it was 75 years ago when that historical day took place. Likely, they will both be seen in a massive flying parade over Normandy (France). (30 March 2019, Dalibor Ankovic)



F-15C 84-0004 is operated by 194th FS, CA ANG and is adorned with special tail markings for 75th years existence of its mother wing, 144th FW. It ads to make this photograph all the more stunning... (Death Valley, 19 March 2019, Luuk Jonkers)

Fairchild AFB (WA) was approved to become the new home for a dozen additional Boeing KC-135R Stratotankers that will begin arriving from McConnell AFB (KS) during fiscal year 2020. Because of the upcoming deliveries of the new Boeing KC-46A Pegasus tankers, it is expected that more Stratotankers will move to other USAF units. It was stated that following completion of thorough strategic basing and environmental analysis, Fairchild was selected because of its strategic location, high air refueling mission demand, and lower construction and renovation costs. As a first measure, the 97th ARS will be reactivated. Having been an inactive unit since 30 September 2004, the 97th ARS will be assigned to the 92nd Air Refueling Wing at Fairchild. At this moment Fairchild is already home to three KC-135 squadrons, 92nd ARS/92nd ARW, 93rd ARS/92nd ARW and 116th ARS/141st ARW (Air National Guard).

The Puerto Rico Air National Guard's 156th Airlift Wing transitions to new contingency response and combat communications missions. Just recently, the USAF announced the transition of the 156th Airlift Wing to the 156th Wing at Muñiz Air National Guard Base, co-located with Luis Muñoz Marín International Airport (PR). Effectively this will mean that the 198th Airlift Squadron, also known as the 'Flying Buccaneers' or 'Bucaneros', will cease to exist as a flying unit. It is expected that the squadron will soon be divesting its WC-130H aircraft. The 156th Wing will enter a 36-month conversion period during which the Air National Guard will provide support as the Puerto Rico ANG builds and reaches full operational capabilities. Contingency response forces are highly specialized units that rapidly deploy to quickly establish air mobility operations. Combat communications forces provide voice and data capability to supported units conducting overseas and local response operations. An overview of the WC-130H aircraft used by the 198th AS/156th AW during the past years:

64-14861, (stored with 309th AMARG since June 2016), 64-14866, 65-0963, 65-0966, 65-0968 (written off 2 May 2018), 65-0980, 65-0984, 65-0985 (overhaul with Sabena Technics Brussels since September 2018. Destined for an unknown African Air Force)

No doubt more will be sold or flown to be stored with the 309th AMARG (Tucson, AZ), also known as 'the Boneyard', in due time.

Recently, the USAF awarded Sierra Nevada Corp., Circle, Sparks (NV), a USD 317 million definite-delivery/indefinite-quantity contract for an AC-130 Gunship Precision Strike Package programme. It is expected that most of the work

will be carried out at Cannon AFB (NM) and Hurlburt Field (FL) and to be completed by September 2026. Strikingly, it has been stated that the contract provides contractor logistics support for the Precision Strike Package in support of the AC-130W and AC-130J. Earlier, it was anticipated that a total of 37 AC-130Js would be replacing the older Gunship models, the AC-130U Spooky and AC-130W Stinger-II aircraft. Multiple 4th SOS AC-130Us have now been withdrawn and are stored at the Boneyard in Arizona. A dozen AC-130W Gunships are still being used by the 73rd SOS. With the aforementioned contract, the USAF seems to keep the AC-130W longer within its operational inventory. At this moment operational AC-130J sightings are very scarce. Although no reasons were given by USAF officials, Scramble believes that currently there are some Ghost Rider delivery delays. It is thought that a number of AC-130J converted MC-130Js are now stored with Lockheed Martin's plant at Marietta (GA), Lockheed Martin's Crestview facility (FL), Eglin AFB (FL) and Hurlburt Field (FL). To our knowledge the following AC-130Js are (or will become) operational within the USAF's inventory (* is not confirmed, ** not confirmed and test aircraft):

11-5729**	12-5753	12-5772	13-5783	14-5787
14-5789	14-5790*	14-5800*	14-5803*	14-5805*
14-5809*	15-5811*	15-5825*	16-5835	16-5837
16-5839*	(16)-5849*	(16)-5851*	(16)-5855*	16-5860*
16-5861	(16)-5862*	17-5869*		

The first AC-130J, 09-5710, was written off after an accident. This one should still be stored somewhere. To complete the AC-130 gunship overview, the following AC-130Ws are still operational:

87-9286	87-9288	88-1301	88-1302	88-1303
88-1304	88-1305	88-1306	88-1307	88-1308
89-1051	90-1058			

Any AC-130J corrections, additions or sightings would be most helpful.

The C-17A transformation of the Air Force Reserve Command's 758th Airlift Squadron, part of the 911th Airlift Wing, continues. As of the first week of April 2019, three out of the eight C-17A Globemaster IIIs assigned to the 758th AS/911th AW have been stationed at Pittsburgh Air Reserve Station, co-located with Pittsburgh International Airport (PA). Although the 758th AS already received some Globemasters to replace its C-130H Hercules, the completion of more flight line parking spaces and the building of a much larger hangar due to the size difference between the C-130H and the C-17A are just some of the ongoing infrastructure

changes at Pittsburgh. Right now Pittsburgh only has enough parking spots for three C-17As. The completion of the flight line will include an in-ground fueling system. The finishing of pavement work is scheduled for completion later this year. This will allow the acceptance of the rest of the new fleet. The following 911th AW 'Pittsburgh'-tailbanded C-17As have been sighted recently: 89-1189, 93-0601, 96-0001, 02-1099 and 02-1101.

A formal request was made to display one of two current VC-25A Air Force One aircraft in the late Bush President's library and museum at Texas A&M University. If you want to feel what the President of the US (POTUS) feels like every time he travels, this might be your chance. The George and Barbara Bush foundation put in a formal request to the US Air Force to display one of two current VC-25A Air Force Ones in the late President's library and museum at Texas A&M University. If approved, the Bush foundation would receive one of the planes on a permanent loan basis. The earliest it will be on display will most likely be 2026 after the plane undergoes a thorough declassification process.

Besides Air Force One, the Bush Foundation also wants to put a VH-3D Marine One Helicopter on display. The USAF currently flies two VC-25As. The aircraft are Boeing 747-200 models and came into service in 1990. George H.W. Bush was the first president to use the current Air Force One. During his presidency, Bush formed a special bond with the plane. Vice President of the Bush Foundation, Jim McGrath said, "He had such a personal history with flying and that plane. He loved the plane."

The USAF is scheduled to take delivery of two new Air Force Ones in 2024. The new presidential planes will be Boeing 747-8 models and will receive the type code VC-25B. In a statement the Air Force describes the new Air Force One as follows; "Though modification specifics are not fully discussed due to operational security, expected updates include electrical power upgrades, a mission communication system, a medical facility, executive interior, a self-defense system and self-sufficient ground operations. The VC-25B, which will function as an airborne White House to allow the Commander in Chief to execute constitutional responsibilities while in transit, will also use the highest level of command and control military capabilities to maintain national security for all possible national contingencies or emergencies." The costs of the new Air Force One is estimated to be around USD 3.9 billion.

The USAF's Global Strike Command grounded its B-1B Lancer fleet on 28 March 2019, for the second time within a year.

While performing inspections of the B-1B's drogue chute system, potentially fleet-wide issues were identified with the rigging. This was enough for the AFGSC to issue a "safety stand down". It appears to be "procedural" and is not related to the egress system problems that grounded the Lancer fleet last year. The USAF did not say how widespread the issue is, or how long the grounding could last. Once inspections are completed and any issues are resolved, the aircraft will return to flight. The grounding also applies to T-Bones that are currently deployed in support of combat operations in the Middle East. In June 2018, the B-1 fleet was grounded after discovering issues with ejection seat components in the aftermath of the 1 May 2018 emergency landing of a B-1B (86-0109/DY) assigned to Dyess AFB (TX). In that incident, pictures of the Lancer on the ground showed an open hatch above the Weapons Systems Officer's (WSO) position, indicating a possible attempt to eject. The 2018 grounding lasted about three weeks.

A-10C				
78-0670/DM	357th FS	ex 354th FS	A10-0290	mar19
79-0193/FT	74th FS	ex 75th FS	A10-0457	feb19
79-0216/FT	75th FS	ex 74th FS	A10-0480	mar19
AC-130U				
89-0514	309th AMARG	ex 4th SOS	382-5233	sep18
B-52H-				
60-0044/MT	23rd BS	ex 69th BS	464409	mar19
60-0052/LA	20th BS	ex 96th BS	464417	mar19
C-130H				
79-0479	309th AMARG	ex 164th AS	382-4859	sep18
79-0480	309th AMARG	ex 192nd AS	382-4860	sep18
81-0631	309th AMARG	ex 154th TS	382-4946	sep18
82-0059	309th AMARG	ex 164th AS	382-4977	sep18
83-0488	to Colombia	ex 309th AMARG	382-5014	apr19
85-1362	309th AMARG	ex 181st AS	382-5072	sep18
85-1368	309th AMARG	ex 181st AS	382-5084	sep18
92-0548	192nd AS	ex 158th AS	382-5335	mar19
C-130J				
06-8610/YJ	36th AS	ex 37th AS	382-5620	apr19
08-5679	62nd AS	ex 40th AS	382-5679	apr19
F-15C				
78-0517/WA	433rd WPS	ex 422nd TES	504/C050	mar19
F-15E				
88-1696/SJ	333rd FS	ex 335th FS	1105/E080	apr19
88-1705/MO	391st FS	ex 389th FS	1114/E089	apr19
F-16C				
84-1254	to QF-16		5C-91	mar19
86-0276	119th FS	ex 134th FS	5C-382	apr19



Aircraft from Edwards AFB are frequent visitor's of the Canyon at Death Valley. This is 412nd Operations Group CO-bird F-16D 86-0050/ED. (15 March 2019, Luuk Jonkers)



Brand new E-2D 169068/JA-602 belongs to VX-1 based at Patuxent River. However, it is captured at NAS Point Mugu here, showing off its in-flight refuelling probe. (11 March 2019, Martin Uleman)

86-0288	119th FS	ex 134th FS	5C-394	apr19
86-0328	119th FS	ex 134th FS	5C-434	apr19
87-0312	119th FS	ex 134th FS	5C-573	apr19

F-16CM				
91-0363/WW	14th FS	ex 13th FS	CC-61	mar19
91-0374/OT	422nd TES	ex 16th WPS	CC-72	mar19

F-16D				
83-1178/AZ	309th AMARG	ex 195th FS	5D-5	mar18

F-16DM				
88-0166/HO	8th FS	ex 421st FS	1D-20	apr19
89-2174	175th FS	ex 4th FS	1D-49	apr19

F-22A				
08-4166/FF	94th FS	ex 27th FS	645-4166	mar19

F-35A				
10-5010/LF	61st FS	ex 31st TES	AF-22	mar19
11-5031/LF	63rd FS	ex 61st FS	AF-42	mar19
11-5035/LF	63rd FS	ex 61st FS	AF-46	mar19
11-5037/LF	63rd FS	ex 61st FS	AF-48	mar19
11-5038/LF	63rd FS	ex 61st FS	AF-49	mar19
11-5039/LF	63rd FS	ex 61st FS	AF-50	mar19
12-5050/LF	62nd FS	ex 61st FS	AF-61	mar19
12-5058/LF	62nd FS	ex 61st FS	AF-69	mar19
15-5182/LF	62nd FS	ex 63rd FS	AF-157	apr19
17-5249/LF	308th FS	new delivery		apr19
17-5251/HL	421st FS	new delivery		apr19

KC-135R				
57-1419	197th ARS	ex 133rd ARS	17490/T0099	mar19
58-0066	106th ARS	ex 133rd ARS	17811/T0281	apr19
58-0092	92nd ARW	ex 22nd ARW	17837/T0307	mar19
61-0299	452nd AMW	ex 351st ARS	18206/T0521	mar19
61-0308	6th AMW	ex 22nd ARW	18215/T0530	apr19

MC-130H				
88-0264	1st SOS	ex 15th SOS	382-5135	apr19

T-38A				
63-8124/MT	309th AMARG	ex 23rd BS	N5471	sep18
64-13244/XL	309th AMARG	ex 47th FTW	N5673	sep18

T-38				
64-13199/VN	5th FTS	ex 25th FTS	N5628	mar19

T-6A				
06-3864/VN	33rd FTS	ex 8th FTS	PT-419	apr19

United States Army (AR)

The prototype of the Boeing CH-47F Block II performed its maiden flight on 28 March 2019. This event took place at the Philadelphia (PA) facility of this company. The helicopter will move to the Boeing facility at Mesa (AZ) in a few months.

There the so-called Advanced Chinook Rotor Blades will be fitted. Once that is done, the helicopter will remain at Mesa (AZ) for at least eighteen months while it will undergo a flight test programme. In total three prototypes will be produced. Even though no contracts are signed yet, the Army has plans to convert about 500 of its current CH-47F helicopters to Block II status.

A press photo shows that the Block II prototype is painted in a dark green colour, much similar to the CH-47D fleet. It looks like only the CH-47F Block I helicopters were painted in the lighter brown colours.

During a session of the Armed Services Committee, it was stated that the Army National Guard will no longer use UH-60A Black Hawk helicopters by FY22. The regular Army will do the same by FY24. Only the UH-60L, UH-60M and UH-60V versions of the Black Hawk will remain in service with the US Army. A large portion of the UH-60A fleet will be upgraded to UH-60L standard, while the remainder will be retired.

The UH-60V is a modified version of the UH-60L. The plan is to eventually only have UH-60M and UH-60V helicopters in use. An exact time path was not given when this will take place, it was only described as the 2030s. Conversion of the UH-60L to UH-60V will take place at a rate of 48 helicopters per year until 720 helicopters in total are modified.

B/1-52nd AVN	Ladd AAF (AK)
B/1-126th AVN	CA ARNG, AASF Stockton Metropolitan Airport (CA)
Det.1 B/3-126th AVN	NY ARNG, AASF Greater Rochester IAP (NY)
C/1-131st AVN	NC ARNG, AASF Rowen County Airport, Salisbury (NC)
1-149th AVN	TX ARNG, AASF Ellington Field (TX)
C/2-149th AVN	TX ARNG, AASF Martindale AHP, San Antonio (TX)
B(-)/2-149th AVN	TX ARNG, AASF Grand Prairie AAF (TX)
1-158th AVN	USARC, AASF Conroe, Lone Star Executive Airport (TX)
2-158th AVN	Grey AAF, JB Lewis-McChord (WA)
A/7-158th AVN	USARC, AASF Victorville (CA)
Det.1 F/1-171st AVN	TX ARNG, AASF Martindale AHP, San Antonio (TX)
B(-)/1-207th AVN	AK ARNG, AAOF Bryant AHP (AK)
CCAD	Corpus Christi Army Depot at NAS Corpus Christi (TX)
Flatiron Det	1-223rd AVN, Cairns AAF, Fort Rucker (AL)
USAAAD Yakima	United States Army Air Ambulance Detachment at Yakima Training Centre (WA)

WSMR White Sands Missile Range, Range Operations Directorate at McAfee AHP, Holloman AFB (NM)
 Yuma PG AOD Yuma Proving Ground Aviation Operations Detachment at Laguna AAF, Yuma (AZ)

C-31A
 85-01607 Pima Air Mus., ex std 309th AMARG **10652** mar19

CH-47F
 09-08066 Det.1 B/3-126th AVN, ex B/1-52nd **M8066** jan19
 10-08404 B(-)/2-147th AVN, ex B/1-126th AVN **M8404** feb19
 12-08865 Det.1 B/3-126th AVN, see note **M8865** mar19

In August 2018, 12-08865 was reported with PA ARNG and before that with Det.1 B/3-126th AVN NY ARNG. In March 2019, it was reported back with NY ARNG. We believe that the report with PA ARNG therefore was in error, or the helicopter was on loan only.

UH-60A
 80-23438 Det.1 F/1-171st AVN, ex nb **70-196** mar19
 81-23661 Det.1 F/1-171st AVN, ex nb **70-354** mar19
 84-23977 Det.1 F/1-171st AVN, ex nb **70-814** mar19

UH-60A+
 84-23951 CCAD ex Flatiron Det. **70-776** mar19
 85-24399 CCAD ex WSMR **70-875** mar19
 88-26020 CCAD ex USAAAD Yakima **70-1277** mar19
 88-26080 CCAD ex nb **70-1313** mar19
 89-26140 CCAD ex Yuma PG AOD **70-1368** mar19
 89-26171 CCAD ex nb **70-1418** mar19

UH-60L
 84-23995 A/7-158th AVN ex UH-60A **70-834** mar19
 86-24491 1-158th AVN ex nb **70-984** mar19
 87-24596 A/7-158th AVN ex UH-60A **70-1108** mar19
 88-26052 A/7-158th AVN ex UH-60A **70-1269** mar19
 89-26143 A/7-158th AVN ex UH-60A **70-1371** mar19
 90-26252 1-158th AVN ex nb **70-1479** mar19
 90-26274 1-158th AVN ex 2-3rd AVN **70-1506** mar19
 91-26336 CCAD ex nb **70-1634** mar19
 91-26349 CCAD ex B(-)/1-207th AVN **70-1650** mar19
 94-26583 1-158th AVN ex nb **70-2103** mar19
 95-26645 CCAD ex 1-212th AVN/45D **70-2170** mar19
 95-26660 C(-)/2-149th AVN, ex C/1-131st AVN mar19
 95-26661 C(-)/2-149th AVN, ex C/1-131st AVN mar19
 98-26826 A/7-158th AVN ex nb **70-2495** mar19

HH-60M
 08-20168 2-1st AVN c/n & FY confirmed **70-3691** mar19

UH-60M
 ..-20421 2-158th AVN ex nb mar19
 ..-20462 2-158th AVN ex nb mar19
 13-20585 2-158th AVN ex 4-3rd AVN **70-4324** mar19
 13-20589 2-158th AVN ex 4-3rd AVN **70-4334** mar19

AH-64D
 04-05428 1-149th AVN ex nb **PVD428** mar19

AH-64E
 11-09016 1-229th AVN ex 4-6th CAV **B3016** mar19
 17-03188 1-229th AVN ex Boeing **NM188** mar19
 17-03189 1-229th AVN ex Boeing **NM189** mar19
 17-03193 1-229th AVN ex Boeing **NM193** mar19

United States Navy (NY)

According to the latest report from the United States Government Accountability Office (GAO), the next US presidential helicopter is on track and the total acquisition costs are 4.5 percent lower from the USD 5.2 billion estimated in April 2014. The major factor in controlling the total programme costs are performance requirement stability. The US Navy (main contractor) has not added any key performance requirements to the fixed price contract, thereby limiting cost increase. A total of 23 VH-92As will replace the current fleet of eleven VH-3Ds and eight VH-60Ns with HMX-1 'Nighthawks' at MCAF Quantico (VA). Two VH-92As will stay at Patuxent River (MD) and will be used for ongoing developmental initiatives.

The US Navy previously attempted to replace this ageing

fleet, starting in 2002, selecting a variant of the AgustaWestland (now Leonardo) AW101 called the VH-71A. This contract was terminated in 2009 due to schedule delays, performance issues, and a doubling of cost estimates, from USD 6.5 billion to USD 13 billion. While the estimated costs for the VH-92A are lower than expected, the programme has seen some delays. Specifically, the Milestone C review to authorize low-rate initial production was pushed back five months, from January to June 2019; and the initial operational test and evaluation start was pushed back from October 2019 to March 2020. An initial operational capability (IOC) decision is now anticipated in October 2020, three months later than initially expected. The original plan was to reach IOC in 2019 and fully replace the existing White Tops by 2023. This date may still be feasible.

Although the F-35C Lightning II has not even had its first deployment yet, the US Navy is already looking forward with an analysis of alternatives (AoA) for its next-generation air-dominance fighter aircraft. Rear Admiral Scott D. Conn, director of Air Warfare in the Office of the Chief of Naval Operations, reported on 4 April 2019 that the AoA will be complete during the Spring of 2019. The F/A-XX air-dominance fighter will be a sixth-generation aircraft that eventually will replace the F/A-18E/F Super Hornet within the US Navy's Carrier Air Wings. The F/A-XX will augment F-35C squadrons in the same way the F-35C will augment F/A-18E/F squadrons.

On 4 April 2019, Northrop Grumman Corporation, Aerospace Systems, Melbourne (FL), was awarded some USD 10 million for modification of the previous order. This materialises an option for five aerial refueling retrofit kits for the E-2D Advanced Hawkeye. The Hawkeyes, equipped with refuelling probe, will be delivered by March 2020.

United States Navy unit news

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

Carrier Air Wing 7, USS Abraham Lincoln (CVN-72), AG

The USS Abraham Lincoln (CVN-72) left NB Norfolk (VA) on 1 April 2019 (no joke) for a new cruise that will lead the ship and its embarked Carrier Air Wing Seven to end in NS San Diego (CA). After finishing the Composite Training Unit Exercise (COMPTUEX) on 22 February 2019, the carrier strike group deployment was ready for a Dynamic Force Employment (DFE) concept that seeks to shake up where carriers deploy to and how they spend their time on deployments. Of course details of this DFE will remain secret, but fact is that this ship will go through the Mediterranean Sea, the Middle East and into the western Pacific before heading to its new homeport in California.

As published by Scramble before, Abe's homeport shift is part of a three-carrier homeport swap, which involves USS Carl Vinson (CVN-70) leaving San Diego (CA) for Naval Base Kitsap-Bremerton (WA), and USS John C. Stennis (CVN-74) leaving Bremerton for Norfolk (VA). The US Navy announced that the Vinson is slated for an incremental maintenance availability at Puget Sound Naval Shipyard (WA) while Stennis is undergoing a midlife refueling and complex overhaul (RCOH) at Newport News Shipbuilding (VA). Lincoln, which completed its RCOH in 2017, had been a West Coast-based carrier before entering the Newport News Shipbuilding yard in March 2013 and will now return to the Pacific carrier fleet.

VFA-143	Pukin'Dogs	F/A-18F	1xx
VFA-103	Jolly Rogers	F/A-18F	2xx
VFA-86	Sidewinders	F/A-18C	3xx
VFA-25	Fist of the Fleet	F/A-18E	4xx
VAQ-140	Patriots	EA-18G	5xx
VAW-121	Bluetails	E-2D	6xx



A17-025 was one of 22 former Australian Army Bell 206B-1s offered for sale during the Australian International Airshow and Aerospace & Defence Exposition at Avalon earlier this year. (Avalon, 28 February 2019, Patrick Dirksen)

HSC-5	Night Dippers	MH-60S	61x
HSM-79	Griffins	MH-60R	61x
VRC-40/Det.4	Rawhides	C-2A	NPxx

VFA-86 is former CVW-3/AC while VAW-121 assigned to CVW-11/NH.

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

Sundown deployment for the active fleet of US Navy P-3C Orions! US Navy Patrol Squadron (VP) 46 *Grey Knights* ('RC-xxx') was split-deployed up to April 2019 to Kadena air base (Japan) and Sheikh Isa air base (Bahrain). The squadron returned to its homebase NAS Whidbey Island (WA) after it deployed in September 2018. The final "split" deployment started in April 2019, when VP-40 *Fighting Marlins* ('QE-xxx') left homebase Whidbey Island for the same aforementioned locations for a six month period. So the Sundown deployment of the Orion is currently ongoing and after its return, the squadron will transition to the Boeing P-8A Poseidon.

The active fleet VP-community of the mighty Lockheed P-3C Orion is now almost completely transitioned to the P-8A, leaving only a few Orions left with Fleet Replacement Squadron VP-30 *The Pro's Nest* at NAS Jacksonville (FL), and both VP-40 and VP-46. The US Naval Reserves are operating the P-3C with VP-62 *Broadarrows* ('LT-xxx') at Jacksonville and VP-69 *Totems* ('PJ-xxx') at Widbey Island. Special Project Squadron (VPU) 2 *Wizards* ('(SP)'-xxx) operating the secretive P-3SPA at MCB Hawaii (HI) is planned to be disestablished in FY19.

Carrier Air Wing 9, USS *John C. Stennis* (CVN-74), NG

The US Navy announced that their super carrier USS *John C. Stennis* (CVN-74) entered the Persian Gulf again on 22 March 2019. The ship returned to the region after spending roughly two months operating in the Indian Ocean and the South China Sea. *Stennis* spent early-2019 participating in the

Cobra Gold exercise in Thailand and operated off the coast of Vietnam during President Donald Trump's shortened summit with North Korea's leader Kim Jong-Un in Hanoi on 20/21 February 2019. The Public Affairs Office on board *Stennis* reported that the return to the Persian Gulf is to "promote the free flow of commerce and to continue commitment to region and partner nations in the US Naval Forces Central Command / US 5th Fleet area of operations".

In return, Iranian officials continue to contest the US presence in the Persian Gulf. In November 2018, shortly before *Stennis* first arrived in the region and after the USS *Theodore Roosevelt* (CVN-71) left the region in March 2018, Iranian Rear Adm. Hossein Khanzadi said: "Iran has safeguarded Hormuz Strait's security all the time and it will never allow anybody to create centers of insecurity and commit acts of mischief in the region." When *JCS* next departs the Arabian Gulf, the carrier will continue its around-the-globe deployment as it moves to Norfolk (VA). *Stennis* is scheduled to undergo a midlife refueling and complex overhaul (RCOH), at Newport News Shipbuilding.

VFA-41	Black Aces	F/A-18F	NG-1xx
VFA-14	Tophatters	F/A-18E	NG-2xx
VFA-97	Warhawks	F/A-18E	NG-3xx
VFA-151	Vigilantes	F/A-18E	NG-4xx
VAQ-133	Wizards	EA-18G	NG-5xx
VAW-117	Wallbangers	E-2C-2000NP	NG-6xx
HSC-14	Chargers	MH-60S	NG-61x
HSM-71	Raptors	MH-60R	NG-7xx
VRC-30/Det.4	Providers	C-2A	xx

Within CVW-9, HSC-8 *Eightballers* is replaced by HSC-14 and HSM-75 *Wolf Pack* is replaced by HSM-71, while VRC-30 Detachment 4 swapped with Det.3. Those three units were all formerly assigned to CVW-11/NH. In return, HSC-8, HSM-75 and Det.3 all left for CVW-11/NH, that now looks as follows:

Carrier Air Wing 11, USS *Nimitz* (CVN-68), NH

VFA-154	Black Knights	F/A-18F	1xx
VFA-31	Tomcatters	F/A-18E	2xx
VFA-146	Blue Diamonds	F/A-18E	3xx
VFA-147	Argonauts	F-35C	4xx
VAQ-142	Gray Wolves	EA-18G	5xx
VAW-115	Liberty Bells	E-2C-2000NP	6xx
HSC-8	Eightballers	MH-60S	x
HSM-75	Wolf Pack	MH-60R	7xx
VRC-30/Det.3	Providers	C-2A NP	xx

VMFA-323 *Death Rattlers* F/A-18C (ex 'NH-4xx') has left the wing. VFA-31 is new with CVW-11, it flew before as 'AJ-1xx' with CVW-8. VAW-115 flew up to late 2016 with CVW-5/NF and is new with CVW-11

- 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)
- KNHK = Patuxent River (MD)
- KNQI = Kingsville (TX)

C-40A									
169792	Boeing	f/f 27apr19	65395/7477	apr19					
E-2C-2000									
165811/601	VAW-115	ex FRCSW	A182	apr19					
165813/600	VAW-115	ex NG-603/VAW-117	A184	apr19					
E-2D									
168595/AG-601	VAW-121	ex 675/VAW-120	AA14	apr19					
E-6B									
164410/410	VX-20	ex 410/VQ-4	24509	apr19					
F/A-18A									
162866/AF-15	VFC-12	ex FH-70/FRCSW	404/A336	may19					
163151/AF-412	309th AMARG	ex AF-412/VFA-204	575/A482	jun18					
F/A-18C									
164201/AF-430	VFA-204	ex FH-43/FRCSW	964/C195	may19					
164215/AF-30	VFC-12	ex AD-322/VFA-106	978/C206	mar19					
164240/AF-41	VFC-12	ex VW-12/MFA-314	1003/C225	may19					
164270/AD-314	VFA-106	ex DW-00/MFA-251	1033/C248	may19					
164654	NAWDC	ex FRCSW	1081/C278	mar19					
164664/34	NAWDC	ex AD-305/VFA-106	1092/C285	mar19					
164675/42	NAWDC	ex AD-342/VFA-106	1105/C291	mar19					
164911/AD-340	VFA-106	ex NE-411/VFA-34	1243/C370	may19					
F/A-18E									
165789/AD-105	VFA-106	ex NH-303/VFA-146	1542/E032	may19					
165863/NE-305	VFA-192	ex NH-305/VFA-146	E039	mar19					
165870/AJ-105	VFA-31	ex NE-305/VFA-192	E046	may19					
165872/AJ-109	VFA-31	ex NH-311/VFA-146	E048	may19					
166420/NH-300	VFA-146	ex NJ-214/VFA-122	E065	apr19					
166442/NH-314	VFA-146	ex NH-205/VFA-147	E087	mar19					
166600/AC-203	VFA-83	ex AD-123/VFA-106	E096	may19					
166643/NE-2..	VFA-137	ex AG-143/VFA-143	E106	apr19					
166778/NH-202	VFA-31	ex AJ-102	E124	may19					
166779/NH-203	VFA-31	ex AJ-103	E125	may19					
166783/NH-207	VFA-31	ex AJ-107	E129	may19					
166784/NH-210	VFA-31	ex AJ-110	E130	may19					
166786/NH-212	VFA-31	ex AJ-112	E132	mar19					
168912/NH-402	VFA-87	ex AJ-302	E271	may19					
168919/AC-302	VFA-131	ex AJ-311/VFA-87	E278	may19					
169395/NH-410	VFA-87	ex AJ-312	E298	may19					
169643/AD-153	VFA-106	f/n	E305?	mar19					
F/A-18F									
166623/AJ-211	VFA-213	ex AB-110/VFA-11	F116	may19					
166636/AB-210	VFA-211	ex AJ-210/VFA-213	F129	may19					
166681/AB-201	VFA-211	ex AJ-203/VFA-213	F159	may19					
166684/AB-104	VFA-11	ex AJ-206/VFA-213	F162	may19					
166809/AJ-205	VFA-213	ex AB-205/VFA-211	F182	may19					
166815/AJ-204	VFA-213	ex AB-211/VFA-211	F188	may19					
166816/AJ-206	VFA-213	ex AB-212/VFA-211	F189	may19					
169648/AD-254	VFA-106	f/n	F278	may19					
169650/NH-105	VFA-154	f/n	F280	mar19					
169654/AD-250	VFA-106	f/n	F284	apr19					
EA-18G									
166935/NE-500	VAQ-136	ex AC-505/VAQ-130	G20	mar19					
169129/NL-535	VAQ-134	ex NJ-533/VAQ-129	G120	mar19					
169404	nmks	f/n	G158	apr19					
MH-60R									
167032/TA-06	HSM-51	ex NF-704/HSM-77	70-379.	apr19					
168168/AG-700	HSM-79	ex NG-701/HSM-71	70-4...	apr19					
MH-60S									
165774	nmks	ex 309th AMARG	70-271.	feb19					
168561/67	HSC-21	ex NG-16/HSC-14	70-4...	mar19					
168569/NH-615	HSC-8	ex NG-15/HSC-14	70-43..	mar19					
MQ-8C									
169489	VTUAV Det.	f/n	VX-	apr19					
P-3C AIP									
158222/222	nmks (VP-40)	ex YD-222/VP-4	5567	mar19					
P-3C AIP+									
160287/287	VP-46	ex 287/VP-1	5650	apr19					
P-3C BMUP+									
161408/408	VP-40	ex 408/VP-1	5746	apr19					
161596/596	VP-40	ex 596/VP-1	5771	apr19					
P-8A									
168755/755	nmks	ex YD-755/VP-4	42251/4609	mar19					
168852/852	nmks	ex 852/VP-45	44144/5298	mar19					



P-8A A47-011 made its first flight on 30 April 2019, wearing civil registration N398DS. in the future it will be part of 11sq, based at RAAF Base Edinburgh. (Seattle-Boeing Field, 30 April 2019, Steve Bailey)

169345/345	VP-1	ex 345/VP-30	63195/6876	mar19
169426/426	nmks (Whidbey)	del	63759/7044	mar19
169549/549	Boeing	f/f 24mar19	64079/7359	mar19

United States Marine Corps (NY)

The US Department of the Navy expects to sign a contract with Lockheed Martin for the CH-53K King Stallion, most probably this April. The CH-53K faced a pause and a programme restructuring effort that sought to rebalance risk and reward between the government and contractor as well as some delays in the test flight programme. The USMC heavy lift helicopter replacement programme was not achieving test points as fast as it should have, despite the ongoing test flights. The King Stallion is the only helicopter in the world that has lifted 36,000 pounds; can take a 100-mile ship-to-shore (flight) with 27,000 pounds, fly at a speed of 100 miles per hour, and go back and forth all day long. NAVAIR plans to buy 200 of King Stallions, currently four helicopters are in a test programme. In April 2017 the Pentagon approved the programme entering low-rate initial production (LRIP), then authorizing production of 26 of this largest helicopter built in the western world. The current projected acquisition cost, including development, is USD 139.5 million per aircraft, that is more money than an F-35 unit costs!

Good news for AV-8B Harrier fans! The US Marine Corps is planning to keep its fleet of AV-8B Harriers II operational until 2028. It is reported that the Corps will continue to be a 4th/5th-gen tactical aircraft fleet until about 2030, with Harriers probably going on to 2028 and F/A-18s going on to 2030-2031. The USMC plans to achieve a 100% 5th gen tactical fighter force by 2030. Currently the mixture percentage of 4th to 5th-gen fighters in the USMC is 80-20. The USMC earlier had extended the Harrier's planned service to 2026 in view of delays of the F-35B.

The F-35B is deployed on two amphibious assault ships, USS *Wasp* and USS *Essex*, flying the aircraft's first combat missions in September from the deck of the *Essex*. A source said that a planned F-35B deployment on a third ship during 2019 was assumed instead by a detachment of AV-8Bs. Currently, five Marine Attack Squadrons (VMA) are operating the AV-8B: VMA-214 *Blacksheep* ('WE-xx'), VMA-311 *Tomcats* ('WL-xx') out of MCAS Yuma (AZ) and VMA-223 *Bulldogs* ('WP-xx'), VMA-231 *Ace of Spades* ('CG-xx') and VMA-542 *Flying Tigers* ('WH-xx') out of MCAS Cherry Point (NC).

On 29 March 2019, the US Department of Defense announced that Naval Air Systems Command (NAVAIR) awarded The Boeing Company two separate contracts for upgrade and support of the US Marine Corps' T/AV-8B Harrier II fleet. The first contract, worth USD 71,3 million, is for engineering and integrated logistics support to maintain the T/AV-8B Harrier during the aircraft's Post-Production Support Phase that must be completed by December 2023. The second contract, worth USD 16 million, is a development contract for engineering services, including system configuration set updates, avionics and weapons integration. This work is expected to be completed by March 2024.

The US Marine Corps is accelerating its F-35C procurement and slowing its F-35B programme to support US Navy deployment requirements. USMC spokesman Capt. Christopher Harrison told USNI that, as part of the re-balance in the FY20 budget request, "the USMC increased its procurement of F-35Cs from 19 to 28 aircraft to ensure the service would be able to transition its F-35C squadrons on schedule. Specifically, the USMC increased its F-35C procurement in 2020 to ensure the Tactical Air Integration F-35C squadrons make their planned transition and timeline for deployment. The USMC approved Programme of Record remains 353 F-35Bs and 67 F-35Cs." To support accelerating F-35C acquisition, the USMC will decelerate its F-35B procurement.

The USMC started training its first F-35C squadron at NAS Lemoore (CA). Marine Fighter Attack Squadron (VMFA) 314 *Black Knights* ('MF-xx'), a former F/A-18C Hornet operator, will become the second squadron deploying the F-35C on board a carrier. As known, the first F-35C deployment will be the US Navy's Strike Fighter Squadron (VFA) 147 *Argonauts* ('NE-4xx'). The US Navy and USMC would continue to rotate service transitions for the next squadron to move to the F-35C until about 2026 or 2027. The Marine Corps has not changed the number of each variant it plans to buy, but the new emphasis on F-35Cs and the slowing down of F-35Bs will allow the small service to keep up with the latest squadron transition and deployment plans.

FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSW = Fleet Readiness Center South West, North Island (CA)
 KNHK = Patuxent River (MD)
 LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

KC-130J

169533/QH-533	Lockheed	f/n	382-58..	apr19
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F/A-18A++

163168/VE-01	VMFA-115	ex VE-201	605/A511	apr19
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F/A-18C

164265/ED-08	VMFA(AW)-533	ex DW-02/VMFA-251	1028/C244	apr19
164693/WT-03	VMFA-232	ex WT-15	1127/C302	mar19
164865/WK-362	VFA(AW)-224	ex AD-362/VFA-106	1197/C338	apr19
164891/DR-211	VMFA-312	ex AB402/VMFA-251	1223/C352	apr19
165175/VE-04	VMFA-115	ex 341/VMFA-251	1295/C400	apr19
165182/AJ-411	VMFA-251	ex AJ-411/VFA-37	1305/C407	apr19
165195/WT-01	VMFA-232	ex WT-13	1340/C420	mar19
165205/AD-205	VMFA-251	ex AD-331/VFA-106	1364/C430	apr19
165403/WT-07	VMFA-232	ex NE-400/VFA-34	1428/C460	mar19

F/A-18D

164901/WK-01	VMFA(AW)-224	ex WK-06	1233/D127	apr19
164959/DW-959	VMFA-251	ex WK-14/(AW)-224	1259/D135	apr19

F-35B

168731/DC-07	VMFA-122	ex CF-00/VMFA-211	BF-33	apr19
169591/VM-30	VMFAT-501	del	BF-66	apr19
169592/VM-31	VMFAT-501	del	BF-67	apr19
169594/VM-33	VMFAT-501	del	BF-69	apr19

F-35C

168845/NJ-421	VFA-125	ex NJ-107/VFA-101	CF-14	mar19
169029/NJ-424	VFA-125	ex NJ-112/VFA-101	CF-17	mar19
169600/NE-411	VFA-147	del	CF-34	mar19

AH-1W

165365/WG-09	HMLA-773 Det.B	ex MP-05/HMLA-773	26365	apr19
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UH-1Y

168501/UV-06	HMLA-267	ex UV-04	55165	mar19
168783/UV-01	HMLA-267	ex ET-42/VMM-262	55180	mar19
169100/UV-07	HMLA-267	ex SN-07/HMLA-169	55212	mar19
169104/UV-08	HMLA-267	ex SE-08/HMLA-169	55216	mar19

AH-1Z

168053/UV-43	HMLA-267	ex SN-43/HMLA-169	59020	mar19
169271/SN-54	HMLA-169	f/n	592..	mar19

AV-8B+(R)

165580/WL-15	VMA-311	ex WE-01/VMA-214	317	apr19
165593/WH-10	VMA-542	ex WP-07/VMA-223	330	apr19

CH-53E

162488/YK-488	HMH-466	ex YN-488/HMH-361	65-500	mar19
164787/YJ-09	HMH-465	ex ET-24/VMM-262	65-630	feb19
165244/YJ-03	HMH-465	ex EP-25/VMM-265	65-638	feb19

United States Coast Guard (CG)

HC-130J

2013	Lockheed	f/n	382-58..	mar19
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MH-65D

6521	Port Angeles	ex HITRON	6162	mar19
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Oceania

Australia

Royal Australian Air Force (AF)

YSRI = RAAF Richmond

YWLM = RAAF Williamtown

Last March, the Australian Defence Minister and the Minister for Defence Industry announced the AUS \$2.46 billion acquisition of four modified G550s for the Royal Australian Air Force (RAAF) under Project AIR 555. The four Gulfstreams are to be used in the electronic warfare mission. In Australian service they will be designated MC-55A Peregrine. The aircraft are to be based at RAAF Base Edinburgh, near Adelaide (S.A.).

On 9 April it was announced that the eight P-8A Poseidon, A49-008, has been delivered to the RAAF. This particular aircraft is the RAAF's long-term fatigue management aircraft and has been fitted with diagnostic equipment that will allow the RAAF to collect useful data to analyse the life of the aircraft and identify what can be done to sustain it further. The aircraft is currently still in the USA and will be delivered to RAAF Base Richmond in June 2019.

Also in April news came out that the RAAF will lease three Dassault Falcon 7X for the Special Purpose Aircraft role. As such, they will be used for (V)VIP operations. The Falcons are to replace the three CL-604 Challengers currently in service with 34sq (A37-001, A37-002 and A37-003). The first Falcon 7X has already been noted, it flew from Dassault's Bordeaux factory to the United States on 30 March to the United States. There it will be fitted out with a VIP-interior. The three aircraft are due to be delivered in the third quarter of 2019.

On 30 April 2019 the RAAF announced that the Boeing EA-18G Growler in RAAF service has achieved initial operating capability. The electronic attack aircraft is operated by 6 Squadron, based at RAAF Base Amberley (Qld.). Final Operational Capability is planned to be achieved in 2022. The RAAF received twelve Growlers, with deliveries starting in 2016. One has been written off, A46-311. During its participation in Red Flag 2018-1 at Nellis AFB (NV), it caught fire on 27 January 2018. The aircraft was declared a write-off and the remains are currently in storage with the 309th AMARG at Davis-Monthan AFB (AZ). The RAAF intends to replace the lost jet with a new example in order to have the twelve aircraft on strength that are required according to the Preparedness Directive.

C-130H

A97-008 std YSRI for TNI-AU as A-1338 **4788** mar19
Seen at Richmond, Australia on 5 March pending delivery to Indonesia. It had already received its TNI-AU serial last summer.

F-35A

A35-011 3sq d/d 08apr19 YWLM **AU-11** apr19
A35-012 3sq d/d 08apr19 YWLM **AU-12** apr19

Falcon 7X

A56-001 o/o ex F-WWHE **283** mar19

P-8A

A47-008 11sq delivered **63191/6750** apr19
A47-011 o/o f/f 30apr19 64167/7427 apr19

P-8A A47-011 made its first flight on 30 April 2019, wearing civil registration N398DS.

PC-21

A54-001	2 FTS		234	may18
A54-002	2 FTS		235	feb19
A54-003	2 FTS		236	feb19
A54-004	2 FTS		237	feb19
A54-005	2 FTS		238	feb19
A54-006	2 FTS		239	mar19
A54-007	2 FTS		240	feb19
A54-008	2 FTS		241	feb19
A54-009	2 FTS		242	aug17
A54-010	2 FTS		243	aug17
A54-011	2 FTS		244	jan18
A54-012	2 FTS		245	feb19
A54-013	2 FTS		246	feb19
A54-014	2 FTS		247	apr19
A54-015	2 FTS		248	feb19
A54-016	2 FTS		249	feb19
A54-017	ARDU		250	
A54-018	ARDU		251	mar19
A54-019	CFS	Roulettes c/s	252	mar19
A54-020	CFS	Roulettes c/s	253	mar19
A54-021	CFS	Roulettes c/s	254	mar19
A54-022	CFS	Roulettes c/s	255	apr19
A54-023	CFS	Roulettes c/s	256	feb19
A54-024	CFS	Roulettes c/s	257	feb19
A54-025	CFS	Roulettes c/s	258	feb19
A54-026	CFS	Roulettes c/s	259	feb19
A54-027	CFS	Roulettes c/s	260	feb19
A54-028	CFS	Roulettes c/s	261	feb19
A54-029	CFS	Roulettes c/s	262	feb19
A54-030	CFS	Roulettes c/s	263	feb19
A54-031	CFS	Roulettes c/s	264	mar19
A54-032	CFS	Roulettes c/s	265	mar19



PC-21 A54-038/HB-HWL is the one and only 200th PC-21 built by Pilatus. A5407/HB-HWK was mistakenly marked as the 200th one in March. The matter was corrected, as this photo shows. (Stans-Buochs, 5 April 2019, Stephan Widmer)

A54-033	CFS	Roulettes c/s	266	apr19
A54-034	Pilatus	Roulettes c/s	267	apr19
A54-035	Pilatus	Roulettes c/s	268	apr19
A54-036	Pilatus	Roulettes c/s	269	apr19
A54-037	Pilatus	o/o	270	apr19
A54-038	Pilatus	o/o	271	apr19
A54-039	Pilatus	o/o	272	apr19
A54-040	Pilatus	o/o	273	apr19
A54-041	Pilatus	o/o	274	apr19
A54-042	Pilatus	o/o	275	apr19
A54-043	Pilatus	o/o	276	apr19
A54-044	Pilatus	o/o	277	apr19
A54-045	Pilatus	o/o	278	apr19
A54-046	Pilatus	o/o	279	apr19
A54-047	Pilatus	o/o	280	apr19
A54-048	Pilatus	o/o	281	apr19
A54-049	Pilatus	o/o	282	

With 36 PC-21s delivered to the RAAF it is time to give an overview of the current status of the PC-21s. Thanks to an excellent trip report by Patrick Dirksen and Frank Mink a lot of updates for the Scramble database of PC-21s in active service.

On 26 April the latest three PC-21s for the RAAF commenced their delivery flight from Stans to Asutralia. Usually each month a delivery flight takes place, with two PC-21s. However, in March only A54-033 made the trip Down Under. Therefore, in April three examples were to be delivered: A54-034/HB-HWH, A54-035/HWI and A54-036/HB-HWJ.

On 21 March A54-037/HB-HWK made its first flight. It had special markings to commemorate the 200th PC-21 built. However, on 5 April, A54-038/HB-HWL was noted wearing the very same markings. This time they did the math correctly at Pilatus, because also according to our own records, A54-038 is indeed the 200th PC-21 built.

Royal Australian Navy (NY)

In April it was announced that the Helicopter Aircrew Training System (HATS) has achieved Initial Operating Capability. The HATS programme is responsible for replacing, upgrading and supporting the Navy and Army Helicopter Aircrew Training System at Nowra. HATS operates from 723sq at Nowra (NSW) with fifteen Airbus EC135T2+ helicopters. These have by now replaced the AS350B Squirrels, which were all retired by December 2017, and Bell 429s, all retired in February 2019, that were operated by 723sq. 723sq is staffed by navy and army aircrew, with additional instructors, support staff and aircraft maintenance provided by Boeing Defence Australia. Flight simulators are provided by Thales.

Bell 429

N49-047/047	to VH-IWR	ex 723sq	57047	feb19
N49-048/048	to VH-IWS	ex 723sq	57048	mar19
N49-049/049	to VH-IWT	ex 723sq	57049	apr19
N49-218/050	for sale		57218	apr19

N49-047, N49-048 and N49-049 have been sold to the New Zealand Police Force in February 2019. N49-218 is still for sale.

Credits

Abbas Ali, Danny Bonny, Ian Carroll, Steve Clanford, Keith Doughty, Edwin de Greeuw, Joris Heeren, Mike Hopwood, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Angus Ogilvie, Jeff Rankin, Rotorspot, Jos Stevens, Peter Weinert, Chris Wood

Abbreviations

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



Without words.... (Tu-160, RF-94112/04rd, Shaykovka, 22 April 2019, Alex Snow)



During the April airshow at MCAS Beaufort, South Carolina, USA. James Woodrow was fortunate enough to join a photoship and get some very impressive air-to-air shots of F-22A 08-4161 and the Blue Angles F/A-18s. (25 April 2019)





Hopefully we will receive reports of this years edition of Frisian Flag at Leeuwarden. This page shows some support aircraft, like C-17A 96-0005 of 137th AS based at Stewart (Leeuwarden, 27 March 2019, Richard Baas)



Swiss Beech 350 T-721 might have seen its last visit to the Netherlands as it will be replaced by two second hand CL-604s (Leeuwarden, 9 April 2019, Carlos Geurts)



The Polish F-16s came with support of a C295M 015 of 8.BLTr (among others) (Leeuwarden, 29 March 2019, Manolito Jaarsma)

Triptease



Heli Austria owns two AS332 Super Pumas. One of them is OE-XSP which was built in 1994. During the yearly winter tour of Michiel van Herten and friends it was seen on St. Johann im Pongau on 18 February 2019.

Switzerland and Germany

Basel-Mulhouse

557
A6-HHH
TC-GVA
TR-KPR
Z3-MKD
5N-JLS
9H-IVG
A6-VPS
A6-YMA
D-ACNV
G-EZUN
G-JMCX
HB-ALN
HB-ISH
HZ-HKR
HZ-SKY
LZ-CGQ
M-YBUS
N168NJ
N232SF
N458BJ
N757MA
N777QX
N778AR
N808JG
N836BA
N933EY
RA-10203
RA-10205
SE-RDY
VP-BDA
VP-CIA
VP-CZW
Zurich-Kloten
2-JACK

G-IV
G650
G-IV
B777-236
Lj60
CL-604
Global Express
G450
G550
CRJ900LR
A320-214
B737-406F
ATR42-500
F27-200
Falcon 900B
A340-642
B737-3Y5F
A320-214CJ
G550
Falcon 900DX
B747-8
B757-24Q
CL-604
G650ER
G-V
B737-7BC
Global Express
G550
G550
G550
B787-9
A319-115
B737-7JW
PA-46-500TP

Oman AF
UAE Gvmt
Turkish Gvmt
Gabon Gvmt
Macedonian Gvmt
OJets
Falcon Aviation Services
Falcon Aviation Services
Lufthansa Cityline
easyJet
West Atlantic
Zimex Aviation
std
Sky Prime
CargoAir
Prime Aviation
MS Financing
Dynamic Avn Services
Boeing Business Jets
Mid East Jet
FlexJet
Gulfstream Aerospace
Prime Jet
Boeing Corporation
Exec. Jet Managment
Jet Air Group
Surgutneftegas
EFS
Kalair
Aviation Link
Strategic Aircraft Leasing
24 January 2019
Icaris Ventura

4X-EKF
9V-SKY
A6-EDF
A7-AMF
B-KQH
CS-TTO
D-ABZE
D-AECF
D-AEWS
D-AGWX
D-AIDJ
D-AIQK
D-AIZV
EC-KYP
EC-MBE
EC-MQQ
F-GRHF
F-HGET
F-HPGA
G-EUYD
G-EZUW
HB-JFK
HB-JOB
HB-JOI
HB-JSS, HB-JUC
HB-LWW
HB-VNV
HS-TKK
I-GGLC
LN-RRB
N474CG
N76055
OE-IGR, OE-IVL
OE-LCM, OE-LGP
PH-BGG
TC-LOF
TC-NBL
TF-FIR
UK-67004

B737-8HX
A380-841
A380-861
A350-941
B777-367ER
A319-111
A320-216
EMB190LR
A320-214
A319-132
A321-231
A320-211
A320-214
ERJ195LR
A320-214
CRJ1000
A319-111
PC-12/47E
Beech 350i
A320-232
A320-214
EMB500
Falcon 7X
A321-211
Falcon 7X
DA42NG
Lj60
B777-3ALER
Ce550
B737-783
Cirrus SF50
B767-424ER
A320-214
DHC-8-402
B737-7K2
A330-343
A320-251N
B757-256
B767-33PER

El Al
Singapore Airlines
Emirates
Qatar Airways
Cathay Pacific Airways
TAP Air Portugal
Eurowings
Lufthansa Cityline
Eurowings
Germanwings
Lufthansa
Germanwings
Eurowings
Air Europa
Vueling Airlines
Air Nostrum
Air France
GET1Jet
Emil Frey (Motors) France
British Airways
easyJet
Your Jet
CAT Aviation
Germania Flug
CAT Aviation
Pallasair
JetClub
Thai Airways
UniFly Express
Scandinavian
I-Fly
United Airlines
easyJet Europe
Austrian Airlines
KLM
Turkish Airlines
Pegasus
Icelandair
Uzbekistan Airways

UR-PSO	B737-8Q8	Ukraine International
VP-BMD	B737-8MC	Aeroflot
YU-API	A319-132	Air Serbia

Hub traffic

Edelweiss Air	A320 (2), A330 (1), A340 (1)
Helvetic	ERJ190 (5), Fokker 100 (2)
Swiss	A220 (4), A319 (2), A320 (15), A321 (4), A330 (8), A340 (3), B777 (4), CS100 (4), CS300 (8)
Rega	CL-650 (3), EC130 (1), EC155 (1)

Preserved/Stored

HB-RSC	C-121C	std
CCCP-22461	Mi-8T	pres, as YL-HLG

The final days of January means the annual World Economic Forum (WEF) in Davos. This brings many extra movements to Zurich-Kloten. After many years of not visiting, we planned a trip by car from The Netherlands to Switzerland and Germany. In the trip we visited some of the bigger airports and some museums. The trip started on 23 January 2019 on 3pm with the first leg to the hotel in Freiburg. The next day we started early and the first stop was the airport of Basel Mulhouse. After a drive around the airport we went to Zurich for the rest of the day. We made a platform tour overthere and when the sun went down we started our journey from Zurich to München. After some hours driving in snow we arrived in our hotel for a good rest.

München-Franz Joseph Strauss 25 January 2019

L11Kh.MVK-01/38	B737-4Z6	RTAF/904Sq
L11Kh2-1/50	B737-8Z6	RTAF/904Sq
<u>4X-EKF</u>	B737-8HX	EI AI
9A-CQB, 9A-CQE	DHC-8-402Q	Croatia Airlines
9H-AEQ	A320-214	Air Malta
9H-NEO	A320-251N	Air Malta
9H-SSK	G650	Emperor Aviation
9H-VJI	Global 6000	VistaJet
9V-SMG	A350-941	Singapore Airlines
A6-ECF	B777-31HER	Emirates
A6-EDJ	A380-861	Emirates
A6-ETK, A6-ETR	B777-3FXER	Ethiad Airways
A7-BED, A7-BEL	B777-3DZER	Qatar Airways
B-2006	B777-39LER	Air China

B-5925	A330-243	Air China
C-FRAM	B777-333ER	Air Canada
CS-DQB	Ce560XLS	NetJets Europe
CS-TVA	A320-251N	CSA
<u>D-ABFR</u>	A320-214	Eurowings
D-ADCL	G550	DC Aviation
D-AGWX	A319-132	Eurowings
D-ASTO	A319-115	Germania a/w, n/t
D-ASUN	B737-8BK	TUI Fly
D-ATUC, D-ATUL	B737-8K5	TUI Fly
D-AXGB	A330-203	Eurowings
D-BFIL	EMB545	Atlas Aviation
D-CDIM	Lj35A	Jet Executive Int'l Charter
D-CEEE	Ce560XLS	HTM Jet Service
D-CLMS	Lj45XR	Aero-Dienst
D-HBPE, D-HBPG	EC135P2+	Polizei Bayern
D-HBPH	EC135P2+	Polizei Bayern
D-IANA	Beech B200	Euro Link
D-IMME	Ce551SP	Commander Flugdienst
EC-GYI	CL.600-2B19	Air Nostrum
EC-JXJ	A319-111	Iberia
EC-MBY	A320-214	Vueling Airlines
EC-MRR	Falcon 2000LX	Gestair Private Jets
EC-NAV, EC-NAZ	A320-271N	Vueling Airlines
EI-FDM	CRJ900LR	Cityjet
EI-FJJ, EI-FVY	B737-8JP	Norwegian Air International
F-GKXS	A320-214	Air France
F-HEPE	A320-214	Air France
G-EMBJ	ERJ145EU	BMI Regional
G-EZAV, G-EZEB	A319-111	easyJet
G-EZUL, G-EZWA	A320-214	easyJet
G-RJXM	ERJ145MP	BMI Regional
G-RJXP	ERJ135ER	BMI Regional
G-UZHT	A320-251N	easyJet
HB-JCA	CS300	Swiss
HB-JVO	EMB190LR	Helvetic Air
HS-TKO	B777-3ALER	Thai Airways
HZ-ASG	A320-214	Saudi Arabian Airlines
JA877A	B787-9	ANA
LN-NGQ	B737-8JP	Norwegian Air Shuttle
LX-LGQ	B737-7C9	Luxair
M-MOON	Ce750	Lixoma Holdings



To spot Airbus A320s of Bahraini state carrier Gulf Air in Western Europe you can try it in Paris, Athens and Frankfurt. At the last airport Raymond van Dijkhuizen made this picture of A9C-AP on 27 January 2019.

N77066	B767-424ER	United Airlines	D-HBPH	EC135P2+	Polizei Bayern
N784AV	B787-8	Avianca	EC-LUL	A320-216	Iberia
N888SF	Ce680	Steiner Film Aviation	<u>EC-MEA</u>	A320-232	Vueling Airlines
OE-IEW	A320-214	Eurowings Europe	EI-IMT	A319-111	Alitalia
OE-IQC	A320-214	Eurowings Europe	<u>ES-ACG</u>	CRJ900LR	LOT Nordica
OE-LBZ	A320-214	Austrian Airlines	G-EMBJ	ERJ145EU	BMI Regional
OE-LDB	A319-112	Austrian Airlines	G-EUUH	A320-232	British Airways
OE-LLG	ERJ135BJ	MJet	G-RJXM	ERJ145MP	BMI Regional
OE-LQH	A319-111	easyJet Europe	HB-JVM	EMB190LR	Helvetica Air
OE-LYU	A319-132	Eurowings Europe	LN-DYT	B737-8JP	Norwegian Air Shuttle
OE-LYY	A319-132	Eurowings Europe	LX-LQI	DHC-8-402	Luxair
OK-BEE	Beech 400A	JetBee Czech	N175DN	B767-332ER	Delta Airlines
OK-UGJ	Ce680	Travel Service	N221UA	B777-222ER	United Airlines
OY-GSA	PC-12/47E	Widex	N289AY	A330-243	American Airlines
PH-EZG	ERJ190STD	KLM Cityhopper	N644UA, N667UA	B767-322ER	United Airlines
S5-AAK	CRJ900LR	Adria Airways	N67052	B767-424ER	United Airlines
S5-AAP	A319-132	Adria Airways	OE-IEW	A320-214	Eurowings Europe
S5-AAX	A319-111	Adria Airways	OE-IJJ	A320-214	easyJet Europe
SE-RER	B737-7BX	Scandinavian	OE-LBZ	A320-214	Austrian Airlines
SP-LNI	ERJ195AR	LOT	OE-LWE	ERJ195LR	Austrian Airlines
SU-GEN	B737-866	Egyptair	OE-LYU	A319-132	Eurowings Europe
<u>SX-DGI</u>	A320-232	Aegean Airlines	OH-LZR	A321-231	Finnair
SX-DVT	A320-232	Aegean Airlines	PH-BXD	B737-8K2	KLM
T7-GFA	CL-601	Golden Falcon Aviation	S5-AAU	CRJ900LR	Adria Airways
TC-JRM	A321-231	Turkish Airlines	S5-AAX	A319-111	Adria Airways
TC-JVB	B737-8F2	Turkish Airlines	SE-REZ	B737-76N	SAS
TC-ODB	A320-232	Onur Air	SP-ENV	B737-8BK	EnterAir
TC-SEZ, TC-SNR, TC-SOG	B737-8HC	SunExpress	SU-GEG	B737-866	Egypt Air
TF-LLX	B757-256	Icelandair	T7-LAI	G450	
TS-IOQ	B737-6H3	Tunisair	TC-NBF	A320-251N	Pegasus
UR-PSW	B737-8KV	Ukraine Int'l Airlines	TC-SEJ	B737-8HC	SunExpress
VP-BAE	A321-211	Aeroflot	TC-SNR	B737-8HC	Sun Express
VP-BCP	A320-214	S7	TF-BBH	B737-4Y0SF	Bluebird Cargo
VP-BKQ	A321-211	Aeroflot	VP-BCP	A320-214	S7
VQ-BEJ	A320-214	Aeroflot	VQ-BCO	A319-111	Rossiya Airlines
YR-ASD	A318-111	Tarom	VQ-BGW	B737-8	S7
YR-BGI	B737-78J	Tarom	YR-BGI	B737-78J	Tarom
ZS-SXY	A330-243	South African Airways	YR-TYA	Ce560XLS+	Toyo Aviation
			<u>ZS-SXV</u>	A330-243	South African Airways

Hub traffic

Air Dolomiti	ERJ190 (7)
CityLine	CRJ900 (16) ERJ190 (3)
Condor	A320 (2), B757 (1), B767 (1)
Lufthansa	A319 (12), A320 (18), A321 (10), A330 (3), A340 (3), A350 (7), A380 (3)

Preserved

<u>D-CIAS</u>	Casa 352L	pres, as D-ANOY
<u>D-HLFB</u>	Bo105S	pres, as D-HILF
<u>F-BHML</u>	L-1049G	pres, as D-ALEM
<u>N65371</u>	C-53B	pres, as HB-IRN

After breakfast in the hotel, we drove to the airport of München for spotting. It snowed all night (in the morning still snowing) and with the cold wind it was impossible to stay all the time at the nice spotting hill near the airport. We changed to the spotting point inside the terminal, where it was a bit better. Later in the day we visited the Deutsches Museum in the centre of München, they have a few airframes that are really interesting. After the visit to the museum we checked the airport again until darkness.

26 January 2019

54+03	A400M	LTG62
4X-EMC	ERJ195AR	Arkia Israeli Airlines
9K-AKK	A320-214	Kuwait Airways
9V-SMM	A350-941	Singapore Airlines
A6-EOV	A380-861	Emirates
A6-ETK, A6-ETL	B777-3FXER	Etiihad Airways
<u>A7-BEE, A7-BEF</u>	B777-3DZER	Qatar Airways
B-2038	B777-39LER	Air China
C-FITU	B777-333ER	Air Canada
CS-TJE	A321-211	TAP
D-ABFR, D-AEWW	A320-214	Eurowings
D-AGWL, D-AGWO	A319-132	Germanwings
D-CAGA	EMB505	Luxaviation
D-COBI	Ce560XLS	HTM Jet Service
D-CSCB	Ce560XL	Silver Cloud Air

Hub Traffic

Air Dolomiti	ERJ190 (4)
Condor	A320 (1), B757 (2)
Eurowings	A330 (2)
Lufthansa	A319 (3), A320 (9), A321 (10), A330 (3), A340 (2), A350 (7), A380 (2)
Lufthansa Regional	CRJ900 (9), ERJ190 (2)

Augsburg

9H-AGR	Beech B300	Artik Cuatron Gestion
D-FGY	TBM-700	Bega
D-GDON	DA-42	
D-IEAG	Beech G58	
D-IEAH	Beech C90A	Aircharter Flugs
D-IOLT	CeT303	
N86RK	DA-42	
OK-PHR	Beech 58P	
OK-PPP	Bech 400XTi	Time Air
RA-02799	Raytheon 390	
RA-05728	Beech 200	
UR-KRV	Beech C90B	Air Columbus
YL-KSC	Raytheon 390	KS Avia

Stuttgart

EI-KMA	CL-604	GainJet Ireland	n/t
Stuttgart-Mehringen			26 January 2019
<u>XN339</u>	Skeeter	AOP12	pres
Zuffenhausen			26 January 2019
23+24	F-104G	pres, as 22+23	

In the early morning we started with a breakfast again. When we came outside we saw car accident that show how careful we needed to drive. We started at the airport on the spotting-hill to see what had changed. After a drive around the airport we drove to the Flugtwerft Museum at Oberschleissheim to visit the wonderful aircraft collection overthere. Again we visited München airport for to spot there some hours before to start our journey to the next stop Augsburg Airport. From

there we passed some w&r locations around Stuttgart before driving to our hotel near Frankfurt Airport.

Frankfurt		27 January 2019
40-AOA	ERJ195LR	Montenegro Airlines
4X-EKL	B737-85P	EI AI
7T-VKG	B737-8D6	Air Algerie
9A-CTI	A319-112	Croatia Airlines
9H-RIG	A340-313(X)	Air X Charter
9K-AOH	B777-369ER	Kuwait Airways
9V-SKN	A380-841	Singapore Airlines
A4O-DB	A330-343	Oman Air
A6-EFJ, A6-EQP	B777-31HER	Emirates
A6-ETO	B777-3FXER	Ethihad Airways
A6-EUC	A380-861	Emirates
A6-EYU	A330-243	Ethihad Airways
A7-BAA, A7-BEK	B777-3DZER	Qatar Airways
A9C-AP	A320-214	Gulf Air
B-18716	B747-409F	China Airlines Cargo
B-18916	A350-941	China Airlines
B-2041, B-2071	B777-F1B	China Southern Cargo
B-2078	B777-F6N	China Cargo Airlines
B-2086	B777-39LER	Air China
B-5927	A330-243	Air China
B-6537	A330-243	China Eastern Airlines
B-KPQ	B777-367ER	Cathay Pacific Airways
CN-RNL	B737-7B6	Royal Air Maroc
CS-LTG	Ce680	NetJets Europe
CS-TKQ	A320-214	Azores Airlines
D-AHFT	B737-8K5	TUI Fly
D-BUZZ	Ce750	Air X Charter
D-IBJJ	Ce525A	Air Hamburg
EC-LEI	A319-111	Iberia
EC-MPS	B737-85P	Air Europa
EI-IMN	A319-111	Alitalia
EI-RDL	ERJ175STD	Alitalia Cityliner
ET-AVB	A350-941	Ethiopian Airlines
EW-253PA	B737-524	Belavia
G-EMBJ	ERJ145EU	BMI Regional Airways
G-EUPU	A319-131	British Airways
G-EUPZ	A319-131	British Airways
G-MBDB	A330-243	Thomas Cook UK
G-TCDZ	A321-211	Thomas Cook UK
HL7635	A380-841	Asiana Airlines
HL8046	B777-FB5	Korean Air Cargo
HS-TKO	B777-3ALER	Thai Airways
HZ-ASD	A320-214	Saudi Arabian Airlines
JA732A, JA785A	B777-381ER	ANA
JA862J	B787-9	JAL
JY-AYQ	A320-232	Royal Jordanian Airlines
N290AY	A330-243	American Airlines
N403KZ	B747-481F	Kalitta Air
N532LA	B767-316FER	LATAM Cargo
N817AN	B787-8	American Airlines
N888LG	Falcon 900C	GVG Airlines
OE-ICR, OE-ICT	A320-214	easyJet Europe
OE-LBO	A320-214	Austrian Airlines
OH-LXD	A320-214	Finnair
OY-KAL	A320-232	SAS
PH-CJM	Ce680	Air Service Liège
PH-EXV	ERJ190STD	KLM Cityhopper
PH-EXZ	ERJ175STD	KLM Cityhopper
PT-MUB	B777-32WER	LATAM
S5-AAK, S5-AAO	CRJ900LR	Adria Airways
SE-RJR	B737-76N	SAS
SE-ROM	A320-251N	SAS
SP-LNL	ERJ195AR	LOT
SU-GEE	B737-866	Egyptair
SX-DGA	A321-231	Aegean Airlines
T7-MRD	A320-214	MEA
TC-DCG	A320-216	Pegasus
TC-NBG	A320-251N	Pegasus
TC-SNU, TC-SOB	B737-8HC	Sun Express
TF-FIC	B757-23N	Icelandair
TF-PRO	A321-211	WOW
TS-IMN	A320-211	Tunisair
UR-CQX	B737-4B7	Yan Air

UR-PSY	B737-8EH	Ukraine Int'l Airlines
V5-ANP	A330-243	Air Namibia
VN-A861	B787-9	Vietnam Airlines
VP-BAF	A321-211	Aeroflot
VP-BIZ	B737-7AU	ACM Air Charter
VQ-BGZ	B747-8HVF	ABC
VQ-BHV	B737-8LJ	Aeroflot
YL-RAI	ATR72-202F	RAF Avia
YR-BGG	B737-78J	Tarom
ZS-SND	A340-642	South African Airways

Hub Traffic

AeroLogic	B777F (3)
Air Canada	A330 (1), B777 (1), B787 (2)
Air Dolomiti	ERJ190 (3)
Austrian	DHC-8 (2), ERJ190 (2)
Condor	A320 (1), B757 (2), B767 (6)
Condor UK	A330 (1)
Delta	B767 (3)
HOP!	ERJ170 (1), ERJ190 (2)
Lufthansa	A319 (11), A320 (39), A321 (30), A330 (5), A340 (5), A380 (3), B747 (18), B757 (1)
Lufthansa Cargo	MD-11F (4), B777F (2)
Lufthansa Regional	CRJ900 (10), ERJ190 (6)
Ryanair	B737 (7)
Turkish Airlines	A321 (1), A330 (2), B737 (2)
United Airlines	B767 (1), B777 (5)
Wizz Air	A320 (1), A321 (2)

On our last day we went to Frankfurt Airport for almost a complete day of spotting. In the first hours of the morning we started at Zeppelinheim side and when it start raining we moved to the McDonalds in terminal 2. After a nice day at Frankfurt we drove back to The Netherlands.

Credit: Raymond van Dijkhuizen

Wintertour 2019

In February we travelled for the ninth time to the Alpine region for our Winter Alpine tour. The objective was to focus on new helicopters since our last visit. This time we returned to the western part of Austria. As there have been loads of snow and the weather forecast was promising, the expectations were growing.

Gießen-Luftrettungszentrum		17 February 2019
D-HFKG	SA365N2	Heli Flight
Reichelsheim		17 February 2019
D-HJOH	SA365C3	Heli Flight
D-HHUD	Bell 206B	Kayfly
Friedrichsdorf		17 February 2019
D-HZSC	EC135T2+	BMI Christoph 2
Frankfurt		17 February 2019
40-AOA	ERJ195LR	Montenegro Airlines
7T-VKD	B737-8D6	Air Algérie
A6-EUA	A380-861	Emirates
CS-TSF	A321-253N	Azores Airlines
D-AALD	B777-FZN	AeroLogic
D-ALIK	CRJ200	Imperial Jet
EW-514PO	ERJ195LR	Belavia
HB-JBH	CS100	Swiss
JY-AYR	A320-232	Royal Jordanian
TC-IZE	B737-86J	Pegasus
TC-JHY	B737-8F2	THY Turkish Airlines
TC-JSO	A321-231	THY Turkish Airlines
TC-SNO	B737-8HC	Sun Express
UR-PSZ	B737-86N	Ukraine Int'l Airlines

We left in the morning and our first stop was planned in Gießen. As we did not have the correct approvals, we were not able to visit the platform. No time to waste as we still needed to drive through Germany. In Reichelsheim we were more lucky. This location has been visited several times in the past, without any luck. As this helicopter operates as Intensiv Transport Hubschrauber (ITH), she is mainly used for transport between hospitals throughout the country. This means the helicopter may be away for many hours. The Heli Flight

Dauphin was prepared for the next transport and left in beautiful sunshine. The next stop was at Rotorflug in Friedrichsdorf where Christoph 2 is located, for the reconstruction of their facility in Frankfurt is still not completed. Because of the nice weather, we included also a stop at Frankfurt airport for about one hour, before we continued to Austria.

Waidring			18 February 2019
OE-XRR	EC135P2	SHS	Heli 1
Hinterglemm			18 February 2019
OE-XKI	MD520N	Heli Austria	
OE-XWH	MD902	Heli Austria	
OE-XWM	EC135T3	Heli Austria	Martin 6
Zell am See -Tauern Klinikum			18 February 2019
OE-XWM	EC135T3	Heli Austria	
Zell am See			18 February 2019
OE-EKZ	Ce208A	Zell Air	
OE-XAH	EC135T1	Heli Austria	Alpine Heli 6
OH-EKB	PC-12/47E	Kitzbühel Airways	
OM-XBC	AS350B3	Senn Air	
St. Johann im Pongau			18 February 2019
OE-XII	MD900	Heli Tirol	Martin 10
OE-XSP	AS332L1	Heli Austria	
OE-XYX	EC135T3	Heli Austria	Martin 1

Inside

OE-XAA	Bell 212	Heli Austria
OE-XDF	EC130T2	Heli Austria
OE-XDZ	EC145T2	Heli Austria
OE-XHT	Bell 412	Heli Austria
OE-XJJ	Bo105LSA-3	Heli Austria
OE-XJP	AS332L	Heli Austria
OE-XKP	AS332L1	Heli Austria
OE-XLP	AS332L1	Heli Austria

As the original plan for Monday was cancelled, and hotels were already booked, we slightly needed to adjust the planning. Our first stop was at SHS in Waidring, where we expected their newest addition bought from Great Western Air Ambulance, still wearing the stunning green and blue colours. Unfortunately the previous day she was flown to Innsbruck for maintenance. Instead Heli 1 operated with a yellow EC135, previously also operating for SEM in Spain.

The province Salzburg was still packed with snow, so the

scenery was fantastic. As Heli Austria / Heli Tirol received in the last few years six new EC135/H135's, we included a number of their locations. The first stop was Hinterglemm. We needed to wait a long time before Martin 6 returned, because she needed to deliver a patient to a hospital further away. Two helicopters are operating in the colours of Rotes Kreuz Salzburger Land. Identical to the local ambulances and this was our first one. The colours are really standing out.

We continued to Zell am See. It can be worthwhile to visit some of the hospitals, so we stopped at the local hospital in this village. Martin 6 left when we drove away from Hinterglemm and she arrived also at the hospital in Zell am See again. Therefore the helipad was easy to find. Next stop Zell am See aerodrome. As we arrived later than expected, the sun moved too far already. We needed to find another spot to get the sun in our back along the runway. Our waiting time was killed by watching the local Polizei who set up a speed trap next to our car. Usually you don't like it, but now...

A local operated AS350, but registered in Slovakia was seen and a number of smaller turboprops. Finally the Alpine Heli 6, operated by SHS, arrived so we could continue to our last stop of the day: the HQ of Heli Austria. Outside were Martin 1, Martin 10 and a Super Puma. Many new additions were inside the hangars, like three Super Puma's, EC130 and EC145. Their fleet is still expanding as Heli Austria meanwhile bought another eight Super Puma's at the Heli Expo. Partially they will be used for spares. The sun was rapidly moving behind the mountains, but fortunately the H135H departed just before it was too late. This is one of their two 135's in Helio-nix version. This includes a full digital cockpit, 4 dimensional auto pilot and a higher tail. Martin 10 left when we arrived, but unfortunately she came back while the sun was already gone.

Waidring			19 February 2019
OE-XRR	EC135P2	SHS	
Reith bei Kitzbühel			19 February 2019
OE-XVC	EC135T2+	ÖAMTC	Christophorus 4
Kufstein-Langkampfen			19 February 2019
OE-XRS	EC135T1	SHS	Heli 3



This Westland Sioux was built in 1966 and delivered to the Army Air Corps as XT512. After 12 years of service it was sold to Autair and received the civil registration G-BEPA. After a year it was transferred to Switzerland and re-registered as HB-XHB. This means the Sioux is already 41 years in service. (Balzers, 23 February 2019, Michiel van Hertem)

Kaltenbach
OE-XLR EC135P1 SHS Heli 4
19 February 2019

Hintertux
OE-XVE EC135T2+ ÖAMTC Alpin 5
19 February 2019

Alpin 5 is the former ANWB Medical Air Assistance PH-EMS. With MAA she was the second reserve helicopter. For budgetary reasons (too little flying hours) it was decided to sell the helicopter.

Mayrhofen-Hollenzen
OE-XFF EC135T3H Heli Tirol Martin 7
19 February 2019

Schwaz in Tirol-Bezirkskrankenhaus
OE-XFF EC135T3H Heli Tirol
19 February 2019

Schwaz in Tirol-Frundsbergkaserne
1x S-70A-42 Austrian AF
19 February 2019

As our hotel was close to Waidring, we shortly stopped to check out if the helicopter changed. No activity yet. As you can expect the "Halz und Beinbruch" missions start when the first skiers go downhill. In this week we learned the average daily number of missions is six and seven, between 10:00 and 17:00. This means flying - refuelling - flying. Before we arrived at our next destination, we spotted an hot air balloon landing on a small local road.

We continued to Reith by Kitsbuhel. Although it was before 10:00, they returned from their third mission already. As it was Kaiser Wetter, it was no problem to see the famous Wilde Kaiser ridge in the background. Next stop was KufsteinLangkampfen. We were lucky the helicopter was present, so we could start making pictures immediately.

The Zillertal was the next destination. Again the same story: a very long waiting time before the arrival of Heli 4. We could take a rest on the snow for a while.

After they returned from another mission, we continued to Mayrhofen. Heli Tirol (part of Heli Austria) built two years ago a very nice hangar alongside the Bundesstrasse. With the glass windows this is a real eye catcher. Unfortunately the sun was already behind the hangar, so it was not ideal for taking pictures, so we continued to Hintertux at the end of the valley. Alpin 5 is based here during the winter season. This was one of the main targets as their current helicop-

ter previously operated for ANWB MAA. It has been sold in 2015. Meanwhile she has been updated, changed colours and the cable-cutter system has been installed. We waited until sunset as we were hoping for a mission, but this time we were not lucky.

After waiting for approximately 2,5 hours we returned downhill. We made another try in Martin 7 in Mayrhofen and we were invited to see their new H135Helionix in more detail. A new gadget is a camera which can look underneath the helicopter. Which is useful to land on difficult landing spots. She was brand new with only fifty flying hours yet. The team were called for a new mission, so our visit came to an end. Back in the main Inn valley, we wanted to check the local hospital in Schwaz. At the same time Martin 7 also arrived. Before driving to the hotel, we also wanted to check the Bundesheer Stutzpunkt Kaserne in Schwaz. A S-70 was parked outside.

Innsbruck-Heliport, 20 February 2019

OE-BXA	EC135P2+	Polizei	
OE-BXY	EC135P2+	Polizei	
OE-XEO	EC135T2	ÖAMTC	
OE-XFF	EC135T3H	Heli Tirol	Martin 7
OE-XLR	EC135P1	SHS	Heli 4
OE-XVA	EC135T2+	ÖAMTC	
OE-XVB	EC135T3	ÖAMTC	Christophorus 1
OE-XVF	EC135T3	ÖAMTC	
OE-XXR	EC135T1	SHS	Heli 1

Sölden
OE-XEK EC135 T2+ ÖAMTC 20 February 2019

OE-XVD EC135T2+ ÖAMTC Alpin 2

Hochgurgl
OE-XOO EC135T3 Heli Tirol Martin 8 20 February 2019

We wanted to check the S-70 first, but unfortunately she left already. Next destination was the heliport in Innsbruck. From a friend, we received a tour within the HeliAir facility. They are responsible for maintenance of ÖAMTC, but also of various other operators. They have an area for repainting. Inside was also the EC135 of SHS in basic colours of Great Western Air Ambulance, which we missed in Waidring.

Meanwhile Christophorus 1 returned from a mission. This is



Zell Air is based at Zell am See and owns one Cessna 208 Caravan 675. OE-EKZ was seen at his home base on 18 February during the winter tour of Michiel van Herten.

their first upgraded EC135 from T2 to T3. The two others are built as T3. A few other helicopters will be upgraded to T3 this year as well. Another rare EC135 is yellow, without any stickers. She was (or is) used for a German TV series, who don't want to show it is an Austrian helicopter originally.

Like on some other locations, ÖAMTC and Polizei operate alongside each other. Two EC135s of Polizei were present in Innsbruck. Although the Polizei has an impressive fleet already, they are awaiting a further four EC135P3H and an additional two AS350B3e helicopters shortly. When we intended to leave, surprisingly the Martin 7 showed up at the Heli-air ramp, followed shortly by the Heli 4. Apparently it was very busy at the roof helipad of the central hospital in Innsbruck. Martin 7 was forced to reposition to Innsbruck heliport to make space for the Heli 4. The medical crew and stretcher of Martin 7 was taken by the Heli 4 to the heliport and they exchanged equipment again. Although competitors, there is still cooperation when it comes to provide medical support. The crew was surprised to see us again, as we met them the day before. We continued to Sölden to visit Alpin 2. They also have an additional helicopter which is used to create pro-actively avalanches if there is a need to. Fortunately the helicopter arrived quickly. Only ten minutes later, the helicopter left again for another mission.

The next objective was the Heli Tirol base in Hochgurgl. To my knowledge this is the second highest heliport in Austria at 2200 meters at the top of the Timmelsjoch. This alpine mountain road to Italy is closed in wintertime. Martin 8 just left before we arrived. As this is at the end of the valley, we decided to wait and enjoy the scenery at this altitude. The weather was still nice anyway. Due to this nice weather, the number of missions were very high. Once she intended to return back to base from the hospital in the valley, they received another mission call. Frustrating if you see the targeted helicopter flying through the valley, but not returning back to base. Finally we waited for approximately three hours upon return. Luckily it was less than five minutes before the sun was behind the mountains! Obviously it ruined our planning again.

Reutte-Bezirkskrankenhaus			21 February 2019
D-HDRK	EC145T2	DRF	
OE-XRE	EC145T2	ARA	RK 2
Karres bei Imst			21 February 2019
OE-XUU	EC135T3	Heli Austria	Martin 2
OE-XWT	Bell 412HP	Heli Tirol	
Zams			21 February 2019
OE-XEZ	EC135T2+	ÖAMTC	Christophorus 4
OE-XCS	AW109SP	Schenk Air	Robin 3

After review the planning, we decided to cross the Fernpass and drive to Reutte first. Kempten was postponed to the last day. Unfortunately part of the mountain road was not in use, so we had to make a detour. ARA Flugrettung has two bases in Austria and changed in 2018 from BK117 to EC145T2. It is the only HEMS operator in Austria at the time of our visit. Meanwhile Martin 8 of Heli Tirol should have been changed to this type as well. Because they are equipped with a hoist, they need to have a heavier helicopter. Their own helicopter recently came out of a maintenance check. Therefore the backup EC145 of DRF was still on site, so we were lucky to see both.

We crossed the Fernpass again, enjoying the fabulous white scenery and continued to Karres. We supposed to be lucky as the based helicopter, Martin 2, was already on approach. But, the landing was disrupted by another mission call. After we waited for two hours, we were hoping for more luck in Zams, which is close by. Unfortunately we had to cancel our visit to Ischgl because of serious time constraints. In Zams, Christophorus 5 was not operational and being repaired by

the Heli-air maintenance crew. After a while a test flight was made and after half an hour she was back in business. Due to the high number of calls, she was urged for a mission shortly. While waiting, Robin 3 of Ischgl showed up for a fuel stop. A bit of luck, as we skipped the visit to their base.

At the end of the afternoon we returned back to Karres again. This time, she was on base, but not for long! I was very pleased to meet the pilot again, as I know for a while, but another mission call was received. It became very clear again that it is difficult to catch an helicopter on base during high season with nice weather conditions. On our way to the hotel, we shortly stopped at Zams, there was still flying activity.

Sankt Anton			22 February 2019
OE-XSH	EC135T1	Wucher	Gallus 3
Wucher leases this helicopter from SHS and was seen on a test flight.			
Schruns-Bergbahnstrasse			22 February 2019
OE-XEN	EC135T2+	ÖAMTC	Christophorus 8
Schruns-Heliport Sanatorium Dr. Schenk			22 February 2019
OE-XSE	A109SP	Schenk Air	Robin 1
Ludesch			22 February 2019
OE-XFT	AS350B3e	Wucher	
OE-XGA	AS350B3	Wucher	

As there were a lot of flights the day before to the local hospital in Zams, we tried our luck. Probably because of heavy overcast and low clouds, there was no activity at all. After a while, we continued to St. Anton am Arlberg. The based helicopter, Gallus 3, is rented by Wucher from SHS. Upon arrival, we already heard the sound of running engines. We were just in time to catch departure. We noticed they were flying with a crew of two instead of three. After 5 minutes the EC135 returned and we understood it was a test flight. The helicopter could not be repaired and was declared grounded. She needed to be replaced with a backup later that day. Thus, no need to stay any longer and we continued to Vorarlberg. Just before we arrived at Schenk Air facility, we spotted an EC135 of ÖAMTC in the village searching for a landing spot. We decided to have a look first. The Christophorus 8 landed close to the ski-lift. This also meant, we could skip our last destination planned for later today. It appeared that due to the low clouds, the helicopter could not reach the incident location and the poor patient was transferred with the cabin lift downhill, where medical treatment could finally start.

We continued to Schenk Air again. On the roof is their second and last AW109SP. The fleet consists only of two helicopters, both equipped with a hoist. Both bases are combined with a medical clinic. Meaning this company can provide transport to a clinic as well as medical treatment. An interesting business model. Our final stop was the homebase of Wucher in Ludesch. Outside their maintenance area, we noticed two AS350's.

Balzers			23 February 2019
HB-XHB	Bell 47G-3B-1		
HB-ZIH	Kaman K1200	Rotex	
HB-ZNI	AS350B3	Swiss Helicopter	
HB-ZSJ	EC135P1	Lions Air	
HB-ZTL	R66	Valair	
Hohenems			23 February 2019
OE-BXK	AS350B3	Polizei	

Friedrichshafen-Städtisches Krankenhaus 23 February 2019
D-HRTE EC135T3 DRF Christoph 45
Target for today was Liechtenstein. We decided to avoid the highway via Switzerland and crossed a vast part of Liechtenstein. Interesting, but not so impressive. The only heliport within this small country is located directly near the Swiss border. Christoph Liechtenstein is operational since 19th December. In addition to Liechtenstein, they are operate cross-border in Switzerland, Austria and sometimes

Germany. Although we have seen many EC135's this week, this is the only operating with an hoist and operating twentyfour hours. The operator is Lions Air. Various other companies are located at this heliport, resulting in many types. In addition to Swiss Helicopter we saw an old Bell 47. Fortunately there was a flight planned and it was fantastic to watch this old bird flying.

We returned back to Austria and visit Hohenems. Objective was the Polizei. Fortunately they were friendly to move the Ecureuil outside for taking our pictures.

Next stop was Christoph 45 In Friedrichshafen, Germany. Their EC135 returned when we arrived. Last stop was Christoph 17 in Kempten. While Friedrichshafen was warm and without snow, it was very white again in Kempten-Durach. The grass strip was still covered with snow. Target was their upgraded EC135T3. The expected machine D-HZSQ was outside, but not at the platform. We were lucky, as they just swapped machines. The Christoph 17 was on a mission and returned after a while. Within an hour we saw both T3's within the inventory of the BMI.

Kempten-Durach 23 February 2019

D-HZSQ	EC135T3	BMI	
D-HZSR	EC135T3	BMI	Christoph 17

As it was getting darker, we returned home. Result of one week: 29 locations, most targets achieved and only one day without sunshine. It was time well spend.

Credit: Michiel van Herten

Day Trippin'

Singapore

Singapore Changi Airport 8 March 2019

4R-ANF	A321-251N	SriLankan Airlines
9M-AJX	A320-216	Air Asia
9M-AQE	A320-216	Air Asia
9M-AQO	A320-216	Air Asia
9M-FFF	B737-8FZ	Malaysia Airlines
9M-LCP	B737-8GP	Batik Air Malaysia
9M-MXA	B737-8H6	Malaysia Airlines
9M-MXW	B737-8H6	Malaysia Airlines
9M-RAA	A320-216	Air Asia
A6-EDJ	A380-861	Emirates
A7-AND	A350-1041	Qatar Airways
B-16728	B777-36NER	Eva Air
B-1711	B737-87L	Shenzhen Airlines
B-1756	B737-87L	Shenzhen Airlines

B-1803
B-18301
B-1860
B-6846
B-7227
B-7879
B-LNV
B-LXC
D-AIXJ
ET-AOS
F-GSQV
G-XLEK
HS-ABG
HS-PGT
HS-TJH
HS-TKD
HZ-AR23
JA710J
JA873A
N948FD
PK-AXS
PK-AXV
PK-AXY
PK-GDA
PK-GMR
PK-GMV
PK-GNJ
PK-GRH
PK-LAQ
PK-LJS
PK-LKF
RP-C3250
RP-C3348
RP-C8781
S2-AHO
TC-LJB
VH-QPE
VH-QPF
VN-A326
VN-A399
VN-A663
VT-JGW

Hub traffic

JetStar	A320 (8)
Scoot	B787 (18)
Silk Air	B737 (12)
Singapore Airlines	A330 (7), A350 (3), A380 (2), B777 (10), B787 (2)
SIA Cargo	B747 (1)

Credit: Jeep Stoker

A320-214
A330-302
A320-214
A320-214
B737-8LW
B787-9
A330-243F
A350-1041
A350-941
B787-8
B777-328ER
A380-841
A320-216
A319-132
B777-2D7
B777-3D7
B787-9
B777-246ER
B787-9
B757-236SF
A320-214
A320-216
A320-216
B737-8
B737-8U3
B737-8U3
B737-8U3
CRJ-1000
A320-214
B737-8GP
B737-9GPER
A320-214
A330-343E
A330-343
B737-8E9
B777-3F2ER
A330-303
A330-301
A321-231
A321-231
A320-214
B737-85R

China Southern Airlines
China Airines
China Eastern Airlines
Air China
Hebei Airlines
Air China
Hong Kong Airlines
Cathay Pacific
Lufthansa
Ethiopian Airlines
Air France
British Airways
Thai Air Asia
Bangkok Air
Thai Airways
Thai Airways
Saudi Airways
JAL
ANA
FedEx
Indonesia Air Asia
Indonesia Air Asia
Indonesia Air Asia
Garuda Indonesia
Garuda Indonesia
Garuda Indonesia
Garuda Indonesia
Garuda Indonesia
Batik Air
Lion Air
Lion Air
Cebu Pacific Air
Cebu Pacific Air
Philippines Airlines
Biman Bangladesh
Turkish Airlines
Qantas
Qantas
Vietnam Airlines
Vietnam Airlines
Vietjet Air
Jet Airways



One day at Singapore-Changi shows a lot different carriers. One of them was Cebu Pacific Air A330 RP-C3348. This A330 has an all economy cabin with 437 seats. (Singapore-Changi, 8 March 2019, Jeep Stoker)

USS John C. Stennis in Marseille

Marijn van der Burgt



F/A-18F 166847/NG-104 is one of the 44 F/A-18E/Fs embarked on the USS John C. Stennis. It belongs to VFA-41 Black Aces. (All photos taken at Marseille, 28 April 2019, Marijn van der Burgt)

During the night from Friday 26 April to Saturday 27 April the huge nuclear powered aircraft carrier USS *John C. Stennis* (CVN-74) arrived in the port of Marseille for a five day visit.

Although occasionally aircraft carriers do visit ports in southern Europe, this port visit was extra special. As the *Stennis* has its home port at Naval Base Kitsap in Bremerton near Seattle (WA) on the West coast, the carrier is usually not deployed to this side of the Atlantic Ocean. Normally it is allocated to the 3rd, 5th and 7th Fleets. As a result, the *Stennis* was never deployed to Europe before.

The reason for the transit through Southern Europe is its change of home port to Norfolk (VA). At Norfolk the carrier is scheduled to undergo a refuelling and complex overhaul (RCOH) at Newport News Shipbuilding. The USS *Carl Vinson* (CVN-70) will move from San Diego (CA) to Naval Base Kitsap-Bremerton to go through a period of maintenance. The USS *Abraham Lincoln* (CVN-72) will move from Norfolk to San Diego to replace the *John C. Stennis*.

History

On 29 March 1988 the Newport News Shipbuilding was awarded a contract to build the nuclear aircraft carrier of the Nimitz-class. Three years later the keel was laid. The ship was christened on 11 November 1993, in honour of Senator John Cornelius Stennis who served in the Senate for more than 41 years from 1947 to 1989. The carrier's name implies peace through strength, just as Senator John C. Stennis was referred to as an "unwavering advocate of peace through strength". John C. Stennis died one year before the christening, so his daughter attended the ceremony. The *John C. Stennis* was commissioned on 9 December 1995 at Naval Station Norfolk (VA) and conducted flight deck certification in January 1996.

On 26 February 1998 she left Norfolk for her maiden deployment to the Persian Gulf. From there she travelled to her new home port Naval Air Station North Island in San Diego. Other major overseas deployments to the Indian Ocean, Arabian Sea, Red Sea and Persian Gulf started in 2000, 2001, and 2004.

In January 2005 she changed home port to Bremerton from where she deployed for several months in 2007, 2009, 2011, 2012 and 2016.

In 2017 the preparation for the next deployment started, with flight deck certification and Carrier Air Wing 9 (CVW-9) carrier qualifications off the coast of southern California, followed by routine training in 2018. The final stage was the Composite Training Unit Exercise (COMPTUEX), again off the coast of California in August/September 2018.

Current Deployment

On 15 October 2018 *Stennis* departed Bremerton on a scheduled deployment to the US 3rd Fleet area of operations (eastern and northern Pacific), US 7th Fleet area of operations (western Pacific, Asia and Oceania), before joining the 5th Fleet (Persian Gulf, Red Sea, Arabian Sea, and parts of the Indian Ocean). The *John C. Stennis* strike group (Carrier Strike Group Three) is equipped and trained to work as a forward deployed force, providing a deterrent force as well as serving to protect US interests abroad.

The aircraft carrier *John C. Stennis* is the flagship of the strike group, and hosts the group's air wing, Carrier Air Wing 9 (CVW-9). The wings consists of four Strike Fighter Squadrons with F/A-18E/F Super Hornets, one Electronic Attack Squadron equipped with the EA-18G Growler, one Carrier Airborne Early Warning Squadron with E-2 Hawkeyes, and two helicopters squadrons (maritime strike/sea combat) flying the MH-60 Seahawk. Logistic fleet support is carried out by contractors (for example vertical replenishment by (ex-Bundespolizei) SA330 Puma helicopters of EP Aviation and Sqn Helo 7 LLC) and the Fleet Logistics Support Squadron detachment. The latter provides long-range logistic support with two C-2 Greyhounds.

Two of the embarked Strike Fighter Squadrons, VFA-14 *Tophatters* and VFA-41 *Black Aces*, are, in contrast to the aircraft carrier and the other squadrons, very well known in Europe for the F-14 Tomcat operations and deployments to

Europe in 1980/1990s. After their last F-14 cruise, VF-14 and VF-41 relocated from NAS Oceana (VA) to NAS Lemoore (CA) and began the transition to the F/A-18 Super Hornet.

From 23 April 2019 a rare occasion happened in the Mediterranean. The *John C. Stennis* Carrier Strike Group (CSG-3) and the *Abraham Lincoln* Carrier Strike Group (CSG-12) were conducting dual carrier operations, providing an opportunity for two strike groups to work together alongside key allies and partners in the US 6th Fleet area of operations. With two US aircraft carriers operating in the Mediterranean Sea for the first time since 2016, it would be hard for Russia to miss the intended message. The *Abraham Lincoln* and *John C. Stennis* carrier strike groups, together with the US Air Force's 603rd Air Operations Center, demonstrated pre-planned, long-range targeted strike capabilities in coordination with the Romanian Air Force in Romania on April 25.

Next Leg

Although the US Navy does not comment on upcoming relocations, the *John C. Stennis* was already 6,5 months away from home out of the planned 7 month-deployment. Scramble assumes the next stop after Marseille will be the new home port in Norfolk. All embarked squadrons will eventually relocate to their home bases in California (NAS Lemoore, NAS Point Mugu and NAS North Island) and Washington (NAS Whidbey Island).

Squadrons and aircraft detached

VFA-41 "Black Aces" F/A-18F

166842/NG-100 166844/NG-101 166845/NG-102 166846/NG-103

166847/NG-104 166848/NG-105 166849/NG-106 166850/NG-107
166851/NG-110 166981/NG-111 166853/NG-112 166854/NG-113

VFA-14 "Tophatters" F/A-18E

168927/NG-200 168926/NG-201* 168905/NG-202 168868/NG-203
168865/NG-204 168915/NG-205 168917/NG-206 166481/NG-210
168482/NG-211 168483/NG-212 168484/NG-213 168468/NG-214

VFA-97 "Warhawks" F/A-18E

168867/NG-300 168866/NG-301 168869/NG-302 168870/NG-303
168871/NG-304 168872/NG-305 168873/NG-306 168874/NG-307*
168875/NG-310 168876/NG-311

VFA-151 "Vigilantes" F/A-18E

168471/NG-400* 168480/NG-401 168472/NG-402 168473/NG-403
168475/NG-405* 168476/NG-406 168477/NG-407 168478/NG-410*
168479/NG-411 166828/NG-412

VAQ-133 "Wizards" EA-18G

168376/NG-500 168254/NG-501 168378/NG-502 168379/NG-503
168380/NG-504

VAW-117 "Wallbangers" E-2C

165814/NG-600* 165820/NG-601 165824/NG-602 165823/NG-603

HSC-14 "Chargers" MH-60S

168574/NG-610 168567/NG-618 168555/NG-612 168557/NG-613
168553/NG-614 168559/NG-617

HSM-71 "Raptors" MH-60R

168171/NG-700 168169/NG-701 168174/NG-703 168178/NG-706*
168172/NG-707

* below deck in hangar bay.

Not on board, but allocated to CVW-9 were VRC-30 Det.4 C-2As 162152/32 and 162178/36.

On board USS Mobile Bay were HSM-71 MH-60Rs 168133/702 and 167007/712 (not coded NG).



MH-60S 168553/NG-614 is part of the helicopter complement of CVW-9, operated by HSC-14 "Chargers". The other helicopter squadron embarked is HSM-71, which operates the MH-60R.



Electronic attack capability is provided by the EA-18G Growlers from VAQ-133 "Wizards". Seen here is CAG-bird 168376/NG-500.

HAI Heli-Expo 2019



Chris Ufkes

The 'nexus of transport and technology and of comfort and convenience' according to Bell. The hybrid-electric vertical takeoff and landing (eVTOL) aircraft was one of the highlights at this years Heli-Expo in Atlanta. The "air taxi" concept is powered by the Safran Hybrid-Electric Propulsion System (HEPS). (Heli-Expo, 7 March 2019, Lukas Kinneswenger)

The annual HAI Heli-Expo took place at the Georgia World Congress Center in Atlanta, Georgia from 4 till 7 March 2019.

Airbus Helicopters displayed the new five-bladed H145 and the H125 in a law enforcement configuration. Airbus Corporate Helicopters presented the ACH145, equipped with a Mercedes-Benz Style interior. The conceptual EMS mock-up of the H160 made its U.S. debut. Airbus conducted flight demonstrations with an H135 in a U.S. Navy paint scheme, as the company is offering a partnership with the U.S. Navy to deliver the H135 as the training solution for its rotary-wing fleet replacement.

The new five-bladed H145 secured launch customers in key market segments with orders for ten units being announced at the show as well as retrofits for nine helicopters. Certification of the five-bladed H145 is planned for 2020. North Carolina air medical operator Dare County MedFlight will be the first customer in North America to retrofit its helicopter to the new five-bladed version. Chicago-based customer David MacNeil is the first business and private aviation customer

in North America to choose the new five-bladed H145. Forest Helicopters has signed an order for a H125 helicopter from Airbus Helicopters Canada. Airbus has signed an order for an ACH160 with an undisclosed Canadian customer. The sale of an Airbus ACH160 private helicopter to a European customer. Swiss helicopter operator LionsAir will fly and maintain the aircraft on behalf of the undisclosed client.

It was announced that the Serbian Police would be receiving three Airbus H215s for delivery in 2021 and 2022.

Norwegian Air Ambulance Foundation (NAAF) has become the launch customer in the emergency medical services (EMS) sector for the new H145 helicopter unveiled at the Heli-Expo 2019 exhibition. HealthNet Aeromedical Services headquartered in Charleston, West Virginia, announced an order for one EC145e helicopter from Metro Aviation as part of the program's latest fleet expansion.

Longstanding Airbus Helicopters customer Air Medical Group Holdings (AMGH) ordered 21 helicopters, a mix of single-engine H125s and twin-engine H135s.



Lobo Leasing Limited signed a contract with Everett for a utility S-92A helicopter that will support oil and gas and utility operations. 5Y-EXZ will depart for Africa to conduct oil and gas and utility operations after the event has ended. It will initially be based at Everett's headquarters facility in Dar es Salaam, Tanzania. (Heli-Expo, 7 March 2019, Kenneth I Swartz -Vertical Flight Society)



MD Helicopters was not the only company involved in a military race. Airbus Helicopters operated demo flights with H135 N499AH, adorned with NAVY marking. (Heli-Expo, 6 March 2019, Kenneth I Swartz - Vertical Flight Society)



Workhorse Group was the second company at the expo with an air taxi concept. The main difference was that their craft Surefly N834LE has actually flown. (Heli-Expo, 6 March 2019, Kenneth I Swartz - Vertical Flight Society)



Enstrom delivered a series 280FX at the expo to a French operator. F-HPUX has yet to enter the French register. (Heli-Expo, 7 March 2019, Kenneth I Swartz - Vertical Flight Society)

Regi	Type	Operator	c/n	Remark	Arr	Dep
mockup	Bell Nexus	Bell		full scale mockup		
mockup	H145	Airbus Helicopters		new five-blade rotor		
mockup	H160	Airbus Helicopters		Metro Aviation medical interior		
mockup	SH09	Kopter		Grand Canyon Helicopters colours		
mockup	MD969	MD Helicopters		Combat Attack Helicopter configuration		
10-72133	UH-72A	2-151st AVN	9360	Georgia ANG	-	-
5Y-EXZ	S-92A	Everett Aviation	920140	ex N850AR	-	-
B-	AW109 Trekker	Leonardo		People's Insurance Company of China titles	-	-
C-GBOQ	Bell 505	Mecaer	65180		28	07
F-HPUX	Enstrom F280FX	Enstrom	2167	ex N861EE	-	-
N7NU	Bell 427	HeloAir	56025		01	08
N13EC	EC130B4	Eurotech Vertical Flight Solutions	4346		28	08
N34UE	Bell 429	Bell	57081		28	08
N40YR	R22B2	Robinson	4797	representing the 40 Yrs since FAA certified the R22	02	08
N55UP	Bell 206B	Universal Helicopters	3750		02	08
N60CU	UH-60	Coulson Unical		to be marketed as the CU60	-	-
N60FW	UH-60A	Ace Aeronautics	70-197	(ex 80-23439)	01	08
N60XP	BHI H60	Brown Helicopter	70-1131	(ex 87-24610)	-	-
N67PB	OH-6A	Tradewind International	0411	(ex 67-16026)	-	-
N76GA	S-76C+	Summit Aviation	760498		-	-
N98SR	AS350BB	Panterra Heli Support	3013		02	08
N118UJ	AW169	Leonardo	63036		01	08
N125LN	AS350B2	Airlife Georgia	4145	at the United Rotorcraft booth	02	08
N127AP	Bell 206B	USATS	4460		-	-
N160CC	H125	Hillsborough County Sheriff	8505		28	08
N160EB	CH-47D	Coulson Unical	M3440	to be marketed as CU47. (ex 92-00299)	-	-
N60TH	Bo106S	Chuck Aaron Aerobatics	S-610	named 'the Animal'	-	-
N161LG	H125	AeroBrigham [TBC]	8450		01	08
N206DB	Bell 206L4	Meridian Helicopters	52127	for South Utah University	02	07
N234UH	R22	Universal Helicopters	4653		01	07
N244AA	UH-60A	Sierra Nevada Corporation	70-930	(ex 85-24441)	02	08
N245AR	Bell 206B	RMCI	4398		28	07
N283HF	Bell AH1	Army Aviation Heritage Foundation	20039	(ex 66-15283)	-	-
N354HF	UH-1H	Army Aviation Heritage Foundation	11642	(ex 69-15354)	-	-
N360JF	Schweizer 330	Schweizer	0031A		-	-
N369TV	MD530F	Tennessee Valley Authority	0269FF		01	08
N445CH	EC145	Children's Healthcare of Atlanta	9729		28	08
N447BA	R44	USATS	2263		-	-
N480PP	Enstrom 480B	Enstrom	5120		28	08
N505CQ	Bell 505	Bell Helicopter Textron	65055		28	07
N505GT	Bell 505	Sureflight	65119		28	07
N518WF	EC135P2+	Wake Forest Aircare	0713	Metro Aviation	28	08
N553XB	S-76D	Sikorsky	761019		01	08
N683DN	UH-60A	Rogerson Kratos	70-506	(ex 82-23683)	-	-
N731TA	Schweizer 300CBi	Schweizer	0236		-	-
N765KV	MD500E	Haverfield International	0082E		-	-
N797NA	Guimbal G2	Guimbal	1221	borrowed from Precision Helicopters	01	08
N834LW	Surefly	Workhorse Group	00001		-	-
N870AL	S-76C+	AAR	760606		01	08
N924SP	Bell 429	Georgia State Patrol	57151		28	08
N963KP	AW119Kx	Kinetica	14949		28	07
N980AA	EH-60A	USATS	70-1064	(ex 85-24480)	-	-
N499AH*	H135	Airbus Helicopters	2068	Advance Navy Helicopter Trainer Proposal	-	-
N4047G	R44	Robinson	14287		02	08
N4047M	R66	Robinson	0912		02	08
N75140	UH-1H	Friends of Army Aviation, Ozark	12947	(ex 71-20123)	-	-

*The Airbus Helicopters H135 NAVY trainer proposal operated demo flights from the nearby heliport.

Swiss Air-Rescue Rega has taken the decision to retrofit its entire H145 fleet of seven helicopters to the new five-bladed version making them the launch customer for the retrofit of the new H145.

Airbus Helicopters wrapped up the 2019 edition of Heli-Expo with 43 orders announced for the whole Airbus civil product range. The Bell Nexus air taxi concept made its HAI Heli-Expo debut in the form of a full scale mock up. Full scale, full power, wind tunnel tests have recently taken place. Bell expects to certify the aircraft mid 2020.

Bell and JB Investments, Independent Representative for Bell in Poland, announced the sale of three Bell 407GX Helicopters to the Polish Police and one Bell 407GX to a corporate customer. This is the first sale of the Bell 407GX

to a European law enforcement agency. Meridian Helicopters announced it has sold and delivered a Bell Helicopter 206L4 to Southern Utah University. PhilJets, one of the leading business aviation companies in the Philippines, has ordered three brand new Bell 505 helicopters.

Enstrom Helicopter Corporation delivered their newest 280FX to the French training company Golf Tango at Heli-Expo in Atlanta. Gérard Taunay, founder of Golf Tango was on hand, along with François Gatineau, CEO of Rotor and Aircraft, the Enstrom dealer in France. The new 280FX will be operated from Golf Tango's main base at Toussus le Noble but also from their secondary base at Le Havre in Normandy for tourist flights. Heli-Club of Paris will also enjoy that 280FX for their private flights. Enstrom has also mentioned that their TH180 training helicopter is currently on hold.



The five-bladed H145 was one of the innovations at the event. Officially certified as the BK117D3 the five-bladed rotor will be offered new by Airbus Helicopters or as a retrofit. (Heli-Expo, 5 March 2019, Lukas Kinneswenger)

Kopter Group had a full-scale mock-up of its new SH09 helicopter on display outfitted with a seven-seat transport configuration (five passengers and two pilots) engineered and manufactured by Metro Aviation. The SH09 mock-up was presented in the livery of Papillon Helicopter's "Grand Canyon Golden Eagle" paint scheme. Louisiana Governor John Bel Edwards and Kopter Group's CEO Andreas Löwenstein jointly announced that Kopter will establish a new production facility for its SH09 helicopter in Lafayette, Louisiana.

The MD Helicopters MD 969 Combat Attack Helicopter was revealed at HAI Heli-Expo 2019. This is a military derivative of the MD902. The company CEO Lynn Tilton mentioned that the company is pitching the MD969 at the US Army's upcoming Future Attack Reconnaissance Aircraft (FARA) requirement.

Sikorsky launched the S-92B upgrade becoming the first production aircraft to incorporate Sikorsky's Matrix autonomous technology. While newly-produced aircraft containing the upgrade will be marketed as the S-92B, existing S-92s that are modified through a kit will be re-designated as S-92A+ aircraft.

Bell 505 N505YY operated demo flights from Fulton County Airport. Over fifty helicopters flew into Atlanta for the Heli-Expo. In 2020 HAI's Heli-Expo will take place at the Anaheim Convention Center & Arena, Los Angeles from 27 till 30 January.

Credits: Lukas Kinneswenger, Kenneth I Swartz, Helis.com, Airbus Helicopters, Bell, Kopter, Leonardo, Copters list.



The MD969 Combat Attack Helicopter by MD Helicopters was revealed at Expo. This is a military derivative of the MD902. Although listed as a mockup, there are speculations that this is actually modified MD902 N900MH (msn 900-00008) (Heli-Expo, 5 March 2019, Lukas Kinneswenger)



The Berlin Airlift at 70

Gert Jan Mentink

An image of Tempelhof airport with its typical horse-shoe shaped airport building. The scene obviously illustrates the early days of the Airlift in 1948, when most of the operated aircraft were C-47s. Only one C-54 Skymaster can be distinguished as no. 1 in the row (USAF photo)

Seventy years ago

This month, we commemorate the 70th anniversary of the Berlin airlift, which ended on 12 May 1949. The operation, one of the major clashes of the Cold War, was the ultimate effort of the Western Allies to help the people of West Berlin. In one year, aircrews from the United States Air Force, the Royal Air Force, the French Air Force, the Royal Canadian Air Force, the Royal Australian Air Force, the Royal New Zealand Air Force, and the South African Air Force flew over 200,000 sorties. The airlift was the greatest and largest air supply operation ever attempted, or even likely to be attempted again.

How it began

Early in 1945, during the Jalta conference, so even before VE day, the Allies had already worked out plans for a split up of Germany. Immediately after the victory, during the Potsdam conference, the division of the conquered Germany was materialized. The Americans, British, French and Soviets were to have their own part of the country, and even the capital Berlin (located in the Soviet controlled part of the country) was divided into four sectors. Admission from West Germany to the Western sectors of Berlin was permitted by the Soviets. But this was something that was not going to last for ever.

April Crisis and the Little Airlift

By the end of March 1948, the Soviets decided to restrict Western military and passenger traffic between the American, British and French occupation zones and Berlin. Each train and truck was to be searched by the Soviet authorities. On 2 April, the American commander, General Lucius D. Clay, ordered a halt to all military trains and required that supplies to the military garrison be transported by air. This was to become known as the 'Little Airlift'. And although the Soviets soon eased their restrictions, the Americans decided to continue the build-up of supplies, making some twenty flights a day. Simultaneously the British had decided to run an airlift in support of their troops in Berlin. In the same period, Russian fighterplanes began to violate West Berlin

airspace. They also started to buzz closely along Western aircraft flying to or from Berlin. On 5 April things went terribly wrong when a Soviet Air Force Yakovlev Yak-3 fighter collided with a British European Airways Vickers Viking 1B airliner G-AIVP (229) near RAF Gatow airfield, killing all aboard both aircraft. Slowly but gradually the tension between the two powers increased.

Blockade

Plans to introduce a new currency (the Deutsche Mark) were something to which the Soviets were strongly opposed. But in June, the Western Allies continued their plans to do so, and as a reaction, the Soviets blocked all canals, motorways and railways leading to West Berlin as from 24 June 1948. It was one of the first major international crises of the Cold War. Within two days the first activities were there to support the two million people of West Berlin by the only possible way left: through the air! To work out this plan, the U.S. general in charge of the U.S. Occupation Zone in Germany, General Lucius D. Clay contacted his colleague, General Curtis LeMay



RAF Dakota KN701 based at RAF Gatow, was one of the aircraft that was used to transport German civilians in and out of Berlin (IWM)

who was the Commander of United States Air Forces in Europe (USAFE). Of course they consulted Britain's Royal Air Force (RAF) about a possible joint airlift. They found out that the British, too, had been flying a 'little airlift' to supply their own troops.

British calculations

And that the British Air Commodore Reginald Waite had been doing his homework and had calculated the resources required to support the entire city. Supplies totalling 1500 tons of food and 3500 tons of coal, diesel and petrol were required daily. And although this seemed impossible, there was one man who thought it could be done. The man was General Albert Wedemeyer, who had been the US commander during the American airlift from India over the Hump of the Himalayas to China during WW II. This had been the previously-largest airlift in history. With his endorsement the British and Americans agreed to start a joint operation without delay. Brigadier General Joseph Smith, headquarters commandant for USAFE was appointed to Provisional Task Force Commander of the airlift on 24 June. On 26 June 32 C-47s lifted off for Berlin hauling 80 tons of cargo, including milk, flour, and medicines. Two days later, on 28 June 1948, an RAF Dakota, taking off from Wunstorf at 06.00 hrs, was the first of thirteen aircraft to deliver food to Gatow that day. At that time, the airlift was expected to last three weeks.

Allied cooperation

A transport miracle, planned by the RAF Transport Command Commander-in-Chief, was about to unfold. The operation was initially called 'Carter Patterson' but has become known in history as 'Operation Plainfare' (British) or 'Operation Vittles' (American). The contribution of the RAAF was flown as 'Operation Pelican'. Soon the elementary structure of an airlift was revealed, with an American Commander and a British Second-in-Command. They were lucky that, so soon after the end of WW II, a large number of fully trained transport pilots were available. It was decided that during the operation, the RAF was to do most of the work on the ground, as the British Zone of Germany was geographically nearest to Berlin. For the same reason, all German passengers flying in and out of Berlin (totalling 67.000 during the blockade) were transported by the RAF.

Increasing the capacity

Very soon it was clear that the aircraft available in Germany at that time (only two groups of USAFE C-47s) would not be able to deliver enough tons of supplies (maximum capacity of a C-47 was 2700 kgs) The USAFE, with 100 daily round trips



RAF Short Sunderland VB389 'NS-D' delivers its goods to the population of Berlin (IWM photo)

would be able to haul about 300 tons of supplies a day. The RAF was somewhat better prepared, since it had already moved some aircraft into the German area, and they expected to be able to supply about 400 tons a day. It was therefore, that the Americans decided to bring in more C-54 Skymasters, with a capacity of 10.000 kgs of cargo. So from all over the world, sometimes from faraway places like Alaska, Guam, Honolulu, Japan, Panama, and the USA, all the C-54s and Navy R5Ds they could lay their hands on, were accumulated.

British solution

As the British limited number of large four-engine transport aircraft (they could use a maximum of 40 AVRO Yorks), they decided to bring in all the capacity they could find, including civilian airliners. RAF Dakotas teamed up with civilian ones, but also with (Silver City) Bristol Freighters / Wayfarers, Handley Page Halifaxes and Haltons, all flying out of Fuhlsbuttel, near Hamburg. Other civilian types like the AVRO Lancastrian and the fuel carrying AVRO Tudor flew from Wunstorf. And, little known, the British even flew in supplies with RAF Coastal Command Short Sunderlands and BOAC Short Hythe flying boats. From July 1948 they flew from Finkenwerder on the Elbe near Hamburg to the Havel river next to Gatow, their corrosion-resistant hulls suited them to the particular task of delivering baking powder and other salt into the city. Late in 1948, another airfield was opened, Schleiswigland that gave home to the RAF's latest transport, the Handley Page Hastings.

Airways

With all the options for surface transport blocked, the only way was through the air. Unfortunately the Western Allies were only permitted the use of three air corridors. The Northerly corridor was used by the RAF to fly into Berlin,



U.S. Air Force Pacific Division Douglas C-54E-1-DO Skymaster (s/n 44-9030) being unloaded during the Berlin Airlift. This aircraft was later converted to a C-54M and retired to the MASDC on 26 July 1965. Today it is on display at the USAF Air Mobility Command Museum, Dover Air Force Base (DE), USA. (National museum of the U.S. Air Force photo)



Map of the air corridors and important airfields during the Berlin Airlift (Air Force Historical Support Division)

while the most Southerly corridor was used by the USAFE for the same purpose. The central corridor was used as exit route for both. Using the corridors to maximum efficiency, the aircraft would take off every four minutes, flying at equal speed, 1,000 feet higher than the flight in front. This pattern began at 5,000 feet and was repeated five times, a system referred to as 'the ladder'. Because of the short distance, USAFE C-54s initially flew to Gatow in British zone. But it was soon decided that these would fly from Rhein-Main and Wiesbaden to Tempelhof. Both at Gatow and Tempelhof a transport would land every four minutes (five in adverse weather), day and night! Soon a third airfield was constructed, this time in the French sector, Tegel. The heavy machinery to build the airfield was flown in by Fairchild C-82 Packets. Diverting a substantial amount of RAF flights to Tegel meant a relief for Gatow.

New commander

Already by the end of July, it became clear that a long-term airlift was necessary. Unfortunately, the USAFE as a tactical organisation proved incapable of handling something as complicated as an airlift. Inadequate maintenance, some transports standing idle and disused, and crews not being efficiently used, were regularly seen problems. This was recognised by the United States National Security Council and soon a new commander was appointed, Maj. Gen. William H. Tunner. He was well known for the fact that he had reorganised the Hump airlift between India and China, doubling the tonnage and hours flown. On 28 July 1948, Tunner arrived in Wiesbaden to take over the operation. He shook up the entire airlift operation, reaching an agreement with LeMay to form the Combined Air Lift Task Force (CALTF) to control both the USAFE and RAF lift operations from a central location.

Black Friday

Obviously not superstitious, Maj. Gen. Tunner decided to personally visit Berlin on Friday the 13th. It proved to be a bad idea: the extremely low cloud base and heavy rain showers made radar visibility poor with dramatic result. A C-54 crashed and burned at the end of the runway, and a second one landing behind it burst its tires while trying to avoid it. A third transport ground looped after mistakenly landing on a runway under construction. So all landing traffic was blocked.

Meanwhile new transports flew in every four minutes and kept circling over Berlin in thick clouds, creating an extreme risk of mid-air collision. Obviously Tempelhof control had lost its control over the situation and Tunner radioed that all stacked aircraft except his own were to be sent home immediately. From that day on, the 13th of August would be known as 'Black Friday'

Only one chance

Black Friday was to be a turning point as Tunner immediately instituted a number of new rules. At all times, regardless of actual visibility, instrument flight rules (IFR) would be in effect and each sortie would have only one chance to land in Berlin, returning to its air base if it missed its approach, and only then come back for a second chance. Stacking was completely eliminated. With the procedure changed to straight-in approaches, it appeared that now 30 aircraft could be landed in the same time as it had taken to land nine planes before. Accident rates and delays dropped immediately. Tunner also decided, as he had done during the Hump operation, to replace the C-47s in the airlift with C-54s. It took just as long to unload a 3.5-ton C-47 as a 10-ton C-54. One of the reasons for this was the sloping cargo floor of the 'taildragger' C-47s, which made truck loading difficult. The tricycle geared C-54's cargo deck was level, so that a truck could back up to it and offload cargo quickly. And Tunner had noticed something else: the long delays while crews were getting refreshments from the terminal. As a solution he ordered his crews to stay on-board and have their refreshments delivered at their planes by converted Dodge WC-62 mobile snack-cars.

Changing the ladder

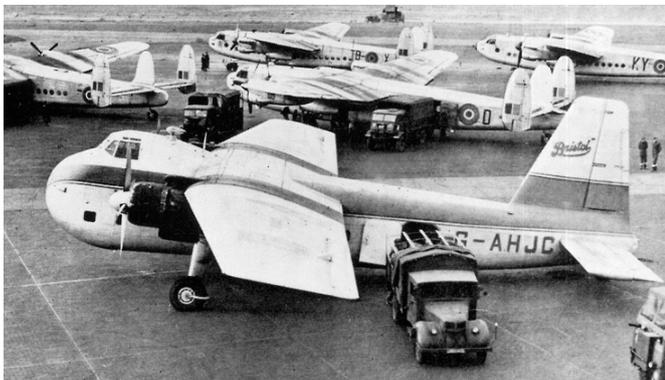
Tunner also decided to tighten the rules for the 'ladder' system. To maximise the utilisation of a limited number of aircraft, the interval between aircraft was decreased to three minutes, with only 500 feet (150 m) of vertical separation, stacked from 4,000 feet (1,200 m) to 6,000 feet (1,800 m). Tunner also shortened block times to six hours to squeeze in another shift, making 1,440 (the number of minutes in a day) landings in Berlin a daily goal. His purpose, illustrating his basic philosophy of the airlift business, was to create a kind of 'aerial conveyor belt' that could be sped up or slowed down as situations might dictate. The most effective measure taken by Tunner, and the most initially resisted until it demonstrated its efficiency, was the creation of a single point for the control of all air movements into Berlin, rather than each air force doing its own.

Navigation aid

The British Air Traffic Control used the most modern equipment, a must while safely guiding this continuous stream of cargo planes. Both airfields, Gatow and Tempelhof, were equipped with GCA, located in two caravans parked along the runway. Another novelty was the RAE (Royal Aircraft Establishment) developed series of cross-bar sodium approach lights. Of course crews used ground beacons to enter their designated corridor. RAF crews taking off from Fassberg and Celle headed for Frohnau and then to Gatow. The USAF crews flying out of Frankfurt-Rhein Main and Wiesbaden, followed Darmstadt, Aschaffenburg, Fulda, and then to Tempelhof.

Rosinenbomber

One of the Airlift pilots, a certain Gail Halverson, one day made friends with Berlin children and promised them to drop some candy while landing the next day. As a sign, he would wiggle the wings of his C-54, and then drop handkerchief parachutes with candy to the children waiting below. Soon his superior Tunner found out about these candy droppings and he immediately saw the promotional value of it. He introduced the term: 'Operation Little Vittles' which even encouraged American children and manufacturers to send



The British used every cargoplane they could find. Bristol 170 Mk IIA G-AHJC was used on the Berlin Airlift from September to November 1948. The aircraft was on lease to Silver City from the Bristol Aeroplane Company. It is accompanied by four RAF AVRO Yorks (Bristol photo)

candy to Germany. The children of Berlin were grateful for these treats and nicknamed the aircraft involved 'Rosinenbomber' or 'Raisinbombers'.

Success of the Airlift

Within two months after its start, by the end of August 1948, the Airlift was already a success. Daily operations flew more than 1,500 flights a day and delivered more than 4,500 tons of cargo, enough to keep West Berlin supplied. From January 1949 onwards, 225 C-54s (40% of USAF and USN Skymasters worldwide) were operated in the Airlift. Daily deliveries increased to 5,000 tons a day. The Berliners themselves solved the problem of the lack of manpower. Crews unloading and making airfield repairs at the Berlin airports were made up of almost entirely by local civilians, who were given additional rations in return. As the crews increased in experience, the times for unloading continued to fall, with a record set for the unloading of an entire 10-ton shipment of coal from a C-54 in ten minutes, later beaten when a twelve-man crew unloaded the same quantity in five minutes and 45 seconds.

The end of the Blockade

Finally, on 12 May 1949, the Soviets lifted their blockade of Berlin at one minute after midnight. But the Allies continued to fly supplies to Berlin, suspicious that the Soviets would change their plans. Slowly decreasing the intensity of flying, the build-up of a comfortable surplus of supplies went on, soon eliminating night and weekend flying. By 24 July 1949, the surplus was large enough to restart an airlift, if needed. The Berlin Airlift officially ended on 30 September 1949. In total, the allies made 278,228 flights in the Airlift during which the USAF delivered 1,783,573 tons and the RAF 541,937 tons. Nearly 75% of the total 2,326,406 tons forwarded, was coal. The Royal Australian Air Force delivered 7,968 tons of freight and 6,964 passengers during 2,062 sorties. The C-47s



A civil registered Avro Tudor V, G-AKBY, of Airflight Ltd (owned by the wartime commander of No 8 Group RAF, Air Vice Marshal Donald Bennett) refuels at Wunstorf aerodrome during the Berlin Airlift, November 1948. Tudor V aircraft were used as fuel tankers during the Airlift. (IWM)



Happy crewmembers celebrate the end of the Airlift in front of U.S.Navy R5D-2 BuNo 39114 (U.S.Navy photo)

and C-54s together flew over 92 million miles in the process, almost the distance from Earth to the Sun. At the height of the Airlift, one plane reached West Berlin every thirty seconds.

The toll

As mentioned before, the Airlift took its toll. Seventeen American and eight British aircraft crashed during the operation. However most of the 101 fatalities were due to non-flying accidents. The names of these 40 British, 31 American, one Australian (RAAF airman flying with No. 27 Squadron RAF) and 29 civilians (including eight German ground personnel) are inscribed in memorials both at Rhein-Main and Tempelhof.



The memorial at Frankfurt Rhein Main for the people that lost their lives during the Berlin Airlift. (Wikicommons)

Badger Air Militia

Report and photo's by Ivan Voukadinov



Two F-16s of the 115th Fighter Wing, 176th Fighter Squadron of the Badger Air Militia display their manoeuvrability high over Wisconsin.

Introduction

Deep in the American Midwest, just a couple of hours north of Chicago, one can hear the daily thunder caused by the engines of F-16s roaring over Madison, Wisconsin. It is here, at Dane County Regional Airport / Truax Field, that the 115th Fighter Wing and its 176th Fighter Squadron, known as the "Badger Air Militia", calls home.

History

The 115th FW traces its lineage from the 128th Fighter Wing and then even further back to the 176th Fighter Squadron, which gained federal recognition on October 6, 1948 which is considered the anniversary date for the squadron. Over the years, the unit has flown a wide variety of missions and aircraft types which included F-51s, F-89s, F-86As, F-102s, O-2As, OA-37s, and the A-10 Thunderbolt II. In 1992, the unit received their F-16s which they have been flying ever since.

115th FW today

Today, the 115th FW is one of twelve Air National Guard units that still fly the F-16C/D Fighting Falcon. As part of the Wisconsin Air National Guard, the unit is subordinated to the governor of Wisconsin who is also in Madison. The structure of the wing can be split up into four main parts. First is the 115th OG (Operations Group) which owns the flying mission and is responsible for everything related to it such as scheduling flights and training, intelligence, aircrew flight equipment, and etc. The 115th MXG (maintenance group) is responsible for all tasks related to maintenance of the aircraft. The third component is the 115th MSG (Mission Support Group) performs all other functions from civil engineering to base security. Finally, the last component is the Medical Group. The wing's F-16 jets are assigned to its 176th Fighter Squadron and they operate a minimum of 18, although currently the number is slightly higher, reaching up to 24. The current commander of the unit is Col. Erik Peterson.

The people

As is typical of National Guard units, the men and women of the 115th consist of a mix between full-time and part-time (traditional Guardsmen). About 1500 people serve with the

115th FW of which around 500 are full-time. The rest work a variety of civilian jobs, which ultimately brings a plethora of experience to the unit, as the knowledge and experience from those civilian jobs is also utilized while performing their duties for the 115th FW. Typically, part-time Guardsmen can work on base as little as a few days a month, although many work more than that. Once a month, there is a "drill weekend", where the full strength of the wing shows up to work and conduct training flights. Usually this is the time when the base is the busiest. This concept of a scalable force, is key to the efficiency of the National Guard, as this way there can be trained personnel ready to be activated to go to war if the need arises, but at the same time lead to huge cost savings due to their part-time status.

The pilots

Around 35 pilots are currently flying with the 115th FW and come from a variety of backgrounds and experience. About half are former active duty Air Force, some have been with the ANG throughout their flying careers, while others are former Navy and Marine Corps. There are also usually 3-4 current active duty pilots as well, under a program with the Air Force known as Total Force Integration (TFI). Typically, they serve a 3-year assignment with the 115th FW during which they completely integrate with the rest of the pilots, although they tend to fly a bit more due to their active duty status. A common misconception is that a "traditional" Guard pilot only flies one weekend a month. However, the minimum requirement for proficiency is 6 flights a month, which means these pilots have to report on base 1-2 times a week. Once a year, a hiring board replaces any pilots that may have left the unit, usually no more than 1-2. Overall the pilots fly around 150 hours per year.

The material: the F-16C/D

The 115th FW flies block 30 "big inlet" F-16C/D aircraft with an APG-68 radar. The big inlet refers to the fact that their jets are equipped with the more powerful GE F110 engine. The median age of these aircraft is now over thirty years, however they continue to receive software upgrades. Over the years, capabilities such as a helmet mounted cueing

system and SADL datalink have been added. Alongside the F-16s, the 115th FW also operates a single Fairchild RC-26B Metroliner.

Task one: Close Air Support

The bread and butter mission of the 115th FW currently is CAS (Close Air Support), which is also in high demand during combat deployments overseas. The vast training airspaces nearby and the Hardwood Range, just a short flight from the base, are both ideal for practicing this and the close proximity means that each and every training mission is very efficient. The aircraft spend almost no time flying to the training areas and instead can focus on their missions, which results in both cost savings and increased mission effectiveness. The F-16 is a platform which offers diverse combat capabilities, as such the wing takes advantage of this by training for most of them such as basic surface attacks, air interdiction, opposed interdiction, basic fighter maneuvers (BFM) and beyond visual range (BVR) air combat with both small 1v1 and large force 4vX engagements. The training is systemized using a syllabus which takes about eight months to go through, and this syllabus can be customized and modified to meet the training demands to prepare for an upcoming deployment. One particular mission profile which is not flown is suppression of air defense (SEAD), also known as "Wild Weasel" missions.

Tanker support

The location of Truax Field allows for easy tanker support with the 128th Air Refueling Wing in Milwaukee and the 126th Air Refueling Wing at Scott Air Force Base both a short flight away. The 115th FW takes advantage of this often, facilitating training by staying airborne for an extended period of time. Not too far away is the 148th FW in Duluth, Minnesota, another National Guard unit flying F-16s and sometimes participating in joint training with the 115th FW.

Task two: homeland defense

Outside of training, the 115th FW has a permanent homeland defense mission under Operation Noble Eagle, which is the ongoing NORAD mission started in response to the September 11, 2001 terrorist attacks to protect the continental United States from further airborne aggression from inside and outside of U.S. borders. F-16s are on alert at Truax Field 24 hours a day, 365 days a year. The 115th FW does not scramble very often, typically only a couple of times a year with the usual reason being an airplane that is unresponsive to

ATC. One of the more unique missions is the one flown by the RC-26B, which is equipped with various sensors including a FLIR (forward looking infrared) and is used for intelligence and surveillance flights. Most often this includes counter-drug operations and border patrol, with the aircraft deploying to various "hotspots" with such activity. The long loiter time of the aircraft makes it ideal for such flights.

Deployments

The unit deploys on a regular basis, with an upcoming combat deployment in the summer of 2019. Typically, one major deployment (3+ months) happens every two years. In 2017, the 115th FW made a deployment to South Korea (Kunsan air base) and in 2015 to Kadana in Japan. Before that, between 2004 and 2013, were 4 deployments to the Middle East in support of the combat operations there. The 115th FW maintains a close relationship with Poland through the state partnership program. Through this partnership, they have deployed to train with the Polish air force, which also flies F-16s, three times in the past decade. Back in the USA, short-term deployments include various exercises such as Red Flag in 2017, Homestead Air Reserve Base for integration, and Tyndall AFB for live missile shooting. The close proximity of the Volk Field CRTC (Combat Readiness Training Center), which is just about 110km away, means the 115th FW has become somewhat of a "host" of the annual Northern Lightning exercises which have become quite successful over the past several years. Northern Lightning focuses on integration between 4th and 5th generation platforms, which ties well with the future of the unit.

The future: F-35A

In December 2017, it was announced that the 115th FW was chosen to become the second ANG unit to re-equip with the latest fighter in the US Air Force inventory, the F-35A Lightning II. This followed a systemized selection process, and is still pending an environmental impact review which should be concluded by mid-2019. If all goes according to plan, the first F-35s should arrive at Truax Field in 2023. Besides bringing new 5th generation capabilities to the skies over Wisconsin, it also highlights the fact that the Pentagon is investing into providing a long and bright future for the wing. The future stealth fighters will likely be the first F-35s to be put on alert status in support of Operation Noble Eagle, which will be another milestone in the F-35 program.



A KC-135R of the 108th Aerial Refueling Squadron based at Scott AFB (IL) provides two 176th FS Vipers of necessary fuel over snowy Wisconsin.



Enjoy this view, these F-16s will be replaced by the F-35A from 2023. The red Badger finstripe will most probably not be applied to the F-35A Lightning II.



A classic picture of 87-0345, one of the Militia F-16Cs.



The 176th FS is using the following F-16Cs according to the Scramble database, all except a few "WI" coded: 86-0243, 86-0302, 86-0317, 87-0234, 87-0252, 87-0258/-, 87-0260, 87-0261/-, 87-0262/-, 87-0266, 87-0275, 87-0278/-, 87-0280, 87-0288, 87-0294, 87-0298, 87-0300, 87-0343, 87-0345, 87-0346, 87-0348/-, 87-0349/- and F-16D 88-0150/WI.

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

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Scramble Magazine:
ISSN 0927-3417

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This month we were very happy to receive a lot of pictures of the Indonesian Polisi Udara. Some of which are shown here and all will be included in the OrBat at www.scramble.nl. The Beech H18 P-4001 is a special Beech 18 version as it features a nose wheel instead of the regular tailwheel. (Tangerang/Pondok Cabe, 6 December 2018)



In 2004 the Police received this Fokker 50 P-4401 (than as P-2035) that had started its flying career with German operator DLT. (Tangerang/Pondok Cabe, 6 December 2018)



Not that surprisingly also the Indonesian Police operates the CN235M, although this example P-4501 was received only late 2018. (Tangerang/Pondok Cabe, 6 December 2018)



Garuda Indonesia took delivery of PK-GIK in January 2016. Since February 2019 this Boeing 777 is operating in these retro colours. (Amsterdam-Schiphol, 14 April 2019, Walter Heukensfeld)



Due to 100 year British Airways four aircrafts are painted in retro colour scheme. Three Boeing 747s and an Airbus A319. G-EUPJ wearing the colours of British European Airways which flew from 1959 till 1968 in these colours. (London-Gatwick, 17 April 2019, Duncan Morley)



Boeing 747 G-CIVB is painted in the "Negus" colour scheme. This scheme was used by British Airways between 1974 and 1984. (London-Heathrow, 27 April 2019, Bert van Leeuwen)