

452

January 2017

Scramble



QF-4 Pharewell

Retirement Bundeswehr Bo105

The last of the Trijets: MD-11 Part One

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



Scoot is a Singapore based low-cost airline and a subsidiary of Singapore Airlines. They have a fleet of twelve Boeing 787 aircraft. Six of the 8-series and six of the 9-series. Scoot's first European destination will be Athens starting from the summer of 2017. 9V-OJA was seen here during take-off at Hong Kong. (29 July 2016, Aad Rehorst)



Boliviana de Aviación is based at Cochabamba and started operations in 2007. It has a fleet of two CRJs, nineteen Boeing 737s and three Boeing 767s. Their sole destination in Europe is Madrid where B767 CP-2880 was seen on 13 November 2016 by Marcus Steidele.



Shanghai Airlines Boeing 737 B-6107 is just seconds away from landing at Taipei's second airport Songshan. In the background you see the top of Grand Hotel Taipei. (Taipei SongShan, 25 November 2016, Marcel J. van Bielder)

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Editorial

First of all we would like to wish all of you a very Happy New Year! We hope to receive many contributions from you in the form of pictures, stories, tripreports, showreports, etc.

The first proper winter day of 2017 in the Netherlands (7 January) coincided with the day that this issue of Scramble was put together, which involved glazed ice on the roads and lots of trouble on the highways. This prevented quite a few editors from showing up but there were still enough present to make this 120-page magazine.

This month pretty much all sections are accounted for, except for the Propliners. We also have three articles for you. The first one concerns the last flight of the Bolkow Bo105 of the German Bundeswehr, with a final ceremony held at Celle. The second is a very nice overview by USAF-editor Dennis Peteri of the QF-4 drones in service of the USAF (aptly named QF-4 Pharewell) which made its last flight on 21 December 2016, marking the end of 54 years of USAF Phantom operations. The final article is actually split in two, with the first half being published this month. It is about the last triholer in service worldwide, the MD-11. We discuss when and where it originated, what versions there are and we list each individual airframe ever produced and its current status.

This year we are planning to have no less than four new publications! The annual SWAF (Scramble World Airline Fleets), the SMS Europe and North America will be back again and after three years 2017 will see a new Scramble Military Transports edition. All four publications are expected late March, early April. Keep an eye on our website, shop and social media nearer the time for more details on how to order your copy.

Important dates

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Deadline copy:	17 January 2017
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Cover Photo



Last month an extensive overview of "Army 2016" at Kubinka was presented. Su-30SM RF-93665/55 was one of the many aircraft providing in the flying program. (Zhukovsky, 9 September 2016, Dino van Doorn)

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Scramble Shop

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Please check www.scramble.nl/shop.htm for ordering from outside the Netherlands. We offer PayPal and credit card services.

The prices mentioned below apply to subscribers. Non-subscribers pay more. Check our website for details.

Scramble World Airline Fleets 2016	228 pages SOLD OUT
Netherlands	€ 16,00 including postage
Rest of the world	€ 23,00 including postage, CC fee
SMS Europe 2015	194 pages
Netherlands	€ 13,00 including postage
Rest of the world	€ 20,00 including postage, CC fee
Scramble Military Transports 2014	84 pages
Netherlands	€ 9,75 including postage
Rest of the world	€ 12,50 including postage, CC fee
EMOOS 2014	767 pages
Netherlands	€ 39,75 including postage
Rest of the world	€ 50,00 including postage, CC fee

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Movements Netherlands



This Lineage 1000 was delivered to Sky Realty in May 2013. International Jet Management added the bizliner to its fleet in June 2015 as OE-LUV. (Amsterdam-Schiphol, 19 November 2016, Robert Eikelenboom)

Amsterdam

			November 2016	OE-FZD	Ce510	GlobeAir	GAC676A/B
01. A41-206	C-17A	36sq	f/v 03 ASY748	OK-MAR	Ce525A	Aero Partner	DFC20P
9H-JOY	CRJ200ER	Air X Charter		OO-XLS	Ce560XLS	Air Service Liège	14
B-3988	G550	Beijing Aviation	f/v 02 BJN898	OY-SWO	Falcon 2000S	Execujet Scandinavia	VMP725
B-96999	Global 6000	Chung Shing Development	f/v 04	PH-HZG	B737-8K2	Sun Country	dep TRA051
CS-TPS	ERJ190LR	TAP Portugal	f/v TAP652/1	PR-GGY	B737-8EH	GOL	dep GLO9990
D-AOLG	Fokker 100	Avanti Air	DNM112P/1121	04. V-11	G-IV	334sq	NAF11
D-IBBS	Ce525A	Atlas Air Service		D-ABCQ	A321-211	Air Berlin	f/v FIN841/2
D-IEKU	Ce525A	Ohlair	dep ECA222	D-AEW0	A320-214	Eurowings	f/v EWG4010/1
D-IOHL	Ce525A	Ohlair	02 ECA333	D-CJET	Ce525B	Air Hamburg	AHO518V
D-ISAR	Raytheon 390	Euroflug Frenzel	dep	D-IXAA	Beech C90GTi	Peak Air	
G-HARG	EMB550	Centreline Air Charter	CLF482	EI-FWC	RRJ-95B	CityJet	f/v DNM183K/831
M-ALRV	Falcon 2000LX	Lodgings 2000	dep	G-VXLG	B747-41R	Virgin Atlantic	dep VIR812P
N174AA	B757-223	American Airlines	f/v 02 AAL204/3	M-YLEO	PC-12/47E	Morwenna Air	
N552X	G550	American Express	dep	OK-HWK	BAe125-900XP	CTR Flight Services	
N587DZ	Falcon 900EX	Zeeco	02	OO-FPB	Ce550	Flying Service	FYG93L/91L
N900FZ	TBM-900	Redwood	02	SX-GAB	G450	Gainjet	f/v GNJ45
OE-LBY	A320-214	Austrian Airlines	f/v AUA377/8	05. D-CAWS	Ce680	Aerowest	06
VP-BAF	A321-211	Aeroflot	f/v AFL2694/5	D-IOHL	Ce525A	Ohlair	09 ECA333
02. 9H-CLG	CL-850	Air X Charter	03	D-ISUN	Ce525A	Ohlair	06 ECA555
9H-GTC	B737-430	Air Horizont (a/w)	f/v 04 HAT361/2	EI-FTG	B737-8AS	Ryanair	f/v RYR3104/5
CS-TPW	ERJ190LR	TAP Portugal	f/v TAP652/1	G-GABY	Global XRS	Emperor Aviation	06
D-AOLG	Fokker 100	Avanti Air	DNM1122/112F	HL8001	A330-323E	Korean Air	f/v KAL925/6
D-IIVA	P180	AirGo	dep XGO2MN	LN-NGN	B737-8JP	Norwegian	NAX8402/3
D-ILAH	Beech B200GT	Anton Häring	f/v 03	OE-GMI	BAe125-850XP	DBT – Transportes Aereos	
G-GLEG	ERJ135BJ	London Exec Aviation	03 LNX45EG	06. C-GNDN	G650	Skyservice	
G-ITSU	EMB500	Flairjet	03 FLJ52/1	D-ASXS	B737-8AS	SunExpress Germany	AUA373/4
LX-JFV	PC-12/47E	Jetfly Aviation	03 JFA39G/82M	D-AVIB	ERJ135BJ	Air Hamburg	10 AHO119V
N108CE	G-V	Coca-Cola Enterprises	03	D-IAVJ	Ce551	Jetkontor	08
N240LG	Falcon 900EX	Liberty Global	dep	EI-FWA	RRJ-95B	CityJet	DNM1832/0183
N1459A	G-IVSP	Bradleyville	06	HB-VPG	EMB505	JABJ	PJS701/2
SP-EAR	Ce680	Jet Story	04 JDI90W	LX-GVI	G650	Global Jet Luxembourg	SVW38VI
TC-REC	G450	REC Aviation	04	M-NTOS	Ce525C	Sweet Flight Management	07
VT-JEV	B777-35RER	Jet Airways	f/v JAI232/1	N887TM	G550	AirFlite	dep
YU-PNK	Ce560XLS+	Air Pink		N976BA	B747-4B5BCF	Kalitta Air	f/v CKS9205/206
03. 9H-VCI	CL-350	VistaJet Malta	VJT488	OE-FZE	Ce510	GlobeAir	GAC149I/B
CS-TPR	ERJ190LR	TAP Portugal	f/v TAP664/3	OE-GMI	BAe125-850XP	DBT – Transportes Aereos	
D-BAVB	CL-300	Luxaviation Germany	05 LXG88Y	OK-TSF	B737-8GJ	Travel Service	f/v ELY5425/6
D-CAWS	Ce680	Aerowest	04	OO-FPB	Ce550	Flying Group	FYG52L/54L
D-CFOR	Lj35A	Air Alliance Express	04 AYY117	OY-JTE	B737-3L9	Jet Time	SAS553/4
D-IAKN	Ce525A	Star Wings	STQ111	07. CS-TPU	ERJ190LR	TAP Portugal	f/v TAP652/1
EC-MNZ	A320-232	Vueling	f/v VLG8306/5	EW-455PA	B737-8ZM	Belavia	f/v BRU867/8
EI-FTC	B737-8AS	Ryanair	f/v RYR3104/5	G-HCSA	Ce525A	Bookajet	dep BOO349
F-GISH	Ce510	Wijet	WJT02	G-HCSA	Ce525A	Bookajet	08 BOO349/688
LX-VMF	Ce560XL	Luxaviation	04 LXA15P	G-HNPN	EMB505	Flairjet	FLJ51/2
M-ABJA	Lj45XR	Ryanair	RYR3	N40N	Falcon 2000	Portfolio Information Corporation	f/v 08
M-ARTY	PC-12/47E	Creston (UK)	04	N240LG	Falcon 900EX	Liberty Global	08
N197AN	B757-223	American Airlines	f/v AAL204/3	N240V	BAe125-800XP	Arkia	09
N456GA	G550	Hewlett-Packard	04	N515TJ	Beech 400A	Blackburn International	dep
				OE-GDP	EMB505	Speedwings	08 SPG463
				OO-CEJ	Ce525	Air Service Liège	

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OO-EYP	EC120B	Heliventure		G-CIEL	Ce560XL	London Exec Aviation	LNx58CE
PH-BFA	B747-406	KLM	dep KLM9865	LN-AWD	Beech 350	Airwing	NWG413A/414A
PH-GUU	B737-8EH	Transavia (GOL c/s)	dep TRA051	LX-VMF	Ce560XL	Luxaviation	13 LXA15P
TC-TOS	Falcon 2000S	Tosyali	08	N188J	Global 5000	Executive Jet Management	EJM188
YU-FSS	Falcon 2000LX	Prince Aviation	09 PNC201F	N240LG	Falcon 900EX	Liberty Global	
08.9H-VCD	CL-350	VistaJet Malta	09 VJT432	N307LS	Ce680	Kenmore Crew Leasing	f/v 13
B-KPN	B777-367ER	Cathay Pacific	f/v CPA254/254D	N468QS	G450	NetJets	
D-CGAA	Ce560XLS	Air Hamburg	AHO344N	OK-PCD	PC-12/47E	OK Aviation Wings	NTF385
D-CMED	Lj55	Quick Air	QAJ1108	OO-IDE	Ce525	Air Service Liège	
D-IMAX	Ce525A	Sylt Air	AWU908	PH-MJP	Fokker 100	SkyGreenland	arr DNM201P
G-HCSA	Ce525A	Bookajet	09 BOO688/507	PR-GUA	B737-8EH	GOL	dep GLO9991
G-OXLS	Ce560XLS	Hangar 8	GMA755	12.V-11	G-IV	334sq	NAF11
HB-VPG	EMB505	JABJ	PJS701/2	9A-BTE	Fokker 100	Trade Air	13 DNM201S/2011
N550AV	G550	Abbvie	f/v 09	D-IADV	Ce551	Jetkontor	13
N595B	G-V	Kedrick Cerry	09	G-EZPR	A320-214	EasyJet	f/v EZY8869/70
OE-GGK	Ce560XL	Avcon Jet	09 AOJ50G	OO-JNL	B767-304ER	TUI Belgium	TFL318/093P
09.9H-ILA	CL-850	VistaJet Malta	10 VJT600	13.G-CHUI	Ce560XLS+	Eurojet Aviation	EDC864R
D-AIUT	A320-214	Lufthansa	f/v DLH2304/5	LX-VCN	B747-8R7F	Cargolux	f/v CLX453
D-CHRA	Ce525C	Eisele Flugdienst	2x EFD555	M-ALRV	Falcon 2000LX	Lodgings 2000	15
D-ISAR	Raytheon 390	Euroflug Frenzel	14	N-NTOS	Ce525C	Sweet Flight Management	14
EI-DPV	B737-8AS	Ryanair	f/v RYR3104/5	N604AK	CL-604	Executive Jet Management	15 EJM67
F-GZHY	B737-8K2	Transavia France	f/v TVF3050/1	OE-GMI	BAe125-850XP	DBT – Transportes Aereos	14
M-NTOS	Ce525C	Sweet Flight Management		VT-JEK	B777-35RER	Jet Airways	f/v JAI232/1
N240LG	Falcon 900EX	Liberty Global	10	14.V-11	G-IV	334sq	15 NAF11/2
N515TJ	Beech 400A	Blackburn International	17	9H-CLG	CL-850	Air X Charter	
OE-FRS	Ce525A	Salzburg Jet Aviation	f/v MOZ409D	9H-CMA	Global 5000	Albinati Aeronautics	ULC104
OK-KIN	Ce525B	Aeropartner	f/v DFC32P	D-CAST	Ce525B	Air Hamburg	AHO504E
OO-IDE	Ce525	Air Service Liège		D-ISAR	Raytheon 390	Euroflug Frenzel	
VT-JEM	B777-35RER	Jet Airways	f/v JAI232/1	F-GRNT	SA226T	Airlec	ARL421
10.9H-FGV	EMB500	Luxwing	11 LWG704/792	F-HMLO	CRJ1000EL	Hop!	f/v AFR1692/3
C-FJJC	CL-601-3A	Aviation Fox	12	HB-FWG	PC-12/47E	Share Plane	15
CS-TPO	ERJ190LR	TAP Portugal	f/v TAP652/1	HB-JXH	A320-214	EasyJet Switzerland	f/v EZS1043/4
CS-TPV	ERJ190LR	TAP Portugal	f/v TAP664/3	LX-JFY	PC-12/47E	Jetfly Aviation	f/v 16 JFA68G/69G
D-ABCR	A321-211	Air Berlin	f/v FIN841/2	M-CFLY	Falcon 50EX	KTC Falcon	15
D-IOHL	Ce525A	Ohlair	ECA333	N46BE	Ce525A	Niros Aviation	
G-HCSA	Ce525A	Bookajet	15 BOO507/390	N118HB	PA-31T1	Euroaviation	17
HB-JKL	Falcon 2000LX	TAG Aviation	FPG111	N397JJ	G-IVSP	Drummond	f/v 17
M-ABGS	CL-605	Execujet Europe		N500QA	Global 5000	HBK Holding	f/v 15
N343AP	Falcon 7X	Air Products & Chemicals	f/v	OE-FZE	Ce510	GlobeAir	GAC912A/B
N889AB	Falcon 7X	Global Jet Luxembourg		OO-AMR	Ce525A	Air Service Liège	2x
N917VZ	G450	Verizon	11	SX-DVO	A321-232	Aegean Airlines	f/v AEE616/7
OE-FZC	Ce510	GlobeAir	11 GAC480B/026I	TF-BBE	B737-36EF	Bluebird Cargo	BBD255P
OO-JNL	B767-304ER	TUI Belgium	11 TFL092P/317	VP-BCB	A320-214	Aeroflot	f/v AFL2192/3
OY-SWO	Falcon 2000S	Execujet Scandinavia	VMP725	VP-BEW	A321-211	Aeroflot	f/v AFL2694/5
PR-GGX	B737-8EH	GOL	dep GLO9992	XA-MPS	G-V	Transportes Aéreos Tauro	18
SX-DVP	A321-232	Aegean Airlines	f/v AEE616/7	15.V-11	G-IV	334sq	NAF12
11.9H-VCL	CL-350	VistaJet Malta	13 VJT417	D-CNOC	Ce560XLS	Atlas Air Service	16 ATL115/6
D-AIUQ	A320-214	Lufthansa	f/v DLH2304/5	D-IADV	Ce551	Jetkontor	
D-IADV	Ce551	Jetkontor	12	D-ISAR	Raytheon 390	Euroflug Frenzel	17
D-IOHL	Ce525A	Ohlair	13 ECA333	D-IWIR	Ce525A	Ohlair	16 ECA444



Delivered to United Airlines in 1987 this Boeing 747 continued flying passengers across the globe with Northwest Airlines thirteen years later. It was converted to freighter in 2001 and continued to operate with Northwest for the next nine years. Kalitta added the aircraft to its fleet in 2010 as N793CK. In March 2017 the aircraft will celebrate its pearl anniversary. (Amsterdam-Schiphol, 28 November 2016, Ton Jochems)

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G-TUIE is one of ten Dreamliners currently being operated by Thomson Airways, a TUI brand based in the United Kingdom. The Thomson brand will be phased out by 2018 if all goes as planned and the airline will continue under the TUI brand. (Amsterdam-Schiphol, 22 November 2016, Robert Eikelenboom)

F-HIJD	Ce525A	Ixair	IXR215D	OE-GTI	Ce525C	Porsche Air Service	
G-SDRY	Ce525C	Executive Jet Charter		OE-LUV	ERJ190ECJ	IJM	f/v 20 IJM699
HB-JRG	CL-604	Premium Jet		OY-TSS	Falcon 7X	Air Alsie	18 MMD3304
N137KM	PA-46-500TP		22	PH-MJP	Fokker 100	SkyGreenland	dep SX11695
N394AK	G-IVSP	Talon Air	18 TFF470	TC-KHG	G550	Korvez	19
N860AA	G550	ALA Services	16	TC-MKR	Falcon 900LX	KOC Holding	20 KOC001/004
N900FZ	TBM-900	Redwood	16	18.B-8271	G450	Nanshan Jets	f/v 20
OE-FZE	Ce510	GlobeAir	GAC912C/D	D-AGVI	G450	Luxaviation Germany	f/v LXG45C
OE-FZE	Ce510	GlobeAir	16 GAC1991/A	D-AIUU	A320-214	Lufthansa	f/v DLH2304/5
OE-HGG	CL-350	Laudamotion	f/v LDM16	EI-EKJ	B737-8AS	Ryanair	f/v RYR2998/9
VT-JEU	B777-35RER	Jet Airways	f/v JAI232/1	G-TUIE	B787-8	Thomson	TOM9026/TFL343
16.9H-VCC	CL-350	VistaJet Malta	17 VJT425	HB-JXG	A320-214	EasyJet Switzerland	f/v EZS1355/6
9H-CLG	CL-850	Air X Charter		HI1010	Ce750	Helicopteros Dominicanos	f/v 19
D-AGVI	G450	Luxaviation Germany	f/v 17 LXG45C	N240LG	Falcon 900EX	Liberty Global	
D-AMSC	CL-604	MHS Aviation	MHV604	N887TM	G550	AirFlite	
D-CHMS	EMB505	Müller-Spreer Air	f/v 17	OE-FZD	Ce510	GlobeAir	GAC066I/B
D-IVVB	Ce525A	Atlas Air Service	ATL516	OO-AMR	Ce525A	Air Service Liège	
EI-EBH	B737-8AS	Ryanair	f/v RYR3102/3	PH-GUU	B737-8EH	Transavia (GOL c/s)	arr TRA058
EI-FWB	RRJ-95B	CityJet	f/v DNM201G/2012	PH-PNG	PC-12/47E	H.J. Heijst	20
EI-FWB	RRJ-95B	CityJet	17 DNM2013/201C	19.9H-AJW	B737-3U3	Maleth-Aero (a/w)	20 MLT812/F
F-GSGL	Ce525B	Ixair	IXR316L	9H-FWW	Raytheon 390	Europ Star	XES151
G-GXLS	Ce560XLS	London Exec Aviation	LNx85GX	D-CNOC	Ce560XLS	Atlas Air Service	20 ATL119
G-HCSA	Ce525A	Bookajet	21 BOO390	D-ISAR	Raytheon 390	Euroflug Frenzel	
HB-IGU	Falcon 2000EX	CAT Aviation	18 CAZ402/1	D-IWWW	Raytheon 390	Luxaviation Germany	LXG44W
HB-JSU	Falcon 900DX	IJM	18 IJM612	G-EZPS	A320-214	EasyJet	f/v EZY8869/70
N240LG	Falcon 900EX	Liberty Global	17	G-FDZZ	B737-8K5	Thomson	f/v TFL092P/581
N524EA	G650ER	Landmark Aviation	17	G-POWN	A321-211	Titan Airways (a/w)	f/v TFL090P/579
N711SW	G650	Wynn Aircraft	17	G-TBEA	Ce525A	Centreline Air Charter	20 CLF539
OE-FWF	Ce510	GlobeAir	17 GAC066A/507I	G-TUIE	B787-8	Thomson	20 TFL344/337
OE-FZE	Ce510	GlobeAir	17 GAC199B/418I	N300GP	CL-300	Glen West 300	
OE-HRS	CL-350	IJM	IJM888	N500QA	Global 5000	HBK Holding	20
OO-FFE	Falcon 900EX	Luxaviation Belgium	f/v 17 AAB924	OE-FDT	Ce510	GlobeAir	GAC695B/085B
OO-PRM	Ce510	Air Service Liège		OE-FZC	Ce510	Globe Air	GAC085A/574I
17.185	Falcon 10MER	57S	f/v FNY5560	TC-KMR	Falcon 7X	KOC Holding	20 KOC002
V-11	G-IV	334sq	NAF11	20.V-11	G-IV	334sq	21 NAF11
9H-FCB	Falcon 7X	Albinati Aeronautics	f/v 18 ULC714	G-FBKC	Ce510	Blink	BKK3C
D-CEEE	Ce560XLS	HTM Jet Service	18 HTM017	G-FDZZ	B737-8K5	Thomson	TFL582/098P
D-CNOC	Ce560XLS	Atlas Air Service	ATL117	G-POWN	A321-211	Titan Airways (a/w)	TFL580/091P
D-IAAT	EMB500	Arcus Air	18 AZE91P	M-NTOS	Ce525C	Sweet Flight Management	
D-IWIR	Ce525A	Ohlair	20 ECA444	21.9H-TQM	A340-313X	HiFly Malta	25 BER107P/HFM251P
EI-EBG	B737-8AS	Ryanair	f/v RYR3102/3	D-BFIL	EMB545	Atlas Air Service	f/v ATL821
F-HPGA	Beech B350i	PGA Motors		D-CXLS	Ce560XLS+	Air Hamburg	22 AHO295W/545R
HB-JSN	Falcon 7X	Dasnair	18 DGX702	EI-EVG	B737-8AS	Ryanair	f/v RYR2998/9
LX-VMF	Ce560XL	Luxaviation	23 LXA15P	G-CHUI	Ce560XLS+	Air Charter Scotland	EDC865R
M-ABEU	Lj45	Ryanair	RYR1	G-HCSA	Ce525A	Bookajet	25 BOO030
M-NTOS	Ce525C	Sweet Flight Management		G-TUIE	B787-8	Thomson	TFL338/361
M-YNNS	Falcon 7X	NS Falcon	18	LX-EAA	Lj45	Ducair	22 DUK8AMB
N70EW	Global 6000	EWA Holdings	f/v 20	LX-JFN	PC-12/47	Jetfly Aviation	22 JFA56G/06A
N189AN	B757-223	American Airlines	f/v AAL204/3	M-NTOS	Ce525C	Sweet Flight Management	23
N890A	G550	Alcoa	f/v 18	N539BC	B747-4B5BCF	Kalitta Air	f/v CKS9417/206
OE-FPP	Ce510	GlobeAir	18 GAC611A/695A	OO-XLS	Ce560XLS	Air Service Liège	26

PH-BFP	B747-406	KLM	dep KLM9865	SX-DVZ	A321-232	Aegean Airlines	f/v AEE618/9
T7-LSS	AW139	Skymedia	22	26. A6-EUF	A380-861	Emirates	f/v UAE149/50
22. C-GLFV	G-V	Skyservice	f/v 23	D-ISJP	Ce525A	Ohlair	27 ECA111
D-CNNN	Ce560XLS	DC Aviation	DCS705	D-IZZY	P180	AirGo	27 XGO2AM/1MD
D-IEKU	Ce525A	Ohlair	23 ECA222	G-HCSA	Ce525A	Bookajet	29 BOO030/170
D-IKBO	Ce525A	Silver Cloud Air	SCR357	OO-FPC	Ce525B	Flying Service	FYG61N/62N
D-ISAR	Raytheon 390	Euroflug Frenzel	23	OO-PRM	Ce510	Air Service Liège	
F-HIBF	Ce510	Aston Jet		27. CS-TOF	A330-223	TAP Portugal	f/v TAP662/1
G-TUIE	B787-8	Thomson	TFL362/099P	D-AEWM	A320-214	Lufthansa	f/v DLH4010/1
G-VYGM	A330-243	AirTanker (a/w)	TFL096P/341	D-AINA	A320-271N	Lufthansa	f/v DLH992/3
LZ-FBA	A319-112	Bulgaria Air (Fastjet c/s) f/v	LZB461/2	EI-EVO	B737-8AS	Ryanair	f/v RYR3100/1
M-DMBP	Lj40	Ven Air	23 2x	LX-VMF	Ce560XL	Luxaviation	28 LXA15P
N711LS	Global 6000	The Whitewind Company		M-YSAI	Global 5000	Capital Investment	
SE-DJG	ERJ135BJ	EFS	EUW9965	N952CA	B747-428BCF	National Airlines	NCR617
23.32	Falcon 10MER	57S	24 FNY050	OE-GWV	Ce560XLS	Europ-Star Aircraft	29 ESQ102
D-CFLY	Ce560XLS+	Air Hamburg	24 AHO886E	VT-JES	B777-35RER	Jet Airways	f/v JAI232/1
D-ISJP	Ce525A	Ohlair	24 ECA111	28. 9H-BSA	BAe125-750	Hyperion Aviation	HYP011
D-ITIP	Ce525	Star Wings	STQ222	A6-ETE	B777-3FXER	Ethad Airways	ETD77/8
EI-FWA	RRJ-95B	CityJet	BCY380P/381	B-09590	B737-79V	Exec Aviation Taiwan	
G-FBKE	Ce510	Blink	24 BKK5E	D-AERO	ERJ135BJ	Air Hamburg	AHO362A
HB-JSM	Falcon 7X	JABJ	24	D-CEFD	Ce525B	Eisele Flugdienst	EFD333
LZ-CGR	B737-448F	Cargoair/DHL	f/v BCS1443/4	D-FNAH	PC-12/47E	Fresena Flug	29
OM-GTB	B737-49R	Go2Sky (a/w)	24 RLX3314/5	G-FBKJ	Ce510	Blink	f/v BKK10J
OO-ALX	Ce680	Flying Service	FYG71C/72C	M-ORAD	Falcon 2000LX	Head Start Aviation	f/v
OY-CKN	Falcon 2000	Air Alsie	MMD4188	N152FJ	Falcon 50	Victory Outreach La Puente	
24. A6-ETE	B777-3FXER	Ethad Airways	f/v ETD77/8	N843GX	Global Express	EWA Holdings	f/v 30
G-CIEL	Ce560XL	London Exec Aviation	LNK35CE	N5465M	G550	Monsanto	30
G-KLNR	Beech 400A	Saxonair	SXN40C	OE-GNP	Ce560XLS+	Fly Tyrol	
G-VYGM	A330-243	AirTanker (a/w)	TFL342/097P	OM-ATS	Ce550	Air Transport Europe	f/v EAT311/2
LZ-CGS	B737-4Q8F	Cargoair/DHL	f/v BCS1443/4	TC-NBA	A320-251N	Pegasus Airlines	f/v PGT671/2
N627JW	Global 5000	JW Henry	25	29. CS-TPP	ERJ190LR	TAP Portugal	f/v TAP652/1
OE-FNP	Ce510	Globe Air	GAC995A/808I	D-BMVF	Falcon 2000EX	BMW	30 BMW43/4
OO-ALX	Ce680	Flying Service	FYG73C/74C	D-CAWX	Ce680	Aerowest	30
OY-CKN	Falcon 2000	Air Alsie	MMD4188	D-CMHS	Ce525B	MHS Aviation	30 MHV525
TC-NBD	A320-251N	Pegasus Airlines	f/v PGT475/6	D-CUUV	Ce560XLS+	DC Aviation	DCS711
TC-JOY	A330-243F	Turkish Cargo	f/v THY6309	D-FABS	PC-12/47E	Schumacher Packaging	f/v
25. V-11	G-IV	334sq	NAF11	F-HGIO	Ce510	Astonjet	f/v ASJ489
9A-BTE	Fokker 100	Trade Air	TDR177/9177	F-HSHB	Ce510	Flybox	f/v
D-ALFC	B777-FBT	Lufthansa Cargo	GEC8324/6	G-FLXS	Falcon 2000EX	TAG Aviation (UK)	30
D-ISUN	Ce525A	Ohlair	ECA555	G-HCSA	Ce525A	Bookajet	BOO170
D-ITIP	Ce525	Star Wings	STQ222	M-NTOS	Ce525C	Sweet Flight Management	
F-GLTK	Ce550	Valljet	VLJ574N/M	N42LJ	Ce510	Whittlewood Aviation	
G-IONX	Falcon 7X	TAG Aviation (UK)		N347BD	Falcon 7X	Franklin Lakes	f/v 30
I-FFRR	Falcon 7X	Eurofly Service		N625SC	Global Express	Stryker	
I-PZZR	BAe125-800XP	Aliparma	26 PAJ852/861	OO-AMR	Ce525A	Air Service Liège	30
HB-JSM	Falcon 7X	JABJ		YU-FSS	Falcon 2000LX	Prince Aviation	09 30 PNC201F
N155AN	G550	Nissan North America	28	30. B-5908	A330-243	China Eastern Airlines	f/v CES771/2
N818LF	G550	LFG Services		CS-GLG	Global 6000	Netjets Europe	f/v NJE388D/8NJ
N904DS	Global Express	Dan Snyder	27	D-CFLY	Ce560XLS+	Air Hamburg	AHO318C
OE-FZD	Ce510	GlobeAir	GAC995I/B	D-ISJP	Ce525A	Ohlair	ECA111



There seems to be some confusion around the AirTanker Airbus A330 fleet. Some are being used by the Royal Air Force as MRTT and some are being used in the civil aviation scene. According to AirTanker these aircraft are demilitarized and do not have any tanker capability while operating for a civil airline. G-VYGM was delivered to the company in February of this year. (Amsterdam-Schiphol, 22 November 2016, Robert Eikelenboom)

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A local plane spotter was present at Rockhampton Airport on 23 July 2015 to capture the first images of this Royal Australian Air Force Globemaster III wearing a white ribbon in support of 'White Ribbon Day' - Australia's campaign to stop violence against women. White Ribbon Australia is a non-profit organisation and Australia's only nationally male-led primary prevention campaign to end men's violence against women. C-17A A4I-206 is no stranger to the Netherlands as it was also involved in the aftermath of the MH17 disaster. (Amsterdam-Schiphol, 3 November 2016, René Verschuur)

D-IZZY	P180	AirGo	XGO1AM
EC-MNM	B737-4Y0F	Swiftair	f/v SWT1443/4
EI-DHA	B737-8AS	Ryanair	f/v RYR3104/5
I-NEOT	B737-86N	NEOS	NOS220
I-NEOW	B737-86N	NEOS	NOS458/8459
M-GLOB	Global XRS	Colovic Investment	
N899NC	G550	News America	
OO-CEJ	Ce525	Air Service Liège	
YU-BUU	Ce525A	Air Pink	

Avanti Air operated a charter to Stockholm on the 1st. The flight returned the next day. At Schiphol-east two Asian bizjets. A Gulfstream G550 with MIDEA titles in its tail. Midea Group is a Chinese electrical appliance manufacturer. The other one is a Global 6000 with WTT titles on its tail. On the 3rd a departing Transavia for summer lease to Sun Country. Also on this date a GOL Boeing 737 departing back to Brazil. CityJet operated a charter to La Rochelle, France on the 4th and a Virgin Jumbo departed after maintenance. Norwegian operated an extra Oslo rotation on the 5th due to a cancelled flight the day before. On the 6th CityJet operated a flight for Denim. A KLM Jumbo departed to Tereul, Spain on the 7th. A GOL Boeing on lease to Transavia departed to Woensdrecht on this day for maintenance. The Cathay Boeing on the 8th was an early morning diversion. On the 10th an other GOL Boeing departing back home after lease to Transavia, followed the next day by a company aircraft. The SkyGreenland Fokker on the 11th arrived in order to operate a charter to London two days later. Unfortunately it was repossessed by its lessor and flown to Saarbrücken on the 17th. In order to operate the previously mentioned charter, Trade Air arrived from Zagreb and departed the next morning to London. The Trade Air Fokker still carried Croatia titles. On the 14th a cargo charter operated by Bluebird. Two more Superjet flights by CityJet on the 16th. On the 18th one of the rarest aircraft registrations to visit a Dutch airport. The Dominican Cessna was quite a treat for the local aviation enthusiasts. The Transavia Boeing that departed to Woensdrecht returned on the 18th. If all goes as planned it will have Transavia stickers again by the time you read this. A Thomson Dreamliner ferried in to operate flights for TUI Netherlands. On the 19th and 20th more subcharters for TUI Netherlands. Another KLM Jumbo departed to Spain on the 21st. The Hi Fly Airbus on that same day was scheduled to operate for TUI Netherlands but unfortunately it collided with the aerobridge during the docking phase and damaged

an engine. AirTanker came to the rescue the next day and operated the delayed flight. The Airbus on the Bulgaria flight on the 22nd was already in full fastJet colours prior a lease to that company. Go2Sky took Panathinaikos to the Netherlands on the 23rd. The CityJet Superjet on the same day took AZ Alkmaar to Dublin. The AirTanker Airbus returned early morning on the 24th and positioned back to the UK later that afternoon. Previous mentioned Hi Fly Airbus departed to Beja, Portugal after repairs on the 25th.

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

Rotterdam - The Hague

			November 2016
01. EC-JIP	SA226TC	Flightline	dep FTL5521
M-CCCP	Global 5000	Heda Airlines	02
OY-CKK	Falcon 2000LXS	Air Alsie	MMD6897
PH-VBG	Falcon 2000EX	JetNetherlands	14
02. CS-DTQ	EMB505	Everjets	dep EVJ488
PH-FJK	Ce525B	JetNetherlands	2x
03. V-11	G-IV	334sq	04 NAF11
EC-LBB	G200	Executive Airlines	
HB-JGQ	CL-300	Premium Jet	
N335BF	PA-30-160	Quaak Holding	dep
PH-MFX	Ce650	JetNetherlands	
SP-AST	Ce525	AMC Aviation	06 AMQ9T
04. 9H-JPC	ERJ135BJ	Air X Charter	05
N808JG	G-V	Western Air Charter	06
OO-ASL	Beech 200C	Air Service Liège	dep
05. CS-DTQ	EMB505	Everjets	10 EVJ498/308
CS-DXR	Ce560XLS	NetJets Europe	NJE212B/4VN
F-HIPK	Falcon 7X	Dassault Aviation	
G-KLNW	Ce510	Saxonair	SXN51D
N6VB	Global Express	Paramount Pictures	07
OE-GMI	BAe125-850XP	DBT - Transportes Aereos	
OO-PRM	Ce510	Air Service Liege	dep
OO-PRM	Ce510	Air Service Liege	09
PH-MFX	Ce650	JetNetherlands	06
06. 9H-JOY	CRJ200ER	Air X Charter	
D-AJOY	CL-850	Elytra Charter	
F-GOFX	Falcon 900B	Dassault Falcon Service	DSO06FX
07. CM02	Falcon 20E-5	21sq	BAF611
9H-JPC	ERJ135BJ	Air X Charter	
G-SPUR	Ce550	London Executive Avn	08 LNX70PU
OO-DFG	Falcon 2000LX	Luxaviation Belgium	AAB062
08. D-CMSC	Lj45	SAP Aktiengesellschaft	

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LX-GCA	Ce525B	Serlux		F-HSHB	Ce510	Flybox	
LX-SUN	P180	Luxaviation	09 2x LXA18S	G-FBKE	Ce510	Blink	BKK5E
OE-FBD	Ce510	GlobeAir	GAC7971/A	G-ZATG	DA42M	Airtask	17 DCT06
OO-AIS	Beech 200T	Aerodata Aerial Surveys	10	PH-ULP	EC135T2+	ANWB – MAA	LIFELN3
09.CM02	Falcon 20E-5	21sq	BAF611	17.CS-DRO	BAe125-800XPi	NetJets Europe	18 NJE9XC/704K
V-11	G-IV	334sq	10 NAF11	D-HHJS	R44	S.P. Helicopter-Service	
ES-LVA	Lj60XR	Panaviatic	10 VPC214/5	D-ISCH	Ce525A	G. Schubert	18
OO-DVG	Falcon 2000LX	Luxaviation Belgium	AAB062	N988H	Falcon 900EX	Honeywell Flight Operations	
PH-PKF	Falcon 2000LXS	JetNetherlands	25	OH-SWI	Ce525A	Scanwings	ABF1A/B
10.CM02	Falcon 20E-5	21sq	BAF615	OK-KUK	Ce510	Aeropartner	DFC42P/42
D-CPMU	Lj60	FAI Rent-A-Jet	IFA1834	OY-RJC	CRJ100LR	Global Reach Avn	DNM1702/170F
D-IMAX	Ce525A	Sylt Air	AWU910	18.V-11	G-IV	334sq	NAF11
EI-FWB	RRJ-95B	CityJet	DNM221K/2211	9H-FCB	Falcon 7X	Albinati Aeronautics Malta	ULC714
EI-FWB	RRJ-95B	CityJet	11 DNM2212/221C	CS-CHD	CL-350	NetJets Europe	NJE996F/8ZS
LX-GCA	Ce525B	Serlux		CS-CHE	CL-350	NetJets Europe	20 NJE829U/9GP
LX-SUN	P180	Luxaviation	21 LXA18S	CS-DRV	BAe125-800XPi	NetJets Europe	NJE7NM
N343AP	Falcon 7X	Air Products & Chemicals	11	M-PIRE	P180	Northside Aviation	20 2x
N718PM	Falcon 2000	Promotion in Motion	12	OE-FZC	Ce510	GlobeAir	GAC327A/085I
OO-PRM	Ce510	Air Service Liege	11	OH-RBX	Ce560XL	River Aviation	
OY-JJH	Do328-310	JoinJet	SUS9002/0602	OH-SWI	Ce525A	Scanwings	ABF1E/F
11.V-11	G-IV	334sq	NAF11	OO-PKX	Ce750	Air Service Liège	
CS-DXF	Ce560XLS	NetJets Europe	NJE6LC/869H	PH-HHJ	AS355F2	Helicopter Holland	19 HHE000/1
CS-PHF	EMB505	NetJets Europe	NJE5BF/772N	19.CS-DRV	BAe125-800XPi	NetJets Europe	20 NJE7NM/001B
D-IMAX	Ce525A	Sylt Air	13 AWU910	D-CSOS	Lj45	Jetcall	
G-FBLK	Ce510	Blink	13 BKK1A	D-ISAR	Raytheon 390	Euroflug Frenzel	
M-PIRE	P180	Northside Aviation	dep	G-OLIV	Beech B200	Dragonfly Avn Services	21 CBM77
OH-SWI	Ce525A	Scanwings	ABF1B	M-GMKM	Falcon 7X	GMK Consulting	
OO-PRM	Ce510	Air Service Liege	12	N210RK	BAe125-700A	Global Mission	21
OY-JJH	Do328-310	JoinJet	SUS602/9102	OO-PKX	Ce750	Air Service Liège	
PH-DTS	DA42	Wings over Holland	*	OO-PRM	Ce510	Air Service Liege	
PH-LAB	Ce550	NLR – TU Delft		TC-KMR	Falcon 7X	Setair	20 KOC002
PH-SVY	PA-31T	Slagboom en Peeters	12	20.V-11	G-IV	334sq	NAF11
12.CS-DXF	Ce560XLS	NetJets Europe	13 NJE094H/6LC	CS-DXZ	Ce560XLS	NetJets Europe	21 NJE369P/5QJ
M-PIRE	P180	Northside Aviation	18	G-FBKC	Ce510	Blink	BKK3C
OH-SWI	Ce525A	Scanwings	ABF1E/F	N811AM	BAe125-800SP	Airmed International	
PH-PXY	AW139	Nationale Politie	ZXP25	OE-FWF	Ce510	GlobeAir	GAC327I/B
13.CS-PHA	EMB505	NetJets Europe	NJE406D/441G	21.ZK458/U	Beech B200GT	45(R)sq	FRF7218
N450EE	G450	American Credit Acceptance	16	D-HMSH	R44	S.P. Helicopter-Service	
N500LU	PA-46-500TP		14	D-ICEE	Ce525	Spree Flug Luftfahrt	
OE-FZE	Ce510	GlobeAir	14 GAC797B/7912L	LX-SUN	P180	Luxaviation	22 LXA18S
14.N2FE	Global Express	Federal Express	16	LY-LTD	BAe125-800XP	Charter Jets	22 LTC301
PH-KBX	Fokker 70	Dutch Government	KLM9925	M-CCCP	Global 5000	Heda Airlines	
15.CS-DUB	BAe125-750	NetJets Europe	NJE4AL	M-IFLY	PC-12/47E	Nicholas John Vetch	
EC-LQF	CeS550	ClipperJet	ORO901/2	M-PIRE	P180	Northside Aviation	arr
F-HLRA	DA62	SDAviation		OO-NHV	AS365N3	NHV	*NCG10
OO-NHU	AS365N3	NHV	*	PH-HHB	H269D	Helicopter Holland	
PH-DND	ERJ145MP	Denim (a/w)	DNM170P/1701	22.D-IKOE	Ce510	Köpping Reederei	
PH-VBG	Falcon 2000EX	JetNetherlands	21	D-ILHB	Ce525	Lufthansa Flt Training	*DLH9911
16.V-11	G-IV	334sq	NAF12/11	D-ISAR	Raytheon 390	Euroflug Frenzel	23
D-AMSC	CL-604	MHS Aviation	MHV604	G-KLNV	Ce510	Saxonair	SXN51D
D-HMSH	R44	S.P. Helicopter-Service		LX-GCA	Ce525B	Serlux	



Although being operated by Jet Aviation Flight Services, This Global Express is registered to CB Applications. This company is listed on the web as Android app developer. N933EY was delivered to the company in 2006. (Rotterdam-The Hague, 28 November 2016, Maarten Visser Sr)

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Freshly delivered from the factory to Polish airline LOT in 2009, Embraer 175 SP-LIG was transferred to the Polish government almost a year later. (Rotterdam-The Hague, 24 November 2016, Mark Sluiters)

LX-SUN	P180	Luxaviation	29 2x LXA18S
LX-TWO	Lj35A	Ducair	23 DUK2AMB
OO-ACC	Ce525A	Air Service Liège	24
PH-MAA	EC135T2+	ANWB - MAA	2x Lifeliner1
PH-VBG	Falcon 2000EX	JetNetherlands	28
23. CS-DRY	BAe125-800XPi	NetJets Europe	24 NJE440U/201D
EI-FWC	RRJ-95B	CityJet	BCY9390/1
G-CGEI	Ce550 Bravo	Executive Aviation Services	
G-FDZS	B737-8K5	Thomson Airways	TOM8140F/8141
G-JOTR	BAe146-RJ85	JOTA Aviation	BCY88P/088
G-WVIP	Beech 200	Capital Air Ambulance	EGL18
HB-JSN	Falcon 7X	Dasnair	DGX702
24. CS-DUH	BAe125-750	NetJets Europe	NJE553E/989U
CS-DXO	Ce560XLS	NetJets Europe	NJE639E/4WT
D-ILHD	Ce525	Lufthansa Flt Training	*DLH9885
EI-FWB	RRJ-95B	CityJet	BCY9380/1
N576MA	TBM-850	HTG Trading	
N955SH	PA-46-350P	Peter Yarrow	
OE-FDT	Ce510	GlobeAir	GAC876C/479A
OY-CYV	Ce550	Nordic Air	NFA034P/034
SP-LIG	ERJ175LR	Polish Government	LOT7057/8
25. EI-FWA	RRJ-95B	CityJet	BCY9392/3
EI-FWB	RRJ-95B	CityJet	BCY9382/3
G-TAWH	B737-8K5	Thomson Airways	TOM8120/8121F
N576MA	TBM-850	HTG Trading	
N904DS	Global Express	D. Snyder / Washington Redskins	
OE-GMI	BAe125-850XP	DBT - Transportes Aereos	28
OY-CYV	Ce550	Nordic Air	NFA035/035P
26. CS-DXF	Ce560XLS	NetJets Europe	28 NJE6SL/836P
D-CEIS	Ce680	E-Aviation	EDF888
OO-PRM	Ce510	Air Service Liège	arr
27. CS-DTQ	EMB505	Everjets	arr EVJ452
HB-FOW	PC-12/45	Future Finance Corporation	
N933EY	Global Express	Jet Avn Flight Services	28 EJM963
PH-JTJ	Ce680	Exxaero	XRO078
28. D-CITY	Lj35A	Air Alliance Express	AYY116
D-GCOB	DA42		
EC-JCV	SA226AT	Flightline	29 FTL003/7721
OO-AMR	Ce525A	Air Service Liège	
29. CS-DXR	Ce560XLS	NetJets Europe	NJE364N/4VN
D-ILHA	Ce525	Lufthansa Flt Training	*DLH9948
F-GZTD	B737-73V	ASL Airlines France	FPO151/351
G-FLCN	Falcon 900B	Xclusive Jet Charter	XJN33N
LX-SUN	P180	Luxaviation	arr LXA18S
N748D	Beech 76	Ö. Satir	
PH-JTJ	Ce680	Exxaero	30 XRO078
PH-MAA	EC135T2+	ANWB - MAA	LIFELN1
PH-VBG	Falcon 2000EX	JetNetherlands	arr
30. D-CNAC	SA227DC	Binair	arr BID7P
N748D	Beech 76	Ö. Satir	
OO-CEJ	Ce525	Air Service Liège	arr

The Falcon on the 6th is being operated for the FalconResponse program. On the 10th CityJet operated a charter to and from Bologna. The Diamond on the 16th most probably operated a flight for the Dutch military as it arrived from Volkel and departed to Gilze-Rijen. The aircraft is being operated by Airtask, the new name for Directflight. The next CityJet charter took place on the 23rd. The company operated a flight to Manchester on behalf of Feyenoord FC. Thomson also went to Manchester that day with supporters for the game against the locals. On the 24th CityJet operated a charter to Palma de Mallorca. Polish Deputy Prime Minister Mateusz Morawiecki was in the Netherlands for the Polish-Dutch business forum in the Hague on the 24th. Thomson and CityJet returned on the 25th. Also the previously mentioned charter to Palma de Mallorca returned on that day. ASL Airlines operated a charter to Marrakesh Menara airport on the 29th.

Credits: Rotterdam Airport, Scramble MB.

Maastricht - Aachen

		November 2016	
01. ES-PVP	Lj60	Panaviatic	03 VPC113/4
SP-ENZ	B737-85F	Enter Air	02 ENT572P/511
VQ-BGN	G550	Gama Aviation	GMA222
02. D-AZAP	A321-211	China Eastern Airlines	dep AIB400C
D-CONE	Lj35A	Air Alliance	AYY105/6
D-ISKY	Beech B200	Air Hamburg	04 AHO145A/525A
YU-BZZ	Ce550 Bravo	Air Pink	
03. LX-VMF	Ce560XL	Luxaviation	04 LXA15P
04. OO-AMR	Ce525A	Air Service Liège	
SP-ENZ	B737-85F	Enter Air	ENT512/512P
TC-ACJ	B747-433(F)	ACT Airlines (a/w)	THY6305/6
05. VP-BNU	DHC-8-402	Yakutia Airlines	arr SYL9905
YU-BZZ	Ce550 Bravo	Air Pink	
08. CS-DVS	EMB500	Valair	VVV331
CS-DXS	Ce560XLS	NetJets Europe	NJE144U/847R
TC-MCD	A300B4-605R(F)	MNG Airlines Cargo	THY6305/6
09. CS-PHG	EMB505	NetJets Europe	10 NJE688T/6KY
HB-JSG	CL-605	Scintilla	
N194ER	Ce510	Blue Sky Aviation	
OO-ASL	Beech 200C	Air Service Liège	
10. 9H-VCA	CL-350	VistaJet Malta	11 VJT401
D-IAWG	Ce425	Aerowest	
F-HCPB	Ce525	Bleu Azur	
N185GA	G550	Caimito Enterprises	12
11. OE-FPP	Ce510	GlobeAir	12 GAC217A/797I
OK-SLN	ERJ135BJ	ABS Jets	12 ABP711
PH-TXA	Ce510	JetNetherlands	21
TC-ACM	B747-428ERF	Saudia Cargo	SVA6893/4
12. OO-JEF	B737-8K5	Jetairfly	JAF965F/9665

OO-JEF	B737-8K5	Jetairfly	13 JAF9666/966F
TC-MCG	A300B4-605R(F)	MNG Airlines Cargo	THY6307/8
TC-MCZ	A330-243F	MNG Airlines Cargo	THY6381
13.N185GA	G550	Caimito Enterprises	
OE-FZD	Ce510	GlobeAir	GAC2171/217B
SP-KCK	Ce525A	Jet Story	15 JDI40D
14.D-CALL	Ce550 Bravo	Air Hamburg	AHO509F
D-CFFF	Ce560XLS+	DC Aviation	DCS707/715
D-CNNN	Ce560XLS+	DC Aviation	DCS705
D-ITFC	Beech B200	Reupke Airservice	
ES-TLT	L-39C	Apache Aviation	25 Lion40
15.N902MZ	Ce525	Textron Aviation	
16.F-HPJL	EMB505	Air TNB	
G-TWOP	Ce525A	Centreline Air Charter	CLF475
OO-FYS	Ce525B	Luxaviation Belgium	AAB007
OO-FYS	Ce525B	Luxaviation Belgium	17 AAB007/008
17.F-HPJL	EMB505	Air TNB	20
G-FBKH	Ce510	Blink	18 BKK8H
OO-FYS	Ce525B	Luxaviation Belgium	AAB008
18.9H-VCC	CL-350	VistaJet Malta	VJT425
TC-ACJ	B747-433(F)	ACT Airlines	THY6305/6
YR-TRC	CL-300	Toyo Aviation	TOY001
19.5Y-BWG	DHC-8-315	Skyward International Airways	tst
CS-DXU	Ce560XLS	NetJets Europe	NJE7ZT
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ1128
20.CS-DXH	Ce560XLS	NetJets Europe	21 NJE304E/8FR
G-TWOP	Ce525A	Centreline Air Charter	CLF476
TC-MCG	A300B4-605R(F)	MNG Airlines Cargo	THY6301/2
21.D-CAAE	Lj55	FAI rent-a-jet	IFA1863
F-HCIC	Ce525B	Air Ailes	
G-FBKE	Ce510	Blink	22 BKK5E
22.ES-TLT	L-39C	Apache Aviation	tst Lion40
23.5Y-BWG	DHC-8-315	Skyward International Airways	dep
9A-BTE	Fokker 100	Trade Air	TDR9370/0370
OE-LNE	A319-112	Niki (BER c/s)	25 NLY9850/1
TC-ACM	B747-428ERF	Saudia Cargo	SVA6819/20
24.9A-BTE	Fokker 100	Trade Air	TDR371/9371
TC-MCZ	A330-243F	MNG Airlines Cargo	THY6305/6
25.9A-BTE	Fokker 100	Trade Air	26 TDR9177/0372
D-IATE	CeF406	Air-Taxi Europe	TWG111/211
26.HB-FWH	PC-12/47E	Central Aviation	27
27.9A-BTE	Fokker 100	Trade Air	TDR373/9373
TC-MCG	A300B4-605R(F)	MNG Airlines Cargo	THY6301/2
28.F-HCIC	Ce525B	Air Ailes	
G-RMMA	Falcon 900EX	TAG Aviation (UK)	
LN-WDK	DHC-8-402	Widerøe	dep WIF9040
LN-WFS	DHC-8-311	Widerøe	arr WIF9039
OO-MLG	Ce560XL	Luxaviation Belgium	AAB045
OO-PKX	Ce750	Air Service Liège	

OO-VMF	Ce560XL	Air Service Liège	f/v tst
29.OO-CEJ	Ce525	Air Service Liège	tst
OO-MLG	Ce560XL	Luxaviation Belgium	AAB045
PH-ADC	DHC-8-314	Maldivian	tst
30.D-CFGG	Lj36A	Quick Air Jetcharter	QAJ1145

On the 2nd a freshly painted Airbus departed back to Germany. Jetairfly operated a charter for André Rieu on the 12th. The Niki on the 23rd was related to the Racing Genk - Rapid Wien football game. The Trade Air Fokker on the same day also carried Croatia titles.

Credits: SG Maastricht / Threshold, MST-aviation.

Groningen - Eelde

November 2016			
01.CS-PHH	EMB505	NetJets Europe	02 NJE976A/ -
D-HTMA	EC135P2+	Helicopter Travel Munich	*
02.HB-IGU	Falcon 2000LX	CAT Aviation	arr
YU-BZZ	Ce550 Bravo	Air Pink	
03.G-FRAU	Falcon 20C	Cobham	
04.PH-LAB	Ce550	NLR - TU Delft	
08.LX-SUN	P180	Luxaviation	*LXA18S
OO-NHV	AS365N3	Netherlands Coastguard	
09.I-TCGR	Falcon 900B	Sirio	10
10.D-HMMH	AW139	HeliService International	*
OK-PCD	PC-12/47E	OK Aviation Wings	dep NTF385
12.D-CSOS	Lj45	Jetcall	dep
13.D-IABE	PA-42-720	Finow Air Service	
14.EC-LBB	G200	Gestair	
XA-MPS	G-V	Transportes Aéreos Tauro	
16.D-HOAC	AW139	Wiking Helikopter Service	*WHS3AC
OE-FDT	Ce510	GlobeAir	
OO-ELF	DA42	Young Belgium Aviation	
17.D-HOAC	AW139	Wiking Helikopter Service	
OY-JPJ	Ce650	North Flying	
18.D-CESA	Ce550 Bravo	Euro Link	19
OO-JCV	PC-12/47E	Nextgen Partners	arr
20.D-IPCH	Ce525A	Jetkontor	
21.N576MA	TBM-850	HTG Trading	
OE-EGO	PC-12/47E	Airlink	
22.D-HOAC	AW139	Wiking Helikopter Service	
LX-SUN	P180	Luxaviation	LXA18S
LY-SPD	A320-232	Small Planet Airlines	LLC3662
N711LS	Global 6000	The Whitewind Company	
OE-FPP	Ce510	GlobeAir	
PH-HHJ	AS355F2	Heli Holland Holding	
PH-MFA	DA42NG	Martinair Lelystad	MPH151
PH-MMT	EC135P2+	ANWB - MAA	
PH-OOP	H145	RAV Fryslân - MAA	2x



CHC Helicopters Netherlands took delivery of this Eurocopter EC155B1 in 2006. It was operational in the offshore industry from the start but was withdrawn from use in October 2016. PH-SHO was sold to Heli Holland and delivered to the company heliport in Emmen on 2 November in basic CHC colours but has since received titles and a tail logo. (Groningen, 25 November 2016, Simen Dorschman)

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Previously part of the Army Parachute Association fleet, this Cessna 208 arrived at Teuge in October 2016. G-OAFF is seen on this photo while departing to Damme airport in Germany. (Teuge, 25 November 2016, Bart Hoekstra)

23.OE-FMO	Eclipse 550	Mali Air Luftverkehr	
OY-NPD	SA227DC	North Flying	
T7-LSS	AW139	Skymedia	24
24.LY-SPD	A320-232	Small Planet Airlines	LLC3663
25.PH-SHO	EC155B1	Heli Holland Offshore	div
27.N305KN	G650	AFO	dep
28.OE-FDT	Ce510	GlobeAir	dep
YR-FKA	Fokker 100	Carpatair	LOT8846
29.D-INCS	Ce525	Jetkontor	

The Cobham Falcon on the 3rd arrived from Šiauliai, Lithuania and departed to Bournemouth-Hurn. The coast guard helicopter on the 8th stopped for some fuel on its way to Drachten. The Piaggio on the same day aborted its approach and continued to Rotterdam. The Small Planet on the 22nd transported board members of Groningen FC to the Atletico - PSV football match. The helicopter on the 25th was an Emden diversion.

Credits: GEAS, Jack Wolbrink.

Deventer-Teuge

November 2016			
02.S-458	AS532U2	300sq	
G-GBSL	Beech 76	Martin Howard Cundey	
OE-FDT	Ce510	GlobeAir	03 GAC4801
PH-DWW	R44	Wikselair Satellite Trading	
03.OE-FYZ	DA42	Rhein-Main Aviation	
PH-DTX	Yak-52	Dutch Thunder Yaks	dep
PH-DTY	Yak-52	Chris van den Broek	16
PH-ENK	R44	Bear Helicopters	dep
08.D-GFAS	DA42	Franconia Air Service	
PH-HGT	Ce680	ASL	09 2x
10.9H-FMJ	CeT207A	IMAO	22
PH-HGT	Ce680	ASL	
PH-PXE	EC135P2+	Nationale Politie	
11.OO-PXL	P68C-TC	Aerodata International Surveys	
PH-PXB	EC135P2+	Nationale Politie	
12.OO-PXL	P68C-TC	Aerodata International Surveys	
PH-ENK	R44	Bear Helicopters	
13.PH-JPS	R44	HeliCentre	
16.OK-KLM	PA-46-350T	Blue Sky Service	20
22.OO-AIS	Beech 200T	Aerodata Aerial Surveys	arr
23.LN-BEO	PA-60-601P	Askjems Camping-Center	
N843TE	Eclipse 500	Aeris Aviation	24
PH-MDG	Ce680	JetNetherlands	
24.PH-FVD	R44	Delon Air	
PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-PXF	EC135P2+	Nationale Politie	ZXP06
25.G-OAFF	Ce208	FSSD	dep
28.PH-PXB	EC135P2+	Nationale Politie	ZXP02

29.PH-JAS	Ce208	Paracentrum Texel	arr
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The Cessna on the 25th departed to Germany and is rumoured to be getting a German registration.

Credit: Teuge Airport

Eindhoven

November 2016			
01.L-12	PC-7	131EMVosq	*
D-IFDN	Ce525A	HTM Jet Service	HTM012
EC-LZU	G650	TAG Aviation España	TGM251
SE-RJI	BAe146-RJ100	Braathens Regional	SCW9602/8602
02.D-AIRW	A321-131	Lufthansa	DLH2571
M-JCBB	G650	JC Bamford Excavators	03 JCB1
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	04
PH-HWM	CL-605	ASL	dep
PH-HWM	CL-605	ASL	03
SE-RJI	BAe146-RJ100	Braathens Regional	SCW8603/9603
UR-CJN	An-12B	Cavok Air	CVK7021/2
03.CH03	C-130H	20sq	*BAF671
F-HLRB	DA62	SDAviation	04
M-JCBB	G650	JC Bamford Excavators	JCB1
OY-JPJ	Ce650	North Flying	NFA014P/014
PH-HGT	Ce680	ASL	dep
PH-MFX	Ce650	JetNetherlands	dep
04.072/YA	EMB121AA	ET	CTM1727
44+33	Tornado IDS	TLG33	*GAFE12A
J-003	F-16AM	312/313sq (nmks)	*Bullet1
J-011	F-16AM	312/313sq (312sq mks)	*Fist2,Bullet2
J-646	F-16AM	312/313sq (nmks)	*Fist1
D-CSEB	Ce560XLS+	Adolf Würth	
OY-JPJ	Ce650	North Flying	NFA015/015P
PH-FJK	Ce525B	JetNetherlands	09
05.07bl	C-27J	Transport Esk	LYF232
06.CS-TRJ	A321-231	21sq	BAF615
PH-HGT	Ce680	ASL	08
PH-MFX	Ce650	JetNetherlands	21
08.D-CNAG	SA227DC	Binair	BID3P/A
OO-PKX	Ce750	Air Service Liège	dep
OO-PKX	Ce750	Air Service Liège	10
UR-CKL	An-12BK	Cavok Air	09 CVK7021/2
09.CH04	C-130H	20sq	*BAF671
105/XK	TBM-700A	ET00.043	CTM3881
J-642	F-16AM	312/313sq (nmks)	*Cowboy01
84-0085	C-21A	86th AS	*Valor21
CS-DXV	Ce560XLS	NetJets Europe	NJE382Q/916N
EI-LEO	Ce750	Airlink Airways	10 HYR75X
G-JBLZ	Ce550 Bravo	Xclusive Jet Charter	11 XJC57L
N185GA	G550	Caimito Enterprises	

OK-ESC	Beech 400XT	Time Air	TIE507S/490Y	PH-FJK	Ce525B	JetNetherlands	22
PH-ANO	Ce560XLS	JetNetherlands		PH-HGT	Ce680	ASL	arr
10.CH09	C-130H	20sq	*	PH-HWM	CL-605	ASL	21
L-10	PC-7	131EMVOsq	*	PH-MYX	Ce650	ASL	
L-13	PC-7	131EMVOsq	*	21.CH12	C-130H	20sq	*BAF671
F-HLRA	DA62	SDAviation	11	D-665	CH-47D	298sq	*Grizzly12, GLV-V
PH-FJK	Ce525B	JetNetherlands		L-08	PC-7	131EMVOsq	*Diamond14
PH-FJK	Ce525B	JetNetherlands	11	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW373
PH-HWM	CL-605	ASL	15	PH-MFX	Ce650	JetNetherlands	22
11.1x	E-3A	NAEW&CF	*Nato40	PH-NDK	Falcon 900B	Exxaero	22 XRO084
54+02	A400M	LTG62	GAF024	22.D-101	CH-47D	298sq	*Grizzly31, GLV-V
J-008	F-16AM	312/313sq (nmks)	*Fist2	D-665	CH-47D	298sq	*Grizzly13, GLV-V
J-616	F-16AM	312/313sq (NTM14 mks)	*Fist1	S-458	AS532U2	300sq	*Wolfhound67
OE-FMI	Ce525	Fly Tyrol	FTY2	9A-BTD	Fokker 100	Trade Air	TDR9330/0330
PH-FJK	Ce525B	JetNetherlands	15	D-CRON	Ce560XLS	Silver Cloud Air	SCR762
UR-CKL	An-12BK	Cavok Air	arr CVK7023	I-EJGB	A330-202	Alitalia	AZA9474/81
12.G-SPUR	Ce550	London Exec. Aviation	13 LNX39PU	PH-ACE	Beech 300	JetNetherlands	
13.D-CSOS	Lj45	Jetcall		PH-HXC	B737-8K2	Transavia	dep TRA7677
M-ABJA	Lj45XR	Ryanair	RYR3	PH-MFX	Ce650	JetNetherlands	28
14.G-JBLZ	Ce550 Bravo	Xclusive Jet Charter	XJC57L	UR-CNN	An-12B	Cavok Air	23 CVK7021/2
G-LYDF	PA-31-350	Lydd Air	15 LYD04B	23.194/62-HB	CN235M-300	ET03.062	CTM1140
OO-PKX	Ce750	Air Service Liège	15	751	C-130H	356 MTM	24 HAF356H
PH-LAB	Ce550	NLR – TU Delft	15	S-454	AS532U2	300sq	*Demon4, GLV-V
SE-GHF	MU-2B-20	Nyge-Aero	tdy 16 TGT56	S-458	AS532U2	300sq	*GLV-V
15.110/XP	TBM-700A	ET00.041	CTM3817	D-CRON	Ce560XLS	Silver Cloud Air	SCR762
03	C-17A	HAW	16 Bartok32	OO-PKX	Ce750	Air Service Liège	24
N860AA	G550	Craig Protein Division		PH-FJK	Ce525B	JetNetherlands	25
OO-PAR	Ce525B	Luxaviation Belgium	16 AAB943	PH-MDG	Ce680	JetNetherlands	dep
OO-PKX	Ce750	Air Service Liège	18	24.LX-N90442	E-3A	NAEW&CF	*Nato41
UR-CKL	An-12BK	Cavok Air	16 – /CVK7022	Q-01	AH-64DN	301sq	*GLV-V
16.FB22	F-16BM	2w	*BAF251	9A-BTD	Fokker 100	Trade Air	TDR331/9331
03	C-17A	HAW	17 Bartok32/79	9H-VCE	CL-350	VistaJet Malta	VJT474
L-13	PC-7	131EMVOsq	*	PH-HXC	B737-8K2	Transavia	arr TRA7678
PH-FJK	Ce525B	JetNetherlands	20	25.MM62200	P180AM	71° Gruppo	IAM1495
PH-HWM	CL-605	ASL	18	D-665	CH-47D	298sq	*Grizzly31, GLV-V
17.CH09	C-130H	20sq	*BAF659	J-011	F-16AM	312/313sq	*Jingle01
FB20	F-16BM	10w	*	J-368	F-16BM	312/313sq	*Metal01
OO-PAR	Ce525B	Luxaviation Belgium	AAB943	Q-29	AH-64DN	301sq	*Redskin51, GLV-V
PH-CGN	Do228-212	Kustwacht	*NCG01	S-454	AS532U2	300sq	*Wildcat64, GLV-V
PH-HGT	Ce680	ASL		D-CFAN	Lj60	FAI rent-a-jet	IFA1000
PH-OUQ	Spitfire LF.Mk IX	SKHV	*	D-CRON	Ce560XLS	Silver Cloud Air	SCR762
18.J-136	F-16AM	312/313sq	*Sting02	PH-FJK	Ce525B	JetNetherlands	30
J-635	F-16AM	312/313sq	*Sting01	PH-HWM	CL-605	ASL	arr
PH-HWM	CL-605	ASL	19	PH-PXE	EC135P2+	Nationale Politie	ZXP05
UR-CKL	An-12BK	Cavok Air	arr CVK7023/	UR-CNN	An-12B	Cavok Air	dep CVK7022
19.CH09	C-130H	20sq		26.D-IAWG	Ce425	Aerowest	
OO-ACO	Ce510	Air Service Liège		27.MM62200	P180AM	71° Gruppo	IAM1495
OO-PKX	Ce750	Air Service Liège	23	HA-LXJ	A321-231	Wizz Air (Olympic c/s) f/v WZZ2273/4	
20.D-CGAA	Ce560XLS+	Air Hamburg	AHO796B	OO-PKX	Ce750	Air Service Liège	28
OO-ACO	Ce510	Air Service Liège	22	UR-CNN	An-12B	Cavok Air	28 CVK7023/2



This former Jet Airways and Etihad Airways Airbus was added to the Alitalia fleet in June 2015. Alitalia widebody aircraft like A330 I-EJGB are rarely seen in the Netherlands. (Eindhoven, 22 November 2016, Jeroen Stroes)

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F-WWQA is the first Falcon 8X that took to the air in February 2015. In the final stages of the flight test and certification campaign the aircraft visited Den Helder for some cross wind approaches. (Den Helder, 2 November 2016, Kees van der Mark)

28.54+04	A400M	LTG62	GAF725
J-015	F-16AM	312/313sq	*
L-13	PC-7	131EMVOsq	*
Q-26	AH-64DN	301sq	*Bat73
OO-PKX	Ce750	Air Service Liège	arr
PH-MFX	Ce650	JetNetherlands	30
29.J-514	F-16AM	312/313sq	*Bonzo01
M-ATTI	TBM-930	Vector Aircraft Leasing	30
OE-IAE	B737-4Q8(F)	TNT Airways	TAY420P/1503
30.1x	F-16AM	312/313sq	*Burst02
<u>J-014</u>	F-16AM	312/313sq	*Burst01
J-015	F-16AM	312/313sq	*Snake1
J-201	F-16AM	322sq	*Blade01
J-628	F-16AM	322sq	*Blade02
<u>J-646</u>	F-16AM	312/313sq	*Garvy21
D-CFGG	Lj36A	Quick Air Jetcharter	QAJ 1145
PH-MFX	Ce650	JetNetherlands	arr
UR-CNN	An-12B	Cavok Air	CVK7023/2

Braathens Regional operated a charter to Arlanda on the 1st. Lufthansa operated a charter for Bayern München from and to Munich on the 2nd. The previously mentioned Arlanda charter returned on this day. The Mitsubishi on the 14th operated some local flights for the military until it departed back to Scandinavia. The Trade Air Fokker on the 22nd transported PSV Eindhoven to Madrid for their game against Atletico Madrid. Transavia also operated a charter to Madrid on this day. The Alitalia Airbus on the 22nd operated a military charter. It arrived from Vienna and departed to Rome. On the 24th Transavia and the Trade Air Fokker returned from Madrid. The Wizz Air Airbus on the 27th has recently been repainted into special 'Budapest 2024 Olympic Bid' colours. TNT operated a cargo charter on the 29th.

Credits: EWAS, Oscar Sannen, Scramble MB.

Hilversum

November 2016			
04.OK-SWC 12	Calidus	Kazma Kazmitch	05
05.D-MNCI	Calidus	Autogyro Nederland	
10.D-HHJS	R44	S.P. Helicopter-Service	
16.D-HMSH	R44	S.P. Helicopter-Service	
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
18.PH-DWW	R44	Wikselaar Satellite Trading	
PH-WRW	EC120B	Heli Holland Holding	2x
24.OO-AAR	R44	Aarent	2x
25.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
27.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
30.D-HMSH	R44	S.P. Helicopter-Service	

Credits: Ernesto Bauer, Kees van Aggelen, Vliegveld Hilversum (Facebook)

Gilze-Rijen

November 2016			
01.L-10	PC-7	131EMVOsq	Diamond11
L-12	PC-7	131EMVOsq	Diamond08,02,35
L-13	PC-7	131EMVOsq	Diamond15
PH-LAB	Ce550	NLR - TU Delft	*
03.CH03	C-130H	20sq	*BAF671
04.J-011	F-16AM	312/313sq (312sq mks)	*Fist2
J-646	F-16AM	312/313sq (nmks)	*Fist1
L-06	PC-7	131EMVOsq	Diamond02
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
07.L-03	PC-7	131EMVOsq	3x
L-13	PC-7	131EMVOsq	Diamond05
08.L-03	PC-7	131EMVOsq	Diamond11
L-13	PC-7	131EMVOsq	Razor02
09.CH04	C-130H	20sq	*BAF671
J-642	F-16AM	312/313sq (nmks)	*Cowboy01
L-06	PC-7	131EMVOsq	*Razor03
10.L-10	PC-7	131EMVOsq	Diamond13
L-12	PC-7	131EMVOsq	Diamond03
L-13	PC-7	131EMVOsq	Diamond11
11.T-235	KDC-10	334sq	*NAF63
16.L-12	PC-7	131EMVOsq	Razor03
18.J-512	F-16AM	312/313sq (nmks)	*Anvil01
J-642	F-16AM	312/313sq (nmks)	*Tiger1
L-09	PC-7	131EMVOsq	Diamond05
L-10	PC-7	131EMVOsq	Diamond11
PH-LAB	Ce550	NLR-TU Delft	*
PH-PXE	EC135P2+	Nationale Politie	*ZXP05
21. <u>FB15</u>	F-16BM	10w	*BAF461
L-08	PC-7	131EMVOsq	Diamond14
L-09	PC-7	131EMVOsq	Diamond11,01
22.L-08	PC-7	131EMVOsq	Diamond13
23.ST34	SF260M+	CC Air	*BAF195
24.LX-N90442	E-3A	NAEW&CF	*Nato41
28.L-09	PC-7	131EMVOsq	Stick04
L-13	PC-7	131EMVOsq	Diamond13
29.CH09	C-130H	20sq	BAF640
<u>50+73</u>	C-160D	nn	GAF022
30.1x	SF260D/M+	CC Air	*BAF195
<u>J-015</u>	F-16AM	312/313sq	*Snake1

Locals:

298sq CH-47D/F: D-106, D-664, D-665, D-892,
300sq AS532U2: S-454, S-456, S-458,
301sq AH-64DN: Q-01, Q-16, Q-17, Q-18, Q-21, Q-24, Q-29

Gilze-Rijen had a nice mixture of movements in November.

Neighbouring Woensdrecht based PC-7's make the majority however fast jets, transports and general aviation found their way in as well. For the L-03 visit of 7 November some additional information is known, the trainer visited three times between 10.00 and 14.00 and was known as Razor02, Diamond11, Razor03 in order of appearances. Unfortunately these are too many characters for our normal presentation so this version is opted. The KDC-10 also visited Gilze again as they normally that more eastbound.

Credits: Gilze Rijen Aviation Society, Oscar Sannen, Robin Coenders, Scramble MB.

De Kooy

November 2016			
01.1x	CH-47D	298sq	
	D-106	CH-47D	298sq
	S-444	AS532U2	300sq
02.F-WWQA	Falcon 8X	Dassault Aviation	4x *
	OO-NSG	H175	NHV
	PH-HHK	Bell 206L	Heli Holland Holding
11.PH-HHJ	AS355F2	Heli Holland Holding	
17.PH-ECE	EC120B	Heli Holland Holding	
25.1x	F-16AM	RNLAF	*
	L-10	PC-7	131EMV0sq
	ZZ378	Wildcat HMA2	750NAS
28.D-665	CH-47D	298sq	28 <u>NAVY750</u>
	OO-SEA	R66	Seacoast
29.D-IVIV	Ce525A	Atlas Air Service	
30.PH-HCE	R66	HeliCentre	

Locals:

860sq NH90-NFH: N-088, N-316, N-324, N-325, N-327 (ground)

De Kooy's highlight for November was the visit of the Dassault Falcon 8X on the 2nd. The new successor of the Falcon 7X made an appearance from Bordeaux in order to do some cross wind approaches and returned homebound afterwards. NHV brought in another new H175 helicopter for their off-shore activities and other helicopter movements are added from Lelystad based Heli Holland and HeliCentre.

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

Leeuwarden

November 2016			
01.G-988	C-130H	336sq	*NAF78
	PH-HOW	H145	RAV Fryslân – MAA
04.J-003	F-16AM	312/313sq	*Bullet2

J-011	F-16AM	312/313sq	*Fist2,Bullet1
J-646	F-16AM	312/313sq (nmks)	*Fist1
07.G-988	C-130H	336sq	NAF79
11.G-988	C-130H	336sq	*NAF78
J-008	F-16AM	312/313sq	*Fist2
J-616	F-16AM	312/313sq (NTM14 mks)	*Fist1
16.E163/705-RB	Alpha Jet E	EIV 03.004	17 FAF6441
E170/705-RY	Alpha Jet E	EIV 03.004	17 FAF6442
G-988	C-130H	336sq	NAF79
J-055	F-16AM	312/313sq (nmks)	*Tiger01
17.PH-OOP	H145	RAV Fryslân – MAA	Medic1
18.J-512	F-16AM	312/313sq (nmks)	*Anvil01
J-642	F-16AM	312/313sq (nmks)	*Tiger1
21.J-011	F-16AM	312/313sq (312sq mks)	Tiger02
J-014	F-16AM	312/313sq (nmks)	Tiger01
PH-VIG	DA42M	Vigilance	
25.PH-MMT	EC135P2+	ANWB - MAA	Lifeline4
28.D-892	CH-47F	298sq	Grizzly51
N-318	NH90-NFH	860sq	Neptune05

The second H145 for the RAV Fryslân operation arrived on the 1st. This helicopter will serve as back up for the PH-OOP. The first medical evacuation flight for the new H145 was performed on the 17th by the latter, the first delivered H145.

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

Lelystad

November 2016			
01.M-ASTR	Do328-300	Sino Europe Aircraft	18
	PH-OOP	H145	RAV Fryslân – MAA
02.PH-HHO	EC155B1	Heli Holland Offshore	
	PH-HOW	H145	RAV Fryslân – MAA
	PH-SEW	R22	Wikselaar Satellite Trading
03.D-HCVG	AS355F2	Cineflight	tdy
	PH-HOW	H145	RAV Fryslân – MAA
	PH-PXA	EC135P2+	Nationale Politie
04.PH-PXA	EC135P2+	Nationale Politie	*ZXP01
05.PH-HOW	H145	RAV Fryslân – MAA	
	PH-SEW	R22	Wikselaar Satellite Trading
07.PH-HHO	EC155B1	Heli Holland Offshore	
08.PH-HHO	EC155B1	Heli Holland Offshore	
09.M-ATTI	TBM-930	Vector Aircraft Leasing	10
10.PH-PXA	EC135P2+	Nationale Politie	*ZXP01
11.OO-PXL	P68TC	Aerodata International Surveys	13 tdy
	PH-DWW	R44	Wikselaar Satellite Trading
12.PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
14.D-FKAI	PC-12/47E	Kaiser	
17.PH-VIG	DA42M-NG	Vigilance	



In 2017 the last ever Gulfstream 150 will be delivered to its owner. N162RU was registered in 2007 to Gulfstream Aerospace. It was added to the fleet of Hinson Corporate Flight Services in March of this year and arrived at QAPS for a fresh coat of paint last month. (Lelystad, 7 November 2016, Ernesto Bauer)

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This Rossiya Airbus started its career with Frontier in 2005. A319 EI-EYL was added to the Rossiya fleet in 2013 and only paid a short visit to Woensdrecht. (Woensdrecht, 4 November 2016, Johan Havelaar)

18. G-SRBM	Beech 350i	Skyhopper	XJC09M
19. VP-BCL	CL-600-2C10	Consolidated Contractors Company	01
21. PH-PXA	EC135P2+	Nationale Politie	*ZXP01
22. PH-PXA	EC135P2+	Nationale Politie	*ZXP01
23. OY-HPJ	Bell 206L1	Billund Air Center	
PH-PXA	EC135P2+	Nationale Politie	ZXP01
24. OO-NRG	R44	Genitrade	
PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
25. N9127Z	PA-46-310P	Rainer Calandri	27
PH-RIW	R44	Riwald Recycling	tdy
28. PH-PXA	EC135P2+	Nationale Politie	*ZXP01
29. D-ISKY	Beech B200	Air Hamburg	AHO351H
PH-ACE	Beech 300	JetNetherlands	
30. D-GOLD	PA-34-220T		
PH-PXC	EC135P2+	Nationale Politie	*ZXP03
PH-PXA	EC135P2+	Nationale Politie	*ZXP01

The two new air ambulance helicopters being operated by Medical Air Assistance for RAV Fryslân could be seen on the first two days of this month. The German helicopter on the 3rd arrived by road and was used for taking aerial shots at different locations in the Netherlands for an upcoming interactive and educational attraction called "This is Holland". The TBM on the 9th was the first TBM-930 to be delivered to the United Kingdom. Although registered to Vector Aircraft Leasing, the aircraft is actually owned by American businessman Attila Balogh. Traffic for the QAPS paint shop are the Dornier on the 1st and the Canadairjet on the 19th.

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

Volkel

November 2016			
01. 07-8609	C-130J-30	86th AS	
08. 10-0220	C-17A	62nd AW	RCH1145
16. G-DOSA	DA42M	Airtask	CAL06
17. 687	F-16AM	FLO	NOW132A
02-1107	C-17A	62nd AW	RCH455

Nightflying missions kept Volkel quiet for November. Despite this fact two USAF C-17A's, one Ramstein stretched Herc and a Norwegian F-16 visited. The Diamond 42 might look odd in the list however this airplane was used for calibration activities as the callsign hints.

Credits: SGVolkel Message Board, Oscar Sannen, Scramble MB.

Woensdrecht

November 2016			
01. VP-BNB	A319-111	Rossiia	02 SDM5403/4
YL-LCS	A320-214	SmartLynx	arr TVF900
02. Q-14	AH-64DN	301sq	tst Redskin06
03. Q-14	AH-64DN	301sq	dep Redskin54
VQ-BHK	A321-211	Aeroflot	dep AFL7627
04. EI-EYL	A319-111	Rossiia	05 SDM5405/6
05. F-HBAL	A319-111	Aigle Azur	12 AAF025T/026T
07. PH-GUU	B737-8EH	Transavia (GOL c/s)	18 TRA051/058
08. FA104	F-16AM	10w	*BAF471
J-021	F-16AM	322sq	arr Cobra
J-871	F-16AM	322sq	dep Cobra
F-HJUL	B737-8Q8	XL Airways	30 XLF10P/11P
09. J-642	F-16AM	312/313sq	tst Cowboy01
Q-30	AH-64DN	301sq	arr Redskin53
10. EC-LRN	A320-214	Vueling	arr VLG905P
11. J-642	F-16AM	312/313sq	dep Cowboy
PH-PXE	EC135P2+	Nationale Politie	ZXP05
14. HA-LWJ	A320-232	Wizz Air	21 WZZ801/803
16. J-055	F-16AM	312/313sq	*Tiger01
18. N737ER	B737-7CJ	JLAM JBB	tst
19. N737ER	B737-7CJ	JLAM JBB	dep
21. HA-LWI	A320-232	Wizz Air	28 WZZ801/803
22. 82+52	EC135T1	HFWS	GAM8252
82+59	EC135T1	HFWS	GAM8259
82+60	EC135T1	HFWS	GAM8260
23. PH-CGN	Do228-212	Kustwacht	*NCG03
25. D-665	CH-47D	298sq	*Grizzly54
28. J-015	F-16AM	312/313sq	tst Cowboy01
HA-LWL	A320-232	Wizz Air	arr WZZ801
29. PH-ELP	EC135T2	ANWB - MAA	Lifeline2
30. J-015	F-16AM	312/313sq	dep Snake01

During November Woensdrecht kept interesting movements. On the military side mostly local LCW traffic with special attention for the three German Army EC135's that visited the graduation ceremony. Civil this month had various Russian Airbus visits, Aigle Azur brought in a A319 and Transavia send her GOL boomerang. PH-GUU was readied at Schiphol to become PR-GUU and return back to Brazil in October. That was changed last minute and after some time spent at Schiphol the B737 came to FAS for some TLC void of Transavia stickers due to a fuselage inspection. It returned back to Schiphol on 18 November. XL Airways brought one of their 737's in, destined for T'Way Air in South Korea. The aircraft departed on the 30th for painting. The colourful BBJ1 N737ER left as well and Wizz Air visited three times with A320

equipment.

Credits: Johan Havelaar, Airnieuws, SG Woensdrecht, Pieter van 't Hof, Oscar Sannen, Eric van Lisdonk, Ernesto Bauer, Yorden van de Weteringh, Stefan Lodewijks.

Texel

			November 2016
01. D-GFFG	P68B	Sylt Air	02
	PH-HCE	R66	HeliCentre Invest
02. PH-PXY	AW139	Nationale Politie	NCG04
03. D-GFFG	P68B	Sylt Air	
	PH-DKI	P68C	Zeeland Air
	PH-HOW	H145	RAV Fryslân – MAA
	PH-PXA	EC135P2+	Nationale Politie
		R44	S.P. Helicopter-Service
10. D-HMSH			
12. PH-COM	PA-30	Dutch Airline Pilots Aero Club	13
13. D-FONL	An-2S	Classic Wings	
16. PH-COM	PA-30	Dutch Airline Pilots Aero Club	
18. N-318	NH90-NFH	860sq	NAF318
23. PH-PXY	AW139	Nationale Politie	ZXP25
24. PH-HLM	PA-34-200T	KN Singles And Twins	
25. L-08	PC-7	131EMVosq	Diamond08
27. PH-RLB	Saab 91D	Vliegend Museum Seppe	
28. D-892	CH-47F	298sq	Grizzly51
30. PH-PXA	EC135P2+	Nationale Politie	ZXP01
	PH-PXY	AW139	Nationale Politie

The second new helicopter to transport patients from the Waddenzee islands paid a visit on the 3rd.

Credit: Texel Airport.

Flamingo (Bonaire, Dutch Caribbean)

			November 2016
01. HI1007	Beech 1900D	Sky High Aviation	
	N155RW	Ce560XLS	Excel Holdings
	N824CC	Lj55	Air Ruif
			08
			tdy 31
02. N2333K	CeU206G		06
03. N876DG	CL-300	Digicel	
04. HI860	BAe3201	ACSA - Air Century	05
	HI1007	Beech 1900D	Sky High Aviation
06. YV1851	RC690C		09
08. HI1007	Beech 1900D	Sky High Aviation	
	YV2986	Beech C90	
10. N743PB	IAI1124A	Genesis Aviation	
	N876RA	Ce560XL	Parminter Investments

YV3048	PA-31		
11. HI840	BAe3101	ACSA - Air Century	12
	N356DC	Ce525B	Zephyr Air
	PR-CBY	ERJ135BJ	Brasil Warrant Administração de Bens
	YV1149	Ce206	14
	YV1535	Ce310	
12. PT-SHO	EMB110P1		Fototerra Atividades de Aerolevant.
	RC690C		15
	YV1851		
14. YV1343	Beech 55		
	YV1535	Ce310	
	YV2553	PA-32	
17. HK4411	BAe3201	SARPA	
	N50HA	G500	251 Finance
	YV3128	Ce560 Ultra	
18. N350PB	PA-31-350	AT Aviation	
	PH-DCG	AW139	DCCG
			*
20. PH-DCG	AW139	DCCG	*
23. V-11	G-IV	334sq	24
			28
	N3WB	Evolution	
	N440JJ	Lj45	JLL Aviation
	YV2135	SA226T(B)	Org. Trans-Wing
	YV3229	Ce550	
24. N350PB	PA-31-350	AT Aviation	
	PH-DCG	AW139	DCCG
			*
25. N33NJ	Lj45	National Air Ambulance	
	N356DC	Ce525B	Zephyr Air
			28
26. YV2949	PA-31		
27. N440JJ	Lj45	JLL Aviation	30
	YV2135	SA226T(B)	Org. Trans-Wing
28. N93NS	CL-300	NuStar Logistics	29
	YV2734	Lj45XR	Petróleos de Venezuela
29. YV2738	Lj45XR	Petróleos de Venezuela	
30. N1093Z	Beech B200	Group B-200	01
	N2333K	CeU206G	

TUI Airlines Netherlands:

PH-TFK	01, 04, 05, 08, 12, 15, 29	PH-TFL	11, 19, 25, 26
		PH-TFM	18, 22

Delta:

N372DA	19	N37700	13
N3735D	27	N382DA	26
N3738B	12	N391DA	20
N3760C	06	N633DL	05

United:

N27246	27	N66831	19
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H145 PH-HOW is the second helicopter being operated by Medical Air Assistance for the RAV Fryslân. This helicopter will serve as back-up for PH-OOP, our cover photo on last month's issue. Both are based at Leeuwarden Air Force Base. Patient flights from the Frisian Islands started on 28 November. (Texel, 3 November 2016, Mike de Bruijn)

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This Dash-8 started its career in China in 1995. It ended up in Africa via Canada in 2008 as 5Y-BWG. Skyward Express added the aircraft to its fleet in November 2016 still registered as 5Y-BWG. (Maastricht-Aachen, 14 November 2016, Bill de Koning)

N33289	20	N66841	05	15. D-ALPD	A330-223	Air Berlin	BER7408/9
N37434	13	N67815	12	N296L	Lj60	Hop-A-Jet	16 HPJ296
N38403	06	N69813	26	N615JB	A320-232	JetBlue Airways	JBU1111/2

Left out were KLM, Insel Air (Fokker 50, 70 and MD80), Divi Divi Air and EZ Air (BN2) and the Learjet 35 N389KA which is based here, unless operating on a non-scheduled flight.

Learjet N824CC kept on replacing Learjet N389KA for ambulance flights all month. The Sky High Beech 1900 operated flights to and from Santo Domingo. A US registered Westwind on the 10th operated from and to Venezuela. The Legacy on the 11th came for fuel, but in the middle of the night. The 12th brought a nice Bandeirante, a type not seen any more since Insel Air stopped operating them. It came from Boa Vista and continued to Puerto Plata, Dominican Republic. The 23rd brought a military visitor from Curaçao and a Lancair Evolution, which came in direct from Ft Lauderdale.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			November 2016				
01. "YV3811"	Beech E90	<i>impounded</i>	(ex N63BV)	15. D-ALPD	A330-223	Air Berlin	BER7408/9
D-ALPA	A330-223	Air Berlin	BER7408/9	N296L	Lj60	Hop-A-Jet	16 HPJ296
N556JB	A320-232	JetBlue Airways	JBU1111/2	N615JB	A320-232	JetBlue Airways	JBU1111/2
02. A6-EFL	B777-F1H	Emirates	UAE9918	16. A6-EFM	B777-F1H	Emirates	UAE9918
04. C-GSJB	A319-112	Air Canada rouge	ROU1794/5	17. N632JB	A320-232	JetBlue Airways	JBU1111/2
05. A6-EFE	B777-F1H	Emirates	UAE9914	18. C-FYKW	A319-114	Air Canada rouge	ROU1794/5
N536JB	A320-232	JetBlue Airways	JBU1111/2	19. A6-EFN	B777-F1H	Emirates	UAE9914
06. C-FWVJ	B737-8CT	WestJet	WJA2688/9	N536JB	A320-232	JetBlue Airways	JBU1111/2
D-ALPG	A330-223	Air Berlin	BER7408/9	N911YA	EMB500	Kaluca Aviation Services	arr
07. A6-EFS	B777-F1H	Emirates	UAE9916	20. C-GWBL	B737-8CT	WestJet	WJA2688/9
08. D-ALPG	A330-223	Air Berlin	BER7408/9	D-ABXB	A330-223	Air Berlin	BER7408/9
N630JB	A320-232	JetBlue Airways	JBU1111/2	21. A6-EFG	B777-F1H	Emirates	UAE9916
09. A6-EFH	B777-F1H	Emirates	UAE9918	N27VQ	Ce525A	Venequip	27
10. N583JB	A320-232	JetBlue Airways	JBU1111/2	N801WJ	BAe125-800XP	Professional Flight Transport	23
11. C-GBHZ	A319-114	Air Canada rouge	ROU1794/5	22. D-ABXB	A330-223	Air Berlin	BER7408/9
N27VQ	Ce525A	Venequip	dep	N213RG	BAe125-800SP	Aviation Enterprises	arr
12. A6-EFG	B777-F1H	Emirates	UAE9914	N779JB	A320-232	JetBlue Airways	JBU1111/2
N607JB	A320-232	JetBlue Airways	JBU1111/2	23. A6-EFE	B777-F1H	Emirates	UAE9918
13. C-GWSA	B737-8CT	WestJet	WJA2688/9	HK-4394	BAe32	SARPA	
D-ABXB	A330-223	Air Berlin	BER7408/9	N296L	Lj60	Hop-A-Jet	HPJ296
N451LJ	Lj45	Southern Company Services	dep	24. N641JB	A320-232	JetBlue Airways	JBU1111/2
14. A6-EFD	B777-F1H	Emirates	UAE9916	25. C-GJVY	A319-114	Air Canada rouge	ROU1794/5
				26. A6-EFK	B777-F1H	Emirates	UAE9914
				C-FSJI	Falcon 20F-5	Algonquin Airlink	FSY1
				HB-JRA	CL-604	Swiss Air Ambulance	SAZ57
				N656JB	A320-232	JetBlue Airways	JBU1111/2
				27. C-GKWA	B737-8CT	WestJet	WJA2688/9
				N555MF	PA-31-325	Cloud 555	28
				28. A6-EFG	B777-F1H	Emirates	UAE9916
				29. D-ABXD	A330-223	Air Berlin	BER7408/9
				N603JB	A320-232	JetBlue Airways	JBU1111/2
				30. A6-EFO	B777-F1H	Emirates	UAE9918

Omitted from the list are PAWA Dominicana and Avior Regional. Also Reach flight RCH510 arriving from Offut on the 16th and a Gulfstream with callsign EFT6361/0101 on the 27th have been omitted due to the fact that no further information has been found on both flights. The SARPA on the 23rd has been added to the ambulance fleet and was painted in special pediatric colours.

As a side note; due to the fact that we lost our source for the Hato movements some months ago, the Curaçao movements will be discontinued in the 2017 movements.

Credit: Flightaware.

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<http://forum.scramble.nl/>

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Movements Belgium



ABS Jets is a business jet operator with bases at Prague and Bratislava Airport. Although established in 2004 Embraer 135BJ OK-OWN was added to its fleet in June 2014. (Antwerp, 11 November 2016, Walter Van Brempt)

Antwerp

			November 2016				
01.	CS-DRW	BAe125-800Xi	NetJets Europe	CS-DXH	Ce560XLS	NetJets Europe	11
	CS-DXT	Ce560XLS	NetJets Europe	F-GLNF	Beech 1900D	Twin Jet	
	D-GEWF	DA42	M. Haesslich	G-KLNW	Ce510	Saxonair	
	OO-GEE	PC-12/47E	Blue Sky Aviation	N239KF	Beech B200GT	Textron Aviation	
02.	LX-EBE	Ce560XLS+	Flying Group Luxembourg	N321MH	Beech C90GTi		11
	M-LEYS	Beech C90GT	Heres Aviation	OO-GMJ	Beech 350	Air Service Liège	11
	OY-NPF	SA227DC	North Flying	OO-IDE	Ce525	Air Service Liège	11
03.	1x	SF260D/M+	CC Air	PH-TXA	Ce510	ASL	
	9H-VFA	CL-605	VistaJet Malta	11.	CS-PHE	EMB505	NetJets Europe
	D-CITY	Lj35A	Air Alliance Express	N400J	G450	Johnson & Johnson	13
	HB-IGV	Falcon 50EX	VF International	N944AR	R44	Flight Services	
	OE-GBB	Do328-110	Tyrol Air Ambulance	OK-OWN	ERJ135BJ	ABS Jets	f/v
04.	D-INCS	Ce525	Jetkontor	OO-ACC	Ce525A	Air Service Liège	13
	F-GOFX	Falcon 900B	Dassault Falcon Service	OO-GMJ	Beech 350	Air Service Liège	26
	HB-IGV	Falcon 50EX	VF International	SP-MRC	Saab 340A	SkyTaxi	
	M-ARTY	PC-12/47E	Creston (UK)	12.	OO-RFF	R44	Heliventure FTO
	OO-KNM	R44	Keysers Noel	PH-BYA	Beech 58	KLS	
05.	LX-TQJ	CL-300	Global Jet Luxembourg	13.	PH-DIX	PC-12/45	Din-Air
	OO-ACO	Ce510	Air Service Liège	PH-MYX	Ce650	JetNetherlands	14
	OO-CEJ	Ce525	Air Service Liège	14.	D-CCGM	EMB505	Rhein-Mosel-Flug
	OO-GEE	PC-12/47E	Blue Sky Aviation	PH-MYX	Ce650	JetNetherlands	15
	XA-CHR	G550	Operadora de Vuelos Ejecutivos	15.	CS-DKG	G550	NetJets Europe
06.	CS-DXJ	Ce560XLS	NetJets Europe	M-ARTY	PC-12/47E	Creston (UK)	16
	OO-ACO	Ce510	Air Service Liège	OE-FVJ	Ce525	Airlink	f/v 16
	OO-GEE	PC-12/47E	Blue Sky Aviation	OO-IDE	Ce525	Air Service Liège	
	OY-LHC	ATR72-212	Danish Air Transport	PH-DIX	PC-12/45	Din-Air	
	OY-RUO	ATR42-500	Danish Air Transport	16.	D-CCGM	EMB505	Rhein-Mosel-Flug
07.	CS-DTO	ATR42-300	Lease Fly (a/w)	D-CHRD	Ce680	Hahn Air	f/v
	CS-DXL	Ce560XLS	NetJets Europe	D-FNAH	PC-12/47E	Fresena Flug	
	G-HNPN	EMB505	Flairjet	G-FSEU	Beech 200	JOTA Aviation	
	M-ARTY	PC-12/47E	Creston (UK)	N460QS	G-IVSP	Advanced Air Management	17
	N217TS	PA-46-350P	Laukatel Air	N626JE	G-V	Pegasus Elite Aviation	17
	OO-GEE	PC-12/47E	Blue Sky Aviation	OE-LIR	Do328-110	Welcome Air	
	OO-IDE	Ce525	Air Service Liège	VQ-BDS	G200	Mont Blanc Aviation	f/v 17
08.	ST42	SF260D	CC Air	17.	D-CHRD	Ce680	Hahn Air
	ST48	SF260D	CC Air	D-FNAH	PC-12/47E	Fresena Flug	
	D-CITA	Lj60	German Privat Jet Group	D-ICCC	CeF406	Air Taxi Europe	
	F-GZJX	DA42	Aeroplano	M-ARTY	PC-12/47E	Creston (UK)	
	OO-ACO	Ce510	Air Service Liège	M-CRAO	Beech 350	Dr. Oetker	18
	OO-GLS	R22	Paramount	M-LEYS	Beech C90GT	Heres Aviation	18
	PH-HGT	Ce680+	JetNetherlands	OK-KUK	Ce510	Aeropartner	
09.	D-ILAP	EMB500	Liebherr Geschäftsreise	OO-ELF	DA42	Young Belgium Aviation	
	OE-FHK	Ce510	GlobeAir	OO-PZG	Ce208B	Piloten Zonder Grenzen	24
	OE-GBB	Do328-110	Tyrol Air Ambulance	PH-DIX	PC-12/45	Din-Air	
	OO-ACO	Ce510	Air Service Liège	18.	G-FSEU	Beech 200	JOTA Aviation
	OO-GEE	PC-12/47E	Blue Sky Aviation	19.	N165SL	P180	Nextgen Partners
	OO-PCK	PC-12/47E	European Aircraft Private Club	OO-GEE	PC-12/47E	Blue Sky Aviation	28
	PH-MYX	Ce650	JetNetherlands	PH-CGN	Do228-212	Kustwacht	
	SP-MRC	Saab 340A	SkyTaxi	PH-DIX	PC-12/45	Din-Air	
10.	RS05	Sea King Mk48	40sq (spec c/s)	PH-TSN	DA42	Twin Star Netherlands	
				SE-DJG	ERJ135BJ	European Flight Service	f/v
				21.	CS-DXX	Ce560XLS	NetJets Europe
				F-HPEB	Lj40	ADD	

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G-TWOP	Ce525A	Centreline Air Charter	22	F-HJBR	EMB505	CASAM	
HB-VPO	EMB505	Air Glaciers	f/v 22	G-ZYAK	Yak-52	J. van Rossum	tst
N165SL	P180	Nextgen Partners		HB-IGV	Falcon 50EX	VF International	
22.CS-DXX	Ce560XLS	NetJets Europe	23	OO-GEE	PC-12/47E	Blue Sky Aviation	
D-CBBS	EMB505	German Private Jet Group	f/v	OO-HCY	R44	Heli & Co	
D-FAST	Ce208	Business Wings		OO-SKY	Ce525A	Luxaviation Belgium	
F-GZJX	DA42	Aeroplano		PH-ANO	Ce560XLS	JetNetherlands	
G-LUBB	Ce525	Centreline Air Charter		30.9H-KAZ	BAe125-900XP	Hyperion Aviation	01
M-ARTY	PC-12/47E	Creston (UK)		D-ITIP	Ce525	Star Wings Dortmund	
M-LEYS	Beech C90GT	Heres Aviation	23	M-ARTY	PC-12/47E	Creston (UK)	
N127QR	Beech 300LW	A. Ruijgrok	28				
OO-ACO	Ce510	Air Service Liège	25 2x				
OO-VCC	Bell 206B	Heli Service Belgium	2x				
23.ST36	SF260M+	CC Air					
D-CFLY	Ce560XLS+	Air Hamburg					
D-HBWH	Bo105S	Air Lloyd					
LX-NEW	PC-12/47E	Jetfly Aviation	f/v 25				
24.D-EXRE	PA-46-350P	A+R Armaturen	f/v				
D-GEWF	DA42	We-Fly	29				
HB-ZWO	R44	C. de Wolf					
LN-SOV	Ce680	Sundt Air	27				
N902MZ	Ce525	Textron Aviation					
OO-PZG	Ce208B	Piloten Zonder Grenzen					
25.D-IRUP	Ce551SP	AAA Aviation & Aircraft Assets					
EC-JCV	SA226AT	Flightline		01.9H-JOY	CRJ200ER	Air X Executive Jets	02
G-CBSR	Yak-52	L. Olivier		CS-DLG	Falcon 2000EX	NetJets Europe	
G-OCJZ	Ce525A	Centreline Air Charter		D-IMAX	Ce525A	Sylt Air	
LX-EBE	Ce560XLS+	Flying Group Luxembourg	28	LX-JFV	PC-12/47E	Jetfly Aviation	02
N818LF	G550	LFG Services	f/v 28	OO-AMR	Ce525A	Air Service Liège	
OE-GBB	Do328-110	Tyrol Air Ambulance	26	OO-GEE	PC-12/47E	Blue Sky Aviation	
OO-ACO	Ce510	Air Service Liège		02.9H-CGH	Falcon 50EX	Elit'Avia Malta	
OO-STR	AS350B3	Stephex Stables	f/v	B-8126	G550	Deer Jet	
PH-TXA	Ce510	ASL		D-ABDB	A320-214	Small Planet Germany	03 LLX3662/3
26.D-CBBS	EMB505	German Private Jet Group		D-CSEB	Ce560XLS+	Adolf Würth	
G-OCJZ	Ce525A	Centreline Air Charter		F-HRGD	ERJ145LU	Regourd Aviation	03
OK-AML	Ce510	Aeropartner		HB-AFX	ATR72-202(F)	ASL Airlines Switzerland dep FAT445	
27.N600J	G550	Johnson & Johnson	28	LX-LBB	B737-86J	Luxair	03 LGL7703/7704P
28.D-FEPG	PC-12/47E	Rhein-Mosel-Flug		OO-PAR	Ce525B	Luxaviation Belgium	
N127QR	Beech 300LW	A. Ruijgrok		OY-NPF	SA227DC	North Flying	
OE-FLG	Ce525	Smartline Luftfahrt	30	03.MM62026	Falcon 50	306° Gruppo TS	
OO-HCY	R44	Heli & Co		ZH885	Hercules C5	24/30sq	RRR5988/9
OO-MLF	PA-34-200T	Belgian Flight School		C-GDPG	Global 5000	Execaire	
TC-CMB	Lj45	Kugu Havacilik	29	CS-DXS	Ce560XLS	NetJets Europe	
29.ST42	SF260D	CC Air		LX-LBB	B737-86J	Luxair	
D-GEWF	DA42	We-Fly	30	M-OLEG	ERJ135BJ	Hermitage Air	
D-HBWH	Bo105S	Air Lloyd	30	OE-GDP	EMB505	Speedwings Executive Jet	04
D-IHIT	Beech 58	HIT	30	04.130608	CC-130J	436sq	OSY18T

It is obvious the summer months are far behind us, just as the amount of special visitors. Two are worth mentioning this month. The Danish ATR42 on the 6th departed back to Denmark for maintenance. Its big brother arrived on the same day to substitute. The Mexican Gulfstream on the 5th arrived from Gatwick and departing to Münster Osnabrück. The Bermuda registered Gulfstream on the 16th arrived from Nice and departed to Geneva.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

November 2016

01.9H-JOY	CRJ200ER	Air X Executive Jets	02
CS-DLG	Falcon 2000EX	NetJets Europe	
D-IMAX	Ce525A	Sylt Air	
LX-JFV	PC-12/47E	Jetfly Aviation	02
OO-AMR	Ce525A	Air Service Liège	
OO-GEE	PC-12/47E	Blue Sky Aviation	
02.9H-CGH	Falcon 50EX	Elit'Avia Malta	
B-8126	G550	Deer Jet	
D-ABDB	A320-214	Small Planet Germany	03 LLX3662/3
D-CSEB	Ce560XLS+	Adolf Würth	
F-HRGD	ERJ145LU	Regourd Aviation	03
HB-AFX	ATR72-202(F)	ASL Airlines Switzerland dep FAT445	
LX-LBB	B737-86J	Luxair	03 LGL7703/7704P
OO-PAR	Ce525B	Luxaviation Belgium	
OY-NPF	SA227DC	North Flying	
03.MM62026	Falcon 50	306° Gruppo TS	
ZH885	Hercules C5	24/30sq	RRR5988/9
C-GDPG	Global 5000	Execaire	
CS-DXS	Ce560XLS	NetJets Europe	
LX-LBB	B737-86J	Luxair	
M-OLEG	ERJ135BJ	Hermitage Air	
OE-GDP	EMB505	Speedwings Executive Jet	04
04.130608	CC-130J	436sq	OSY18T



This Boeing 747 was delivered in 1991 to Air Canada as a passenger aircraft. It was converted to freighter and delivered to Air China Cargo in the summer of 2008. Just five years later ACT Airlines added the aircraft to its fleet. The day before this photo was taken the Boeing was delivered to Air Cargo Global as OM-ACB. (Brussels, 24 November 2016, Paul Sanders)

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In 2014 Air Algérie placed an order for two convertible Boeing 737-700 aircraft. At the time of the delivery of the first of these two Air Algérie outlined plans to launch a separate standalone cargo unit. This cargo unit commenced operations as a standalone unit of Air Algérie on 15 November 2016 with a flight between Algiers and Lyon Saint-Exupéry in France. Boeing 737 7T-VKS is the first convertible aircraft mentioned above and can carry 18 tons of goods in the cargo layout and up to 112 people in the passenger layout hence the windows. The aircraft was caught on camera on its first cargo flight to Belgium's capital. (Brussels, 25 November 2016, Paul Sanders)

9H-CGH	Falcon 50EX	Elit'Avia Malta		D-ISIX	Beech C90B	Gullwing Aviation	
CS-DXS	Ce560XLS	NetJets Europe		I-SEAS	Falcon 900EX	SNAM	
D-IOVP	PA-42-720	Heli-Flight		LX-JFH	PC-12/45	Jetfly Aviation	
D-IPVD	Ce525A	Prominent Gruppe (Transavia Flug) 05		N344RS	G550	Lockheed Martin Corporate Aircraft	
F-HOIE	P180	Investairs		OE-FXM	Ce525A	Speedwings Executive Jet	
OO-PAR	Ce525B	Luxaviation Belgium		OE-GGG	Ce560XLS+	Jetfly Airline	
05.9H-ILA	CL-850	VistaJet Malta	06 - /VJT600	OM-BYA	A319-115X	Government of Slovakia	SSG04A
D-AICD	A320-212	Condor	TCW6KE/7LH	VP-CON	CL-850	Flight Test Consultants	09
D-AICD	A320-212	Condor	06 TCW5DE/1468	09.100001	OS100	TSFE	OSY38F
D-CARO	Ce680+	Aerowest		CS-DXJ	Ce560XLS	NetJets Europe	
EC-LZD	A320-214	Evelop Airlines		CS-DXV	Ce560XLS	NetJets Europe	NJE916N/ -
06.15001	CC-150	437sq	CFC3701	CS-PHG	EMB505	NetJets Europe	
9H-FWW	Raytheon 390	Europ Star		D-CEEE	Ce560XLS	HTM Jet Service	
9H-KAZ	BAe125-900XP	Hyperion Aviation		D-CTTT	Ce560XLS	HTM Jet Service	
CN-TLA	Ce680	Silver Cloud Aviation		D-IEKU	Ce525A	Ohlair Charterflug	
D-CAHO	Ce560XLS+	Air Hamburg	07	HB-JGT	CL-605	Scintilla	
D-CAWB	Ce680	Aerowest		HB-JSG	CL-605	Scintilla	
EC-LZD	A320-214	Evelop Airlines		I-VITH	Beech 400A	Aliparma	
N650NY	G650	Aviation Consultants		M-RAYS	CL-650	Gufo Lines	
OM-BYA	A319-115X	Government of Slovakia	SSG004	N835BA	B737-7BC	Boeing Executive Flight Operations	
OO-SDT	Beech 350	Bongrain Benelux		OM-BYA	A319-115X	Government of Slovakia	SSG004
07.0260	Yak-40	241.dlt	08 CEF821/	OO-KOR	Ce525A	Luxaviation Belgium	
LJ-1	Lj35A	TukiLLv	FNF391	RA-82074	An-124-100	Volga-Dnepr	10 VDA7559/46
14+01	Global 5000	FBS BMVg	08 GAF604	TC-MJB	CL-604	MNG Jet	
14+04	Global 5000	FBS BMVg	GAF671	YU-BNA	Falcon 50	Serbian Government	
406	An-26	MH 59. Sz. D. Rep.	08 HUAF409	10.FAE-052	Falcon 7X	Ala 11	
MM62243	VC-A319	306 Gruppo TS	IAM3167	9H-TOO	Falcon 7X	Skyfirst	
MM62245	VC-900EX	93° Gruppo TS	IAM3131	CS-DKG	G550	NetJets Europe	
258	Lj45	MATS	08	CS-DTO	ATR42-300	Lease Fly	
2818	L-410UVP-E20	Dopravné krídl	08 SQF011	D-CAWM	Ce560XLS+	Aerowest	
T.18-3/45-42	Falcon 900B	451 Esc	08 AME4595	LN-SUN	CL-604	Sundt Air	
100001	OS100	TSFE	09 OSY38T/F	LX-JFN	PC-12/47	Jetfly Aviation	
102004	Tp102C	TSFE	SVF649	LX-JFW	PC-12/47E	Jetfly Aviation	
T-785	Falcon 900EX	LTDB	08 SUI011	LX-NEW	PC-12/47E	Jetfly Aviation	
D-CAAE	Lj55	FAI Rent-A-Jet		N988ZJ	Global 6000	Zetta Jet	11
D-CAWS	Ce680	Aerowest		OO-FPC	Ce525B	Flying Group	
D-CRON	Ce560XLS	Silver Cloud Air	08	OO-FYS	Ce525B	Luxaviation Belgium	
EC-MHZ	G650	TAG Aviation España		OO-PAR	Ce525B	Luxaviation Belgium	
G-TWOP	Ce525A	Centreline Air Charter	08	11.MM62029	VC-50	306° Gruppo TS	
HB-JIN	Falcon 900EX	Jet Aviation		CS-DLG	Falcon 2000EX	NetJets Europe	
N2016A	Falcon 7X	Executive Jet Management		CS-DXZ	Ce560XLS	NetJets Europe	
OO-FPC	Ce525B	Flying Group		D-IZZY	P180	AirGO Flugservice	
OO-KOR	Ce525A	Luxaviation Belgium		LX-JFW	PC-12/47E	Jetfly Aviation	
08.MM62026	VC-50	306° Gruppo TS		OO-KOR	Ce525A	Luxaviation Belgium	
MM62172	VC-900EX	93° Gruppo TS		12.N131AJ	Lj35A	REVA Air Ambulance	
023	C295M	8.BLTr (13.el)	PLF048	OE-GDF	EMB505	Speedwings Executive Jet	
9H-TOO	Falcon 7X	Skyfirst		OO-GHE	Falcon 2000LX	Luxaviation Belgium	
CS-DGW	Ce525B	Airjetsul	11	OO-GPP	Falcon 7X	Luxaviation Belgium	del
D-CBBS	EMB505	German Private Jet Group		13.15+01	A319-115X	FBS BMVg	14

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678	G-V	352 MMYP	14	LX-JFU	PC-12/47E	Jetfly Aviation
102005	Tp102C	TSFE	14	N10XG	G550	Google
CS-DRW	BAe125-800XPi	NetJets Europe		N194ER	Ce510	Blue Sky Aviation
F-HOLY	A109SP	Skycam Helicopteres		OE-FXM	Ce525A	Speedwings Executive Jet
G-LFBD	Ce525A	Centreline Air Charter		OM-BYO	Tu-154M	Government of Slovakia SSG004
LX-JFU	PC-12/47E	Jetfly Aviation	14	OO-FPC	Ce525B	Flying Group
LX-JFW	PC-12/47E	Jetfly Aviation	14	OO-FYS	Ce525B	Luxaviation Belgium
N400J	G450	Johnson & Johnson		OO-SKY	Ce525A	Luxaviation Belgium
N560U	Global 5000	United Technologies		OY-CYV	Ce550	Nordic Air
OO-FPE	Ce525B	Flying Group		T7-ISH	Lj60XR	ICS Aero SM
OO-FYS	Ce525B	Luxaviation Belgium		16.MM62210	VC-900EX	93° Gruppo TS
OO-PAR	Ce525B	Luxaviation Belgium		F-HOLY	A109SP	Skycam Helicopteres
SX-FDA	Ce550 Bravo	Lifeline Aviation		I-MPGA	Raytheon 4000	Alba Servizi Aerotrasporti
14.0260	Yak-40	241.dlt	15 - /CEF05C	N550WW	G550	The WhiteWave FoodsCompany
0454	C295M	242.tsl		OY-RJC	CRJ100LR	BackBone Aviation DNM207P/2071
14+04	Global 5000	FBS BMVg		T7-SSM	Global Express	Skyline Aviation
MM62210	VC-900EX	93° Gruppo TS		17.0260	Yak-40	241.dlt 18 - /CEF723
L1-01	Falcon 2000EX	Slovenian Air Force		102004	Tp102C	TSFE
T.18-3/45-42	Falcon 900B	451 Esc		CN-TKX	Ce650	Air Ocean Maroc
T.18-4/45-43	Falcon 900B	451 Esc		D-FKAI	PC-12/47	Kaiser
ZE701	BAe146 CC2	32(TR)sq		F-GCGA	Beech C90	Aelia Assurances
9H-FWW	Raytheon 390	Europ Star		F-GXTM	Falcon 50	Darta
CS-DXJ	Ce560XLS	NetJets Europe		I-DIEM	Falcon 900LX	CAI
D-CEEE	Ce560XLS	HTM Jet Service		N10XG	G550	Google
D-CJET	Ce525B	Air Hamburg		N513SN	MD-11(F)	Western Global (a/w) WGN4304/2601
D-ISJP	Ce525A	Ohlair Charterflug		N570BY	G400	Lord & Taylor Acquisitions
F-HMAU	EMB500	Lei Moa		OE-GGK	Ce560XL	Avcon Jet
HB-VOU	Ce560XL	Premium Jet		OM-BYO	Tu-154M	Government of Slovakia 18 SSG004
I-VITH	Beech 400A	Aliparma		OO-CEJ	Ce525	Air Service Liège
M-ABEU	Lj45XR	Ryanair		OO-PAR	Ce525B	Luxaviation Belgium AAB943
N73M	G550	3M Company		OY-RJC	CRJ100LR	BackBone Aviation DNM2072/207F
N604SA	CL-604	Hawker 800 Holdings		VH-SFW	BAe146-200(QT)	Pionair tst
OO-JBG	B737-8K5	Jetairfly	dep JAF111	18.14+01	Global 5000	FBS BMVg
TC-GAP	G450	Government of Turkey		T-785	Falcon 900EX	LTDB
15.104/XJ	TBM-700A	EdC00.070		9H-CGH	Falcon 50EX	Elit'Avia Malta
MM62244	VC-900EX	93° Gruppo TS		CS-PHD	EMB505	NetJets Europe
L1-01	Falcon 2000EX	Slovenian Air Force		CS-PHG	EMB505	NetJets Europe
T.18-4/45-43	Falcon 900B	451 Esc		I-PBRA	Falcon 50EX	Sirio
237/F-RAFD	Falcon 2000LX	ET00.060	CTM0092	LX-TWO	Lj35A	Ducair
CS-DUH	BAe125-750	NetJets Europe		M-ABEU	Lj45XR	Ryanair
D-CEFO	Ce560XLS+	Air Hamburg		OO-ACC	Ce525A	Air Service Liège
D-CUUU	Ce560XLS+	DC Aviation		OO-NAD	Falcon 7X	Flying Group
D2-ANT	Falcon 900B	Republic of Angola		VH-SFW	BAe146-200QT	Pionair dep
F-HOLY	A109SP	Skycam Helicopteres		19.2707	C-27J	Esc.902 Av.Tr. ROF197
G-CHUI	Ce560XLS+	Air Charter Scotland		SE-DJG	ERJ135BJ	European Flight Service
G-SDRY	Ce525C	Dowdeswell Aviation		21.T.18-3/45-42	Falcon 900B	451 Esc 22
I-EDLO	BAe125-750	Alba Servizi Aerotrasporti		A6-EHK	A340-642	Ethiad ETH055/6



Virgin Australia Cargo was launched in July 2015. The airline signed a five-year carriage contract with TNT earlier in 2016 and operations of dedicated freighter aircraft commenced two weeks later. Most aircraft are leased from Pionair and operated by their subsidiary Skyforce Aviation. BAe146 VH-SFW is former Pan Air EC-FZE, hence the basic TNT colours. The aircraft was caught on camera shortly before departing to Australia. (Brussels, 18 November 2016, Eric Vangeel)

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This Super Puma was delivered to the Prefectural Police in Japan in 1988. Heli Harvest in New Zealand added this helicopter to its fleet in 2013. It arrived by ship in Zeebrugge and was flown from Knokke-Heist to Austria where it is photographed at the Heli-Austria home base St Johann two days after this photo was taken. Registration OE-XLP has been allocated for this AS332L1. (Knokke-Heist/Westkapelle Heliport, 8 November 2016, Kristof Vandermoere)

D-CAST	Ce525B	Air Hamburg		D-CUGF	Ce525B	Stuttgarter Flugdienst	
LX-JFV	PC-12/47E	Jetfly Aviation		D-IZZZ	Ce525	Nordwest Air Service	29
N600J	G550	Johnson & Johnson		F-HBMR	Ce550	Aero Capital	
OE-FZD	Ce510	GlobeAir		G-OOBA	B757-28A	Thomson Airways	29 TOM9277/84
OE-GDF	EMB505	Speedwings Executive Jet		HB-VPO	EMB505	Air Glaciers	
22.0223	M-28B/PT	8.BLTr (12.el)	23 PLF114	LX-WEB	Ce525B	Jetfly Aviation	29
09-0525	C-37B	99th AS	SAM927	N581D	G550	Dupont Aviation	
D-AALB	B777-FZN	AeroLogic	BOX310	N585DW	G550	Colleen Corporation	
F-HKRA	Ce525	Pegase		N887X	Falcon 7X	International Paper Co	29
HB-VOU	Ce560XL	Premium Jet	23	OM-ACB	B747-433(F)	ACG Air Cargo Global	-/CCC327
YU-BNA	Falcon 50	Serbian Government	23	OM-BYL	Yak-40	Government of Slovakia	29 SSG006
23.D-FNAH	PC-12/47E	Fresena Flug		OO-ABC	Falcon 7X	Flying Group	
D-ISTP	EMB500	MHS Aviation		OO-FPC	Ce525B	Flying Group	
EC-LQF	CeS550	Clipperjet		OO-FYS	Ce525B	Luxaviation Belgium	
G-FBNK	Ce510	Blink	24	OO-PAR	Ce525B	Luxaviation Belgium	
HB-JTT	G-V	Gama Aviation		SE-RLU	Ce560 Ultra	Grafair Flight Management	
UR-ABA	A319-115X	Government of Ukraine	24 UKN1101/2	TC-DAP	G550	Government of Turkey	TRK5
24.CS-DXO	Ce560XLS	NetJets Europe		29.9H-TQM	A340-313X	Hi Fly Malta	30 HFM221P/630
CS-PHD	EMB505	NetJets Europe		D-FKAI	PC-12/47	Kaiser	
D-CAWX	Ce680+	Aerowest		D-IMEP	Beech C90GTx	Beechcraft Vertrieb & Service	30
D-CFIV	Lj35A	Air Alliance		HB-JSF	CL-650	Scintilla	
D-CXLS	Ce560XLS+	Air Hamburg		N42LJ	Ce510	Whittlewood Aviation (US)	30
EC-LTF	Global 6000	TAG Aviation España	25	N585DW	G550	Colleen Corporation	
EI-FWB	RRJ-95B	Cityjet	BCY9381	OK-XLS	Ce560XLS+	Silesia Air	
HB-JIN	Falcon 900EX	Jet Aviation		TC-MEN	Lj60XR	Türkmen Holding	30 HFM221P/630
I-PBRA	Falcon 50EX	Sirio		TC-MLA	EMB550	Bonair	
LX-JFX	PC-12/47E	Jetfly Aviation		30.2818	L-410UVP-E20	Dopravné krídlo	01 SQF101
N888SF	Ce680	Steiner-Film	25	4L-GAA	CL-850	Georgian Airlines	TGZ1701
OE-FZE	Ce510	GlobeAir		A6-SAJ	CL-605	Gulf Wings	01 GWC501
OM-ACB	B747-433(F)	ACG Air Cargo Global	f/v CCC311	CS-TFO	Lj40	Omni Aviação	
VP-CBM	Global XRS	Europ-Star Aircraft		D-ANMB	Global 6000	Imperial Jet Europe	
25.7T-VKS	B737-7D6C	Air Algérie	f/v DAH2200/1	D-CAWM	Ce560XLS+	Aerowest	
9H-CGH	Falcon 50EX	Elit'Avia Malta		HB-FXC	PC-12/47E	TAG Aviation	01
9H-GMT	Falcon 900LX	Skyfirst		LX-LAB	PC-12/45	Jetfly Aviation	
CS-DXW	Ce560XLS	NetJets Europe		N524EA	G650ER	Falstaff Partners	
D-CJUG	Ce525C	Atlas Air Service		OO-AMR	Ce525A	Air Service Liège	
EI-FWB	RRJ-95B	Cityjet	BCY9382	OO-FPE	Ce525B	Flying Group	
G-OREZ	Ce525	Catreus		OO-KOR	Ce525A	Luxaviation Belgium	
LX-JFZ	PC-12/47E	Jetfly Aviation		OO-PAR	Ce525B	Luxaviation Belgium	
OO-SCR	Falcon 900EX	Luxaviation Belgium	del	PH-TXA	Ce510	ASL	2x 01
26.TC-MCC	A300B4-622R(F)	MNG Airlines	MNB279/80	TS-IOO	B737-7H3	Government of Tunisia	01 Tunis1
27.2818	L-410UVP-E20	Dopravné krídlo	28 SQF101				
CN-ROV	B767-3Q8ER	Royal Air Maroc	RAM838J/9J				
28.081/F-RAJB	A340-211	ET03.060	CTM1047				
51+01	C-160D	LTG61	GAF071				
CN-RGT	B787-8	Royal Air Maroc	f/v RAM832/3				
CS-DKF	G550	NetJets Europe					
D-ADCL	G550	DC Aviation					
D-AHRN	Falcon 900EX	Heron Aviation	29				
D-CEEE	Ce560XLS	HTM Jet Service					

The Small Planet on the 2nd operated a football charter from and to Hahn. The ATR on the 10th was adorned with a Neckermann tail logo and titles. On the 12th the first of two deliveries for Abelag Aviation (trading as Luxaviation Belgium). A Jetairfly departed to Toronto on the 14th for winter lease to Sunwing. The Angolan Falcon on the 15th is officially registered to the House of Security of the Presidency of the Republic of Angola. Backbone Aviation operated a charter to Munich

on the 16th. The aircraft carries Global Reach Aviation titles. The flight returned the next day. The Pionair BAe146 on the 17th performed a local test flight before departing to Australia the next day in basic TNT colours. A day after its delivery on the 23rd the new fleet addition of ACG Air Cargo Global visited Brussels. The second new fleet addition for Luxaviation Belgium arrived on the 25th. Air Algérie started cargo flights to Brussels on the same day. The Hi Fly on the 29th is in black Swiss Space Systems colours.

Credits: ASA Belgium vzw, MST-Aviation forum, Luchtzak forum.

Kleine Brogel

			November 2016
02.CH13	C-130H	20sq	03
08.10-0220	C-17A	62nd AW	
ST48	SF260D	CC Air (grey c/s)	*
09.1x	SF260D/M+	CC Air	*
CH04	C-130H	20sq	*
CH09	C-130H	20sq	2x *
J-642	F-16AM	312/313sq	*
10.CH09	C-130H	20sq	*
CH13	C-130H	20sq	*
FA83	F-16AM	2w	14
G12	MD902	Federale Politie	*
G-273	C-130H-30	336sq	*
14.ST42	SF260D	CC Air	*
16.ST45	SF260D	CC Air	*
17.02-1107	C-17A	62nd AW	
CH09	C-130H	20sq	18
18.ST47	SF260D	CC Air	*
J-642	F-16AM	312/313sq	*

Credits: Toon Cox, Stephan Lodewijks, Andrew Timmerman.

Koksijde

			November 2016
03.H38	A109BA	17sq	*
ST47	SF260D	CC Air	3x *
08.ST44	SF260D	CC Air (grey c/s)	23
10.ST47	SF260D	CC Air	
17.FA127	F-16AM	10w	*
H38	A109BA	17sq	*
18.H38	A109BA	17sq	*

21.ST03	SF260M+	CC Air	*
ST25	SF260M+	CC Air	*
22.ST35	SF260M+	CC Air (Red Devils c/s)	*
23.FA104	F-16AM	10w	*
FB15	F-16BM	10w	*
ST25	SF260M+	CC Air	
H3-72	AS532AL	15.HEB	*
24.H3-72	AS532AL	15.HEB	*
29.1x	SF260D/M+	CC Air	*
ST04	SF260M+	CC Air	*
30.FA118	F-16AM	10w	*

Special guest for Koksijde during November 2016 was the Slovenian Cougar. Deployed to Florennes for Black Blade 2016 this helicopter made a rare appearance outside the Balkan and performed two flyby's. One on the 23rd and one the next day.

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens.

Liège

			November 2016
02.CH13	C-130H	20sq	03
08.10-0220	C-17A	62nd AW	
ST48	SF260D	CC Air (grey c/s)	*
09.1x	SF260D/M+	CC Air	*
CH04	C-130H	20sq	*
CH09	C-130H	20sq	2x *
J-642	F-16AM	312/313sq	*
10.CH09	C-130H	20sq	*
CH13	C-130H	20sq	*
FA83	F-16AM	2w	14
G12	MD902	Federale Politie	*
G-273	C-130H-30	336sq	*
14.ST42	SF260D	CC Air	*
16.ST45	SF260D	CC Air	*
17.02-1107	C-17A	62nd AW	
CH09	C-130H	20sq	18
18.ST47	SF260D	CC Air	*
J-642	F-16AM	312/313sq	*
01.D-AICK	A320-212	Condor	02 CFG9118/36CA
F-HFKE	ERJ145LR	EnhanceAero	03 SVB001/-
N28SP	Ce550 Bravo	Tradlux	arr
02.F-HFKG	ERJ145EP	flyKiss	
LZ-FLL	An-26B	Bright Flight	dep BFG596
SP-ENI	B737-43Q	Enter Air	ENT591P/591
SP-SPD	ATR72-212(F)	SprintAir	arr
03.EC-JYC	SA226TC	ZorEx Airlines	
UR-MDA	An-26	Meridian	arr
04.D-BUBI	CL-300	Windrose Air Charter	QGA674R/5R
D-IZZZ	Ce525	Nordwest Air Service	dep
N408MC	B747-47UF	Atlas Air	GTI4283/ACP2614
SP-ENI	B737-43Q	Enter Air	ENT592/592P
SP-KPK	Saab 340A(F)	SprintAir	SRN071/2
YU-PMK	Ce560XLS+	Air Pink	
05.OE-FZE	Ce510	GlobeAir	06
OH-YLW	PC-12	Hendell Aviation	09
06.YU-PMK	Ce560XLS+	Air Pink	07
07.F-HTRY	P180	Air Ailes	
08.D-CINS	Lj45	Aero-Dienst	09
09.D-AOLG	Fokker 100	Avanti Air	ATV009F/201G
D-CINS	Lj45	Aero-Dienst	



In 1996 Singapore Airlines took delivery of a Boeing 747 with registration 9V-SPG. After freighter conversion the aircraft went to World Airways in 2011. Only to be added to the Southern Air fleet eighteen months later. After entry into a multiple year contract with DHL Aviation the company announced plans to gradually retire the fleet of Boeing 747s. This aircraft was withdrawn from use in February 2015. Aerotrans Cargo added this aircraft to its fleet in April 2016 as ER-JAI still carrying the World Airways tail colours. (Ostend, 23 November 2016, Nik Deblauwe)

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Delivered in 1994 to Gulf Air, this Airbus A320 has seen most parts of the globe during its lifetime. The aircraft has flown in the Middle East, Africa, Europe and Asia. The green tail is a remnant of a two years flying career with R Airlines in Thailand. Ukranian airline DART added this aircraft to its fleet in May 2016 as UR-CII. (Ostend, 2 November 2016, Nik Deblauwe)

N881TS	Global XRS	Hamilton Aviation		13.ER-BAM	B747-409(F)	Aerotrans	14 ATG4470/4483
14.OE-HDU	CL-300	LaudaMotion		OO-ACC	Ce525A	Air Service Liège	14
OH-YLW	PC-12	Hendell Aviation	arr	OO-PCK	PC-12/47E	EAPC	14
15.UR-CKL	An-12BK	Cavok Air	dep	OO-SKY	Ce525A	Luxaviation Belgium	15 AAB432/772
16.RA-82074	An-124-100	Volga-Dnepr	17 VDA2845/46	14.9H-AWW	Beech 390	Europ-Star Aircraft	15 XES151
18.HA-TVJ	Saab 340A(QC)	Fleet Air International	arr FRF400	F-HMBG	Ce525A	Speedfly	
LZ-FLA	An-26B	Bright Flight	BFG367/8	N165SL	P180	Nextgen Partners	dep
UR-MDA	An-26	Meridian	19 MEM4010/1	15.ER-JAI	B747-412(F)	Aerotrans	16 ATG2271/4485
21.D-ILHB	Ce525	Lufthansa Flight Training		F-HMBG	Ce525A	Speedfly	
23.SP-ENK	B737-46J	Enter Air	ENT591P/591	OO-KOR	Ce525A+	Luxaviation Belgium	16 AAB972
D-ICCC	CeF406	Air-Taxi Europe	arr	16.CS-CHA	CL-350	NetJets Europe	NJE301
24.EW-435TI	An-12BP	Grodno Aviakomp.	25 GRX1208/7	OE-FWF	Ce510	GlobeAir	GAC861
OE-LEE	A320-214	Niki	arr NLY9860	OO-KOR	Ce525A	Abelag Aviation	17 AAB972/068
OO-JAQ	B737-8K5	Jetairfly	dep JAF9430	17.OO-LAC	Beech B200C	Luxaviation Belgium	arr
25.F-HCEV	Beech B200GT	DGAC	arr	20.ER-BAM	B747-409(F)	Aerotrans	22 ATG4470/80
HA-LXA	A321-231	Wizz Air	dep WZZ3081	21.LN-IDB	Ce560	Hesnes Air	HSG03/
HA-LXG	A321-231	Wizz Air	dep WZZ2281	SE-RCM	Ce560XLS	European Flight Service	EUW1145
OO-JAQ	B737-8K5	Jetairfly	arr JAF9431	SE-RDY	G550	European Flight Service	EUW1139
SP-ENK	B737-46J	Enter Air	ENT592/592P	22.F-HCPB	Ce525	Bleu Azur	23
28.UR-CKL	An-12BK	Cavok Air	29 CVK7039/51	23.CS-TRO	A320-214	White	25 PVG5331/2
29.HA-TAD	Saab 340A(F)	Fleet Air International	FRF200	ER-JAI	B747-412(F)	Aerotrans	ATG2271/4485
30.D-CTWO	Lj35A	Air Alliance Express		F-HCPB	Ce525	Bleu Azur	
EW-328TG	An-26B	Genex	arr GNX5351	LZ-ABJ	An-26	Rose Air	f/v REM281
HA-TVJ	Saab 340A(QC)	Fleet Air International	arr FRF402	26.U.20-1/01-405	Ce550	Eslla 004	AME8456
OE-GLL	Ce550 Bravo	Jetfly Airline	arr	29.ER-BAM	B747-409(F)	Aerotrans	ATG4471/2274
OH-YLW	PC-12/45	Hendell Aviation	arr	F-HCBP	Ce525	Bleu Azur	2x
SP-KPO	Saab 340A(F)	SprintAir	SRN031/2	30.9H-WII	Ce650	Luxwing	arr

Enter Air and Jetairfly operated football charters for Standard Liège FC.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

		November 2016	
01.ER-JAI	B747-412(F)	Aerotrans	f/v 07 ATG4473/0
02.EW-450TR	Il-62MGr	Rada Airlines	f/v 09 RDA1562/3
OM-GTB	B737-49R	Go2Sky (a/w)	RLX534P/5353
UR-CII	A320-212	DART	04 DAT4151/4153
03.OM-GTB	B737-49R	Go2Sky (a/w)	04 RLY5354/535P
05.OO-AMR	Ce525A	Air Service Liège	
SE-RMA	CL-300	H-Bird Aviation Services	
TC-FBO	A320-214	Freebird Airlines	FHY6883/4
06.VP-CSW	Falcon 7X	Volkswagen Air Service	
07.EC-MLV	Ce680	TAG Aviation España	08 TGM201M
08.EI-LEO	Ce750	Private Sky	09
ER-BAM	B747-409(F)	Aerotrans	ATG2271/2
F-HCPB	Ce525	Bleu Azur	
G-XJET	Lj45XR	Zenith Aviation	
10.D-CSLT	Lj60	FAI Rent-a-Jet	IFA1820/
12.HB-AFF	ATR42-320	ASL Airl. Switzerland	13 FAT211/212

EgyptAir Cargo:

SU-GAC 04/05, 06/07, 07/08, 14/15, 18, 19/20, 27, 30
 SU-GAS 02, 03, 05, 11, 12, 17, 19, 21, 23, 24/25, 27, 28, 29

JetairFly:

OO-JAD	01	OO-JAH	01, 26, 27, 30
OO-JAL	08	OO-JAO	01 till 10 daily
OO-JAQ	12, 13, 16 till 20 daily	OO-JAU	03
OO-JAX	12, 18 till 25 daily	OO-JAY	21
OO-JBG	03, 04	OO-JEF	23
OO-JEM	10 till 17 daily	OO-JLO	05, 09, 10, 11
OO-JOS	16	OO-JVA	23 till 30 daily
OO-TUV	22, 23/25		

Aerotrans arrived with a new fleet addition on the 1st. Go2Sky operated a charter on the 2nd. The charter returned the next day. Also on the 2nd, Dart Aviation on a charter. The Ilyushin 62 on the 2nd is also quite a rare sight. We published a photo of this aircraft in last month's issue on page 56. The aircraft arrived from Mitiga, Libya and departed to the Balkan area. White operated a charter for SC Braga on the 23rd for their game against AA Gent.

Credit: Replo.be

Personal copy

Distribution to a third party is not allowed



Military Movements Elsewhere

East Midlands welcomed this beautiful blue Herk of the Royal Saudi Air Force. Martin Fox was present on 24 November 2016 as well to make this picture. (485, C-130H, 4sq)

Germany

Geilenkirchen		November 2016	
02.165151	C-20G	CFLSW Det. Sigonella	04 Catbird1
	D-HLTL	Bundespolizei	* Pirol102
03.92-0375	C-20H	76th AS	04 Spar80
	84-0096	C-21A	76th AS
	910502	C-26D	Naples AOD
04.ST47	SF260D	CC Air	* BAF195
07.57-2606	KC-135R	174th ARS IA ANG	18 RCH612/554
	62-3566	KC-135R	174th ARS IA ANG
14.61-0277	KC-135R	117th ARS KS ANG	23 RCH597
15.0125	Falcon 20C-5	717Skv	NOW717A
	63-8004	KC-135R	117th ARS KS ANG
18.041	Falcon 20	717Skv	NOW717A
	D-AOLG	Fokker 100	TAY5113/526P
21.D-AOLG	Fokker 100	Avanti Air	TAY5118/508P
22.144615	CC-144B	412sq	23 CFC3006
	03	C-17A	HAW
28.61-0266	KC-135R	117th ARS KS ANG	RCH632
	97-00102	UC-35A	6-52nd AVN
29.ST25	SF260M+	CC Air	BAF150
	60-0334/AK	KC-135R	168th ARS AK ANG
	62-3571	KC-135R	168th ARS AK ANG

Credits: Rolf Flinzner, MAR, Scramble messageboard.

Köln-Bonn		November 2016	
01.51+05	C-160D	LTG63	
	10-0216	C-17A	04 RCH244/803
02.50+48	C-160D	LTG61	
	50+51	C-160D	GAF341
	71+28	UH-1D	THR30
	140101	CP-140	14 Wing
04.15003	CC-150	437sq	04 CFC0488
05.177703	CC-177	429sq	CFC4118
	15003	CC-150	07 CFC4052
08.50+88	C-160D	LTG61	CFC4118
09.50+51	C-160D	LTG61	GAF006
10.15001	CC-150	437sq	10 GAF186
	15004	CC-150	12 CFC3146
11.76+10	H145M	HSG64	11 CFC3331
	177702	CC-177	Hawk411
	177703	CC-177	12 CFC4071
	KAF342	C-17A	12 CFC4054
	08-8193	C-17A	41sq
13.15003	CC-150	437sq	13 KAF3204
	177702	CC-177	12 RCH141/2
14.50+79	C-160D	LTG63	CFC4147
	54+04	A400M	437sq
	54+05	A400M	429sq
		LTG62	14 CFC4071
		LTG62	GAF122
		LTG62	15 GAF283
		LTG62	GAF006

15003	CC-150	437sq	CFC4147
15.50+51	C-160D	LTG61	GAF332
50+79	C-160D	LTG63	16 GAF122
08-8193	C-17A	62nd AW	16 RCH556
84+65	CH-53GA	HSG64	GAF800
16.50+97	C-160D	LTG63	GAF056
17.54+04	A400M	LTG62	GAF326
20.177705	CC-177	437sq	CFC4058
21.54+04	A400M	LTG62	GAF283
603	An-26	MH 59. Sz.D. REB.	HUAF420
22.50+79	C-160D	LTG63	GAF327
71+28	UH-1D	LTHR30	Joker97
82+62	EC135T1	HFWS	Heli429
15002	CC-150	437sq	CFC4149
10-0216	C-17A	62nd AW	23 RCH620/437
23.82+55	EC135T1	HFWS	Heli321
15002	CC-150	437sq	24 CFC4149
24.50+74	C-160D	LTG61	
50+79	C-160D	LTG63	GAF327
15003	CC-150	437sq	CFC3872
177701	CC-177	429sq	25 CFC4002
26.15002	CC-150	437sq	
28.51+01	C-160D	LTG61	GAF071
177701	CC-177	429sq	29 CFC4002
100001/001	OS100	TSFE	01 OSY38T
29.82+51	EC135T1	HFWS	
82+64	EC135T1	HFWS	Heli321
87-24583	UH-60A+	1-214th AVN	Duke96
08-8195	C-17A	62nd AW	01 RCH325
30.54+02	A400M	LTG62	GAF421
54+05	A400M	LTG62	GAF669

Credits: MAR, Scramble messageboard.

Ramstein		November 2016	
01.85-0007	C-5M	436th AW	RCH968
87-0035	C-5M	436th AW	dep RCH104
87-0122	KC-10A	305th AMW	dep RCH170
01-0197	C-17A	437th AW	dep RCH1815
02-1101	C-17A	437th AW	dep RCH830
04-4136	C-17A	305th AMW	dep RCH639
06-6157	C-17A	60th AMW	dep RCH745
07-7170	C-17A	436th AW	RCH978
07-7173	C-17A	436th AW	dep RCH260
07-7182	C-17A	437th AW	dep RCH663
07-7187	C-17A	437th AW	RCH110
08-8191	C-17A	437th AW	dep RCH180
62-4139/OF	RC-135W	55th Wg	dep Livid95
02.C-215	CL-604	Esk721	DAF3060

99-0059	C-17A	62nd AW	08 RCH825	11.85-0002	C-5M	436th AW	14 RCH975
99-0169	C-17A	437th AW	RCH245	86-0034	KC-10A	60th AMW	RCH250
02-1101	C-17A	437th AW	04 RCH830	07-7179	C-17A	60th AMW	12 RCH137
04-4133	C-17A	305th AMW	03 RCH444	07-7189	C-17A	437th AW	12 RCH560
07-7174	C-17A	436th AW	03 RCH802	08-8190	C-17A	437th AW	12 RCH522
08-8199	C-17A	62nd AW	dep RCH972	09-9206	C-17A	437th AW	RCH315
08-8200	C-17A	62nd AW	04 RCH473	10-0219	C-17A	62nd AW	12 RCH742/237
09-9210	C-17A	62nd AW	RCH435	95-00123	UC-35A	E/1-214th AVN	Duke55
10-0219	C-17A	62nd AW	dep RCH223	08-5686	C-130J-30	317th AG	21 RCH707/Herky768
10-5701	C-130J-30	317th AG	dep Herky150	08-5691	C-130J-30	317th AG	16 RCH562/Lion470
61-0321/D	KC-135R	351st ARS	03 Quid65	12.00-0182	C-17A	167th AS WV ANG	14 RCH618
90-0828/SP	F-16CM	480th FS	* Weasel01	03-3115	C-17A	183rd AS MS ANG	13 RCH170
91-0344/SP	F-16CM	480th FS	* Weasel02	03-3116	C-17A	183rd AS MS ANG	16 RCH555/544
88-26086???	UH-60A	nn	Duke90	03-3125	C-17A	305th AMW	RCH981
168204	UC-12W	MAW-4	Atila04	04-4131	C-17A	305th AMW	13 RCH982
03.99-0169	C-17A	437th AW	RCH245	05-5142	C-17A	729th AS AFRC	13 RCH540
00-0171/AK	C-17A	517th AS AK ANG	04 RCH306	08-8201	C-17A	62nd AW	13 RCH543
01-0194	C-17A	89th AS AFRC	04 RCH445	92-3024	C-130H	757th AS AFRC	RCH195
03-3113	C-17A	183rd AS MS ANG	dep RCH301	07-3170	C-130J-30	317th AG	13 RCH562
06-6167	C-17A	436th AW	04 RCH102	13.87-0036	C-5M	436th AW	14 RCH607
07-7174	C-17A	436th AW	04 RCH802	06-6162	C-17A	60th AMW	14 RCH414/237
08-8195	C-17A	62nd AW	04 RCH971	08-8199	C-17A	62nd AW	14 RCH507/425
08-8199	C-17A	62nd AW	04 RCH972	09-9206	C-17A	437th AW	14 RCH315
09-9205	C-17A	437th AW	04 RCH144	10-0219	C-17A	62nd AW	21 RCH237/106
09-9210	C-17A	62nd AW	RCH435	14.H3-72	AS532AL	15.HEB	LSV372
10-0219	C-17A	62nd AW	06 RCH223/825	83-1285	C-5M	436th AW	18 RCH513
10-5701	C-130J-30	317th AG	04 Herky150/Lion454	86-0024	C-5M	60th AMW	18 RCH512
61-0321/D	KC-135R	351st ARS	04 Quid65/Evac10E3	83-0082	KC-10A	305th AMW	15 RCH599
04.86-0015	C-5M	60th AMW	05 RCH265	96-0001	C-17A	62nd AW	15 RCH447
00-0171/AK	C-17A	517th AS AK ANG	05 RCH306	03-3115	C-17A	183rd AS MS ANG	15 RCH170
04-4132	C-17A	305th AMW	14 RCH645	03-3125	C-17A	305th AMW	15 RCH981
06-6159	C-17A	60th AMW	06 RCH498	04-4131	C-17A	305th AMW	15 RCH982
07-7177	C-17A	436th AW	RCH503	04-4132	C-17A	305th AMW	15 RCH645
07-7187	C-17A	437th AW	05 RCH703/330	07-7185	C-17A	437th AW	RCH511
08-8201	C-17A	62nd AW	RCH625	09-0017	C-32A	1st AS	SAM18
10-5701	C-130J-30	317th AG	08 Lion454/Evac10E1	08-5705	C-130J-30	317th AG	19 RCH318
61-0321/D	KC-135R	351st ARS	Evac10E3/Quid65	15.09-9208	C-17A	437th AW	16 RCH637/960
90-0828/SP	F-16CM	480th FS	* Dallas01	74-0787	E-4B	595th CACG	18 Grim22
91-0351/SP	F-16CM	480th FS	* Fury01	165316/NY	KC-130T	VMGR-452	16 Yankee99
91-0416/SP	F-16CM	480th FS	* Fury02	16.01	C-17A	HAW	Bartok50
05.86-0020	C-5M	436th AW	06 RCH322	85-0005	C-5M	436th AW	17 RCH515
93-0601	C-17A	62nd AW	06 RCH155	86-0013	C-5M	436th AW	17 RCH514
96-0005	C-17A	137th AS NY ANG	06 RCH460	99-0165	C-17A	89th AS AFRC	17 RCH245
01-0191	C-17A	436th AW	08 RCH102	03-3116	C-17A	183rd AS MS ANG	17 RCH544
01-0194	C-17A	89th AS AFRC	08 RCH445	07-7184	C-17A	437th AW	18 RCH730
03-3119	C-17A	183rd AS MS ANG	06 RCH235	07-7187	C-17A	437th AW	RCH104
09-9205	C-17A	437th AW	RCH144	08-8201	C-17A	62nd AW	17 RCH559
09-9206	C-17A	437th AW	06 RCH105	97-01944	C-37A	OSACOM/PAT	17 PAT44
06.83-0082	KC-10A	305th AMW	09 RCH601	17.01	C-17A	HAW	18 Bartok50
07-7169	C-17A	436th AW	19 RCH502/384	00-0178	C-17A	89th AS AFRC	18 RCH435
09-9206	C-17A	437th AW	07 RCH105	01-0189	C-17A	155th AS TN ANG	RCH598
165314/JW	C-130T	VR-62	CNV6542	07-7174	C-17A	436th AW	RCH376
07.87-0035	C-5M	436th AW	08 RCH176	07-7176	C-17A	436th AW	18 RCH151
87-0044	C-5M	60th AMW	08 RCH970	07-7187	C-17A	437th AW	RCH104
93-0601	C-17A	62nd AW	08 RCH155	09-9205	C-17A	437th AW	RCH350
97-0047	C-17A	437th AW	08 RCH217	18.ZK460/U	Beech B200GT	45(R)sq	19 RFR7218
03-3119	C-17A	183rd AS MS ANG	10 Bandage35/RCH806	99-0165	C-17A	89th AS AFRC	19 RCH245
07-7180	C-17A	437th AW	08 RCH723/168	01-0188	C-17A	137th AS NY ANG	RCH378
08-8196	C-17A	62nd AW	dep RCH751	02-1098	C-17A	305th AMW	RCH331
10-0219	C-17A	62nd AW	11 RCH825/742	02-1111	C-17A	62nd AW	19 RCH559
07-3170	C-130J-30	317th AG	dep Herky05	07-7184	C-17A	437th AW	19 RCH730
07-3170	C-130J-30	317th AG	Herky05/81	08-8190	C-17A	437th AW	19 RCH106
07-3170	C-130J-30	317th AG	12 Herky81/RCH562	09-9209	C-17A	62nd AW	21 RCH384/276
08.09-9212	C-17A	437th AW	RCH530	10-0223	C-17A	437th AW	RCH191
10-0220	C-17A	62nd AW	09 RCH1145	19.70-0461	C-5A	337th AS AFRC	20 RCH238
10-5701	C-130J-30	317th AG	12 Evac10E1/RCH707	86-0015	C-5M	60th AMW	20 RCH345
09.85-0001	C-5M	436th AW	RCH471	00-0178	C-17A	89th AS AFRC	21 RCH435
00-0178	C-17A	89th AS AFRC	RCH897	02-1100	C-17A	155th AS TN ANG	20 RCH612
07-7179	C-17A	60th AMW	10 RCH137	03-3118	C-17A	183rd AS MS ANG	20 RCH548
07-7180	C-17A	437th AW	10 RCH168	06-6165	C-17A	436th AW	20 RCH390
07-7189	C-17A	437th AW	10 RCH560	07-7176	C-17A	436th AW	20 RCH151
10.86-0017	C-5M	436th AW	13 RCH533	07-7184	C-17A	437th AW	20 RCH730
00-0178	C-17A	89th AS AFRC	RCH897	08-8190	C-17A	437th AW	20 RCH106
05-5142	C-17A	729th AS AFRC	11 RCH540	09-9212	C-17A	437th AW	20 RCH737
08-8192	C-17A	62nd AW	11 RCH462	20.02-1098	C-17A	305th AMW	21 RCH331
08-8201	C-17A	62nd AW	11 RCH543	02-1110	C-17A	62nd AW	21 RCH377

08-8190	C-17A	437th AW	29 RCH106/465	02.06-6160	C-17A	60th AMW	03 RCH628
09-9212	C-17A	437th AW	22 RCH737	03.88-0266	C-17A	437th AW	04 RCH194
01-0041	C-40B	1st AS	24 SAM914	96-0005	C-17A	137th AS NY ANG	04 RCH460
08-5685	C-130J-30	317th AG	22 RCH312	04.08-8202	C-17A	62nd AW	RCH205
57-1454	KC-135R	92nd/141st ARW WAANG	21 RCH110	05.07-7176	C-17A	436th AW	06 RCH974
21.146/XR	TBM-700A	ET01.065	CTM3821	07.02-1099	C-17A	437th AW	13 RCH637
70-0461	C-5A	337th AS AFRC	22 RCH238	07-7187	C-17A	437th AW	08 RCH330
87-0036	C-5M	436th AW	22 RCH721	09.86-0017	C-5M	436th AW	10 RCH533
84-0190	KC-10A	305th AMW	22 RCH796	86-0034	KC-10A	60th AMW	11 RCH250
93-0600	C-17A	155th AS TN ANG	22 RCH800	06-6163	C-17A	60th AMW	10 RCH634
97-0047	C-17A	437th AW	22 RCH152	10.00-0182	C-17A	167th AS WV ANG	11 RCH618
03-3118	C-17A	183rd AS MS ANG	22 RCH548	00-0183	C-17A	62nd AW	11 RCH499
10-0219	C-17A	62nd AW	23 RCH106/465	12.96-0001	C-17A	62nd AW	13 RCH447
08-5686	C-130J-30	317th AG	22 Herky768/83	14. G-988	C-130H	336sq	* NAF79
22.110/XP	TBM-700A	ET00.041	CTM3822	84-00156	C-12U-3	E/1-214th AVN	* Duke66
85-0010	C-5M	60th AMW	27 RCH640	15.2x	Mirage 2000D	EC3	* FAF7261/62
03-3127	C-17A	62nd AW	23 RCH550	16.02-1107	C-17A	62nd AW	17 RCH455
02-0201	C-40C	201st AS DC ANG	23 Boxer44	07-7185	C-17A	437th AW	18 RCH511
08-5686	C-130J-30	317th AG	24 Herky83/Lion160	09-0017	C-32A	1st AS	18 SAM18
61-0029/D	KC-135R	351st ARS	23 Quid41/89	17.95-0105	C-17A	137th AS NY ANG	18 RCH553
08-0050	CV-22B	7th SOS	Jones07	98-0053	C-17A	62nd AW	RCH416
23.83-1285	C-5M	436th AW	24 RCH978	18.97-0047	C-17A	437th AW	19 RCH152
87-0045	C-5M	436th AW	RCH717	05-5151/HH	C-17A	535th AS HI ANG	19 RCH980
94-0069	C-17A	167th AS WV ANG	24 RCH983	19.93-0600	C-17A	155th AS TN ANG	20 RCH800
01-0194	C-17A	89th AS AFRC	24 RCH266	20.03-3119	C-17A	183rd AS MS ANG	21 RCH552
03-3118	C-17A	183rd AS MS ANG	24 RCH548	21.83-1285	C-5M	436th AW	22 RCH978
03-3127	C-17A	62nd AW	24 RCH550	86-0015	C-5M	60th AMW	22 RCH345
04-4131	C-17A	305th AMW	24 RCH526	01-0189	C-17A	155th AS TN ANG	22 RCH598
08-8192	C-17A	62nd AW	24 RCH697	08-8195	C-17A	62nd AW	22 RCH427
10-0214	C-17A	437th AW	24 RCH317	22.83-0077	KC-10A	60th AMW	22 RCH566
10-0219	C-17A	62nd AW	25 RCH465	23.08-8603/RS	C-130J-30	37th AS	* Herky73
60-0333	KC-135R	92nd/141st ARW WAANG	24 RCH803	08-8604/RS	C-130J-30	37th AS	* Herky71
24.94-0069	C-17A	167th AS WV ANG	25 RCH983	26.08-8199	C-17A	62nd AW	27 RCH685
99-0060	C-17A	62nd AW	02 RCH109	27.02-1101	C-17A	437th AW	28 RCH739
03-3124	C-17A	437th AW	25 RCH480	28.98-0056/AK	C-17A	517th AS AK ANG	29 RCH562
05-5142	C-17A	729th AS AFRC	25 RCH747	07-7174	C-17A	436th AW	29 RCH744
08-8192	C-17A	62nd AW	25 RCH697	08-8199	C-17A	62nd AW	29 RCH685
08-8193	C-17A	62nd AW	25 Bandage01/RCH415	09-9206	C-17A	437th AW	29 RCH326
02-01863	C-37B	OSACOM/PAT	25 PAT63	29.06-6163	C-17A	60th AMW	01 RCH250
25.02	C-17A	HAW	26 Bartok71	30.08-8200	C-17A	62nd AW	01 RCH112
89-1192	C-17A	437th AW	26 Bandage35/RCH317	10-0217	C-17A	62nd AW	01 RCH642
95-0106	C-17A	62nd AW	26 RCH467				
04-4131	C-17A	305th AMW	26 RCH526				
10-0219	C-17A	62nd AW	26 RCH465				
26.01-0194	C-17A	89th AS AFRC	27 RCH266				
03-3113	C-17A	183rd AS MS ANG	27 RCH602				
04-4136	C-17A	305th AMW	27 RCH472				
05-5142	C-17A	729th AS AFRC	27 RCH747				
06-6159	C-17A	60th AMW	27 RCH445				
10-0219	C-17A	62nd AW	27 RCH465				
05-0730	C-40C	73rd AS AFRC	27 Spar18				
08-5686	C-130J-30	317th AG	30 Lion160/471				
27.07-7187	C-17A	437th AW	RCH982				
28.98-0052	C-17A	62nd AW	01 RCH599				
03-3113	C-17A	183rd AS MS ANG	29 RCH602				
03-3115	C-17A	183rd AS MS ANG	29 RCH560/525				
04-4136	C-17A	305th AMW	29 RCH472				
09-9209	C-17A	62nd AW	29 RCH625				
10-0219	C-17A	62nd AW	29 RCH465/599				
29.86-0027	KC-10A	305th AMW	30 RCH405				
02-1108	C-17A	62nd AW	04 RCH203				
07-7180	C-17A	437th AW	RCH695				
08-8203	C-17A	62nd AW	30 RCH422				
02-0201	C-40C	201st AS DC ANG	30 Boxer44				
15-20723	UH-60M	C/3-501st AVN	arr Army20723				
30.87-0029	C-5M	60th AMW	04 RCH981				
01-0193	C-17A	437th AW	01 RCH551				
03-3115	C-17A	183rd AS MS ANG	01 RCH525				
07-7181	C-17A	437th AW	01 RCH725				
07-7187	C-17A	437th AW	01 RCH982				
09-9209	C-17A	62nd AW	01 RCH625				
10-0219	C-17A	62nd AW	arr RCH599				
09-72107	UH-72A	JMRC	Army72107				

Credits: MAR, Scramble messageboard.

Spangdahlem November 2016
01.06-6162 C-17A 60th AMW dep RCH188

Credits: MAR, Scramble messageboard.

Wiesbaden			November 2016
07.84-23936	UH-60A	C/1-214th AVN	
08.94-00316	C-12R	US Army	10 Rail..
94-00318	C-12R	US Army	10 Rail..
97-00104	UC-35A	PATD	10
15.93-00698	RC-12X	US Army	17 Argus11/R30698
21.83-0499	C-12D	USE Budapest	Duna95
24.95-00101	C-12V	US Army	29
28.11-0057	CV-22B	7th SOS	
12-0063	CV-22B	7th SOS	
94-00315	C-12R	US Army	30
29.13-08432	CH-47F	H/1-214th AVN	

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores			November 2016
01.84-0190	KC-10A	305th AMW	02 RCH231
00-1934	EC-130J	193rd SOS PA ANG	RCH1025
02.83-0082	KC-10A	305th AMW	03 Blue31
99-1431	C-130J-30	143rd AS RI ANG	02 RCH620
06-1438	C-130J-30	143rd AS RI ANG	RCH553
03.144617	CC-144C	412sq	CFC3000
14+02	Global 5000	FBS BMVg	04 GAF689
99-1432	C-130J-30	143rd AS RI ANG	RCH410
04.1271/SU-BAB	C-130H	4sq/16sq	06 EGY1125
TK.10-06/31-51	KC-130H	Ala31	05 AME3184
02-0201	C-40C	201st AS DC ANG	Boxer44
05-1466	C-130J-30	115th AS CA ANG	RCH403
05.02-1464	C-130J-30	115th AS CA ANG	06 RCH412
05-1436	C-130J-30	143rd AS RI ANG	06 RCH340
06-1437	C-130J-30	143rd AS RI ANG	06 RCH614
165151	C-20G	CFLSW Det. Sigonella	Catbird1
06.144617	CC-144C	412sq	CFC3705

1290/SU-BEW C-130H	4sq/16sq	07 EGY1126	ZZ524	Wildcat AH1	1Regt	Carbon10
07-1468 C-130J-30	115th AS CA ANG	RCH467	58-0069/D	KC-135R	351st ARS	* Quid462
161529 C-9B	VMR-1	Lobo01	17.ZE708	BAe146 C3	32(TR)sq	
07.97-00104 UC-35A	PATD	PAT104	QQ101	BAe146-RJ100	QinetiQ	* Tester76
09.86-0027 KC-10A	305th AMW	12 Blue21	XZ689/314	Lynx HMA8SRU	815NAS	
12.TK.10-07/31-52 KC-130H	Ala31	13 AME3188	XV671/83	Sea King ASaC7	849NAS	
13.1290/SU-BEW C-130H	4sq/16sq	14 EGY1126	21.ZE707	BAe146 C3	32(TR)sq	
14.1616 F-16C	9sq	16 Retro41-44	22.ZE707	BAe146 C3	32(TR)sq	RRR1377
1621 F-16C	9sq	16 Retro41-44	ZG997	Defender AL2	651sq	
1623 F-16C	9sq	16 Retro41-44	11-5731	MC-130J	67th SOS	* Strix14
1624 F-16C	9sq	16 Retro41-44	13-5778	MC-130J	67th SOS	* Strix22
63-8872 KC-135R	132nd ARS ME ANG	Gold91	23.ZD981/(DE)	Chinook HC4	* 28(R)sq	*
161530 C-9B	VMR-1	15 Lobo01	ZG997	Defender AL2	651sq	AA539
15.04-4134 C-17A	305th AMW	18 RCH523	ZH005	Defender AL2	651sq	
18.T.19B-05 CN235M-100	AME4831	20	ZJ236/X	Griffin HT1	60(R)sq	
82-8000 VC-25A	1st AS	AF1	24.CE02	ERJ135ER	21sm	BAF6605
09-0016 C-32A	1st AS	SAM44	ZG997	Defender AL2	651sq	AA518
19.P.3A-01/22-21 P-3A	Grupo 22	20 AME2282	ZH005	Defender AL2	651sq	
20.15003 CC-150	437sq	CFC4137	25.0454	C295M	242.tsl	CEF6046
89-0513 AC-130U	4th SOS	21 RCH1010	ZE707	BAe146 C3	32(TR)sq	RRR1793
21.177703 CC-177	429sq	22 CFC4054	ZG997	Defender AL2	651sq	AA518
V-11 G-IV	334sq	NAF11	ZF511/511	Tucano T1	QinetiQ	Tester08
TK.10-06/31-51 KC-130H	Ala31	22 AME3184	28.54+04	A400M	LTG62	GAF725
TK.10-07/31-52 KC-130H	Ala31		ZD982/DF	Chinook HC4	Odiham Wg	SHF525
T.19B-05 CN235M-100	nn	22 AME4831	29.ZJ196	Apache AH1	4Regt	
CE.15-10/12-73 EF-18BM	Ala12	22 AME1243	ZJ956	Puma HC2	Benson Wg	
62-3541 KC-135R	22nd ARW	22 Blue75	ZJ262/62	Squirrel HT1	DHFS	
23.ZK315 Typhoon FGR4	41(R)sq	24 RRR9651	30.ZE380	Lynx AH9A	657sq	
ZK339/EB-E Typhoon FGR4	41(R)sq	24 RRR9652	ZF538	Lynx AH9A	657sq	
ZK365/EB-L Typhoon FGR4	41(R)sq	24 RRR9653	ZG923	Lynx AH9A	657sq	
ZK321/EB-R Typhoon FGR4	41(R)sq	24 RRR9654				
ZZ337/337 Voyager KC3	10/101sq	24 RRR9250				
25 V-11 G-IV	334sq	NAF11				
ZH886/886 Hercules C4	24/30/47sq	RRR5605				
94-0069 C-17A	167th AS WV ANG	RCH983				
27.1290/SU-BEW C-130H	4sq/16sq	28 EGY1127				
36 Falcon 50SM	24F	FNJ5710				
T.18-4/45-43 Falcon 900B	Esc 451	AME4553				
7T-VPR G-IVSP	Gvmt of Algeria					
29.87-0125 MC-130H	15th SOS	30				
30.T.18-4/45-43 Falcon 900B	Esc 451	AME4553				
4178 C-130E	6sq/21sq	PAAF320				
ZK335/EB-G Typhoon FGR4	41(R)TES	RRR9655				
ZK379/EB-B Typhoon FGR4	41(R)TES	RRR9656				
ZZ334/334 Voyager KC3	10/101sq	RRR9252				
7T-VPR G-IVSP	Gvmt of Algeria					

Credits: MAR, Scramble messageboard.

United Kingdom

Brize Norton		November 2016
01.252 CN235-100MPA	101sq	IRL252
ZG996 Defender AL2	651sq	
ZG997 Defender AL2	651sq	AA528
EC-406 A400M	Airbus Military	
03.E37/705-NL Alpha Jet E	EAC00.314	FAF6442
E67/705-TB Alpha Jet E	EAC00.314	FAF6644
ZG997 Defender AL2	651sq	AA518
04.50+51 C-160D	LTG61	GAF121
QQ101 BAe146-RJ100	ETPS	* BDN11
HZ-124 A340-211	1sq/Royal Flight	SV003
07.RA-26226 An-30B	Russian AF/OpenSkies	OSY33T
08.E153/705-RU Alpha Jet E	EAC00.314	FAF6442
ZJ957 Puma HC2	Benson Wg	*
08-0051 CV-22B	7th SOS	Knife71
09.ZA680/AH Chinook HC4	Odiham Wg	
91-0318/LN F-15E	494th FS	Strong34
91-0321/LN F-15E	494th FS	Strong32
98-0134/LN F-15E	494th FS	Strong31
98-0332/LN F-15E	494th FS	Strong33
10.XW212 Puma HC2	Benson Wg	
MM62167 VC-180A	28°Gr AVES	IEI2801
11.ZK458/D Beech B200GT	45(R)sq	Sceptre1
ZK460/U Beech B200GT	45(R)sq	Sceptre2
ZK028/S Hawk T2	4(R)sq	
ZZ387 Wildcat AH1	1Regt	
ZZ391 Wildcat AH1	1Regt	Polcat07

Credits: MAR, Scramble messageboard.

Cambridge		October 2016
01.G-988 C-130H	336sq	NAF78
02.84008/848 Tp84	TSFE	SWF818
ZH880/880 Hercules C5	24/30/47sq	RRR271
03.8T-CB C-130K	LTSt	dep
07.ZH885/885 Hercules C5	24/30/47sq	
10.95-00123 UC-35A1	E/1-214th AVN	Duke55
		November 2016
02.84005/845 Tp84	TSFE	arr
08.84004/844 Tp84	TSFE	dep
17.5601 C-130J-30	335Skv	arr

Credits: MAR, Scramble messageboard.

Coningsby		November 2016
03.91-0320/LN F-15E	494th FS	* Panther41
01-2002/LN F-15E	494th FS	* Panther42
04.ZH536 Islander CC2	655sq	RRR7940
G-LBSB Beech 350	14sq	
06.86 Falcon 7X	ET00.060	CTM1277
07.ZK458/D Beech B200	45(R)sq	CWL67*
ZH536 Islander CC2	655sq	RRR7955
ZA559/049 Tornado GR4	Marham Wg	e/Jackel31
287/F-RAFD Falcon 2000LX	ET00.060	CTM1282
08.ZA559/049 Tornado GR4	Marham Wg	MRH68
ZA594/060 Tornado GR4	QinetiQ	* Tester04
10.ZK458/D Beech B200GT	45(R)sq	* CWL82
ZA553/045 Tornado GR4	Marham Wg	* Fang22
XX200/CO Hawk T1A	100sq	Pirate16
XX256/256 Hawk T1A	100sq	Pirate08
14.ZJ178 Apache AH1	4Regt	* Gunship1
ZJ211 Apache AH1	4Regt	* Gunship2
ZK460/U Beech B200GT	45(R)sq	* CWL75/67
ZA710/(AR) Chinook HC4	Odiham Wg	* VTX397
ZH536 Islander CC2	655sq	RRR7940
ZE376 Lynx AH9A	657sq	* AA668
ZA559/049 Tornado GR4	Marham Wg	* Bulkhead12
15.ZK451/K Beech B200	45(R)sq	* CWL75
ZK455/O Beech B200	45(R)sq	* CWL73
ZH536 Islander CC2	655sq	RRR7957
ZE376 Lynx AH9A	657sq	* AA668
16.ZK455/O Beech B200	45(R)sq	* CWL63
ZZ177/177 C-17A	99sq	* GAU53
G-BYVI Tutor T1	C&LUAS	* Wittering46Y
18.ZK451/O Beech B200	45(R)sq	* CWL75

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Distribution to a third party is not allowed

XX188	Hawk T1	RAFAT	* Scampton03	07.130605	CC-130J-30	436sq	CFC2526
ZF417/417	Tucano T1	72(R)sq	* LOP52	09.140118	CP-140	14 Wg	CFC0494
G-BYUC	Tutor T1	3 FTS	* CWL33	168859	P-8A	VP-45	17 Pelican25
G-BYVT	Tutor T1	3 FTS	* CWL89	14.168858	P-8A	VP-45	18 Pelican33
21.ZJ691	Sentinel R1	5sq	RRR7337	15.11-5731	MC-130J	67th SOS	Strix13
ZA370/004	Tornado GR4	Marham Wg	* Bulkhead12	17.XX221	Hawk T1A	736NAS	NAVY800
ZA548/040	Tornado GR4	Marham Wg	* MRH09	22.ZZ334/334	Voyager KC3	10/101sq	RRR9301
ZA553/045	Tornado GR4	Marham Wg	* Hawkhead11	25 146/XR	TBM-700A	ET00.060	CTM1288
23.ZF204/204	Tucano T1	72(R)sq	* LOP40	26 ZZ332/332	Voyager KC3	10/101sq	RRR2881
24.ZJ236/X	Griffin HT1	60(R)sq	SYS94	28 11-5733	MC-130J	67th SOS	* Strix27
ZA453/022	Tornado GR4	15(R)sq	LOS514	28.ZK026/Q	Hawk T2	4(R)sq	VYT67
ZD849/110	Tornado GR4	15(R)sq	LOS08	29.ZJ801/BJ	Typhoon T3	29(R)sq	Typhoon29
G-LBSB	Beech 350C	14sq	*				
25.ZJ692	Sentinel R1	5sq	* RRR7334				
ZF289/289	Tucano T1	72(R)sq	* LOP21				
G-BYUG	Tutor T1	3 FTS	* CWL94				
28.ZM411/411	Atlas C1	70sq	RRR406				
ZA682/DF	Chinook HC4	Odiham Wg	VTX596				
ZD982/DF	Chinook HC4	Odiham Wg	VTX592				
XX311	Hawk T1W	RAFAT	* Scampton03				
ZE376	Lynx AH9A	657sq	* AA674				
ZF417/417	Tucano T1	72(R)sq	* LOP18				
ZF491/491	Tucano T1	72(R)sq	* LOP40				
29.ZJ707/O	Griffin HT1	60(R)sq	SYS94				
ZE376	Lynx AH9A	657sq	* AA374				
G-BYUB	Tutor T1	3 FTS	* CWL37				

Credits: MAR, Scramble messageboard.

Farnborough			November 2016				
01.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6				
A9C-BRN	G550	Bahrain Amiri Flt	dep BAH5				
03.A6-HEH	B737-8AJ	Gvmt of Dubai	09 DUB6				
05.A7-HHJ	A319-133X	Gvmt of Qatar					
06.A6-HRS	B737-7EO	Gvmt of Dubai	DUB4				
A9C-BAH	G650	Bahrain Amiri Flt	dep BAH6				
07.A6-MRM	B737-8EC	Gvmt of Dubai	11 DUB5				
A9C-BRF	G-IVSP	Bahrain Amiri Flt	BAH7				
12.A6-ESH	A319-133X	Gvmt of Sharjah	SHJ01				
13.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6				
22.A9C-BHR	G450	Gvmt of Bahrain	BAH4				
23.A9C-BRN	G550	Bahrain Amiri Flt	25 BAH5				
ZJ780	AS365N3	658sq	Lords20				
25.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6				
27.A9C-BAH	G650	Bahrain Amiri Flt	BAH6				
28.A9C-BAH	G650	Bahrain Amiri Flt	05 BAH6				
A9C-BHR	G450	Bahrain Amiri Flt	BAH4				
30.GZ100	A109SP	32(TR)sq	RRR1387				
A9C-BRF	G-IVSP	Bahrain Amiri Flt	03 BAH7				

Credits: MAR, Scramble messageboard.

Fairford			November 2016				
02.80-1081	U-2S	99th RS	03 Dragon88/53				
80-1086	U-2S	99th RS	04 Dragon21				
03.68-10336/BB	U-2S	99th RS	04 Dragon31				
80-1073/BB	U-2S	99th RS	04 Dragon86/51				
04.68-10337/BB	U-2S	99th RS/9th OG	05 Dragon89/55				
08.08-0051	CV-22B	7th SOS	Knife71				
09.95-00123	UC-35A	E/1-214th AVN	10 Duke55				
18.84-0096	C-21A	76th AS	Falcon02				

Credits: MAR, Scramble messageboard.

Lakenheath			November 2016				
01.62-3534	KC-135R	22nd ARW	07 RCH709				
58-0094	KC-135T	351st ARS	dep Quid11				
17.84-0096	C-21A	76th AS					
18.89-0484/SJ	F-15E	335th FS/4th OG	23 Tabor14				
89-0477/SJ	F-15E	335th FS	23 Tabor12				
87-0199/SJ	F-15E	335th FS	23 Tabor13				
88-1708/SJ	F-15E	335th FS	23 Tabor11				

Credits: MAR, Scramble messageboard.

Lossiemouth			November 2016				
01.ZK012/L	Hawk T2	4(R)sq	VYT69				
ZK016/G	Hawk T2	4(R)sq	VYT74				
ZK029/T	Hawk T2	4(R)sq	VYT57				
165314/JW	C-130T	VR-62					
03.140106	CP-140	407sq	CFC0493				

07.130605	CC-130J-30	436sq	CFC2526
09.140118	CP-140	14 Wg	CFC0494
168859	P-8A	VP-45	17 Pelican25
14.168858	P-8A	VP-45	18 Pelican33
15.11-5731	MC-130J	67th SOS	Strix13
17.XX221	Hawk T1A	736NAS	NAVY800
22.ZZ334/334	Voyager KC3	10/101sq	RRR9301
25 146/XR	TBM-700A	ET00.060	CTM1288
26 ZZ332/332	Voyager KC3	10/101sq	RRR2881
28 11-5733	MC-130J	67th SOS	* Strix27
28.ZK026/Q	Hawk T2	4(R)sq	VYT67
29.ZJ801/BJ	Typhoon T3	29(R)sq	Typhoon29

Credits: MAR, Scramble messageboard.

Mildenhall			November 2016				
01 85-0007	C-5M	436th AW	02 RCH968				
92-0375	C-20H	76th AS	Valor20				
58-0035	KC-135R	92nd/141st ARW WAANG	02 RCH415				
62-4139/OF	RC-135W	55th Wg	03 Livid95				
02.79-1950	KC-10A	60th AMW	03 Blue81				
60-0357	KC-135R	22nd ARW	04 RCH725				
61-0311	KC-135R	nmks	03 Blue22				
03.ZZ665	RC-135W	51sq	dep RRR7205				
83-0079	KC-10A	305th AMW	RCH626				
58-0038	KC-135R	77th ARS AFRC	05 RCH311				
60-0320	KC-135R	22nd ARW	04 Blue32				
84-00156	C-12U-3	E/1-214th AVN	Duke88				
04.95-00123	UC-35A	E/1-214th AVN	Duke12				
05.83-0079	KC-10A	305th AMW	RCH650				
83-0082	KC-10A	305th AMW	RCH601				
84-0186	KC-10A	305th AMW	RCH701				
86-0030	KC-10A	305th AMW	06 RCH702/701				
63-8872	KC-135R	132nd ARS ME ANG	06 RCH804				
64-14834	KC-135R	434th ARW AFRC	19 RCH111/113				
06.59-1470	KC-135T	92nd/141st ARW WAANG	07 RCH660				
07.14-0028	A400M	221 Filo	08 TUAF814				
84-0186	KC-10A	305th AMW	08 RCH701/702				
08.85-0001	C-5M	436th AW	09 RCH471				
86-0030	KC-10A	305th AMW	RCH701				
06-8612/RS	C-130J-30	37th AS	Lion447				
58-0126	KC-135R	22nd ARW	09 RCH965				
59-1475	KC-135R	22nd ARW	09 RCH630				
63-8011	KC-135R	91st ARS	09 RCH139				
60-0339	KC-135T	92nd/141st ARW WAANG	09 RCH647				
09.85-0001	C-5M	436th AW	10 RCH471				
84-0186	KC-10A	305th AMW	RCH702				
08-8192	C-17A	62nd AW	10 RCH462				
84-0083	C-21A	76th AS	Valor42				
89-0511	AC-130U	4th SOS	10 RCH1005				
10.84-0186	KC-10A	305th AMW	RCH702				
86-0030	KC-10A	305th AMW	RCH701				
59-1450	KC-135R	197th ARS AZ ANG	11 RCH154				
161410	EP-3E	VQ-1	11 VVPR410				
11.84-0186	KC-10A	305th AMW	16 RCH702				
86-0030	KC-10A	305th AMW	16 RCH701				
13.59-1515	KC-135R	92nd/141st ARW WAANG	14 RCH305				
61-0323	KC-135R	22nd ARW	18 RCH545				
58-0089	KC-135T	91st ARS	14 RCH260				
14.83-0082	KC-10A	305th AMW	RCH599				
08-8199	C-17A	62nd AW	15 RCH425				
60-0313	KC-135R	22nd ARW	16 Spur85				
62-3577	KC-135R	77th ARS AFRC	16 Spur86				
15.83-0082	KC-10A	305th AMW	RCH599				
09-0016	C-32A	1st AS	SAM44				
57-1439	KC-135R	91st ARS	16 RCH642				
59-1476	KC-135R	92nd/141st ARW WAANG	16 RCH112				
60-0320	KC-135R	22nd ARW	16 RCH596				
63-8036	KC-135R	197th ARS AZ ANG	17 RCH629				
59-1523	KC-135T	171st ARW PA ANG	16 RCH563				
16.84-0085	C-21A	76th AS	Valor42				
59-1509	KC-135R	151st ARS TN ANG	19 RCH134				
61-0311	KC-135R	nmks	17 Blue62				
63-7993	KC-135R	166th ARS OH ANG	17 RCH405				
63-8003	KC-135R	141st ARS NJ ANG	17 RCH335				
17.75-0557/OK	E-3B	552nd ACW	22 Shuck83				
18.61-0311	KC-135R	nmks	23 Blue62				
19.86-0027	KC-10A	305th AMW	23 Blue61				

58-0123	KC-135R	22nd ARW	22 RCH174	28.016	C295M	8.BLTr	PLF034
62-4130/OF	RC-135W	55th Wg	21 Ouzo56		SP-LIH	ERJ175LR	Gvmt of Poland
73-1675/OK	E-3B	552nd ACW	22 Shuck82	29.ZG997	Defender AL1	651sq	AAC511
20.05-5151/HH	C-17A	535th AS HI ANG	21 RCH980	30.ZH005	Defender AL2	651sq	AAC539
95-0105	C-17A	137th AS NY ANG	RCH553				
62-3573	KC-135R	91st ARS	21 RCH111				
63-8008	KC-135R	22nd ARW	21 RCH103				
58-0077	KC-135T	171st ARW PA ANG	21 RCH143				
15-01584	Beech 350	US Army	R51584				
21.84-0190	KC-10A	305th AMW	RCH796				
57-1451	KC-135R	151st ARS TN ANG	22 RCH431				
62-3544	KC-135R	141st ARS NJ ANG	22 RCH417				
22.87-0036	C-5M	436th AW	RCH721				
28.06-6159	C-17A	60th AMW	29 RCH347				
60-0337	KC-135T	22nd ARW	30 RCH401				
29.86-0027	KC-10A	305th AMW	RCH405				
58-0034	KC-135R	nmks (91st ARS)	RCH740				
30.94-6707	C-130H	158th AS GA ANG	01 RCH185				
94-7321	C-130H	158th AS GA ANG	01 RCH140				
59-1500	KC-135R	108th ARS IL ANG	01 RCH265				
62-3523	KC-135R	22nd ARW	02 RCH473				
62-3529	KC-135R	314th ARS AFRC	RCH225				
63-8000	KC-135R	92nd/141stARW WAANG	01 RCH815				

Credits: MAR, Scramble messageboard.

Northolt			October 2016
04.160/ABV	TBM-700B	EAAT	FMY080
05.020	C295M	8.BLTr	07 PLF040
038	PZL130TC-2	42.BLSz	07 PLF450
049	PZL130TC-2	42.BLSz	07 PLF450A
06.3862/GAL	SA342M	3RHC	FMY8330
4059/GBF	SA342M	3RHC	FMY8330
888	PC-6/B2-H2	ETCM	FMY8949
14+01	Global 5000	FBS BMVg	GAF630
252	CN235M-100MP	101sq	IRL252
ZK459/X	Beech B200GT	45(R)sq	CWL64
ZA683	Chinook HC4	Odiham Wg	SHF424
XX189	Hawk T1A	100sq	Pirate07
ZH880/880	Hercules C5	24/30/47sq	RRR075
ZJ957	Puma HC2	Benson Wg	SHF389
ZG750	Tornado GR4	Marham Wg	MRH60
10.4/RAFAQ	Falcon 900	ET00.060	CTM0017
MM62210	VC-900EX	93°Gr TS	IAM3163
11.274	AW139	301sq	IRL274
14.T-729	Beech 1900D	LTDB	SUI691
15.ZH872/872	Hercules C4	24/30/47sq	RRR5831
16.002/RAFP	Falcon 900	ET00.060	CTM0018
17.ZZ503	Avenger T1	750NAS	NVY805
20.95-00123	UC-35A	E/1-214th AVN	Duke52
26.T-729	Beech 1900D	LTDB	SUI691
28.ZA712/W	Chinook HC4	Odiham Wg	SHF591
XW209	Puma HC2	Benson Wg	SHF232
30.MM62210	VC-900EX	93°Gr TS	IAM3126
165151	C-20G	CFLSW Det. Sigonella	Catbird1
ZK561	Chinook HC6	7sq	Lifter1
ZK558	Chinook HC6	7sq	Lifter2
31.252	CN235M-100MP	101sq	IRL252
MM62029	Falcon 50	306°Gr TS	IAM3195
ZK553	Chinook HC6	7sq	SHF506
ZK558	Chinook HC6	7sq	SHF484
			November 2016
03.H18	A109BA	1w	BAF319
04.ZK451/K	Beech B200	45(R)sq	CWL65
07.ZJ956	Puma HC2	Benson Wg	SHF220
08.XW235	Puma HC2	Benson Wg	SHF043
95-00123	UC-35A	E/1-214th AVN	Duke55
09.ZG996	Defender AL1	651sq	AAC501
ZZ528	Wildcat HMA2	825NAS	Rascal385
14.MM62210	VC-900EX	93°Gr TS	IAM3112
15.ZJ990/AA	Merlin HC3A	845NAS	Junglie443
16.17403	Falcon 50	Esq 504	AFP42
168204	UC-12W	VMR-4	Atila04
22.XW212	Puma HC2	Benson Wg	Warlock1
ZJ690	Sentinel R1	5sq	Snapshot01/02
166378	C-37B	VR-1	VV101
23.CE02	ERJ135LR	21sq	BAF605

Credits: MAR, Scramble messageboard.

Prestwick			November 2016
01.130613	CC-130J-30	436sq	CFC2531
ZF171/171	Tucano T1	72(R)sq	Export1
ZF205/205	Tucano T1	72(R)sq	Export2
79-1711	KC-10A	305th AMW	RCH228
60-0357	KC-135R(RT)	22nd ARW	RCH725
02.177702	CC-177	429sq	CFC4018/3865
86-0030	KC-10A	305th AMW	RCH608
03.165313/JW	C-130T	VR-62	CNV3442
04.177705	CC-177	429sq	06 CFC4050
165314/JW	C-130T	VR62	CNV6542
05.130605	CC-130J-30	436sq	CFC2561
07.ZH846/80	Merlin HM2	820NAS	09
08.15005	CC-150	437sq	CFC3328
09.130603	CC-130J-30	436sq	CFC3868
177705	CC-177	429sq	CFC4050
10.ZG997	Defender AL2	651sq	AAC525
84-00156	C-12U-3	E/1-214AVN	Duke41
94-00316	C-12V	339th Mi Co	Rail316
94-00318	C-12V	339th Mi Co	Rail318
97-00104	UC-35A	PATD	PAT104
13.ZH841	Merlin HM2	829NAS	Kingfisher500
ZH856	Merlin HM2	829NAS	Macallan03
165378/BD	C-130T	VR64	15 CNV3486
15.177705	CC-177	429sq	CFC4058
ZK034/Y	Hawk T2	4(R)sq	*
ZH884/884	Hercules C5	24/30/47sq	* RRR113
CS-TRJ	A321-231	21sq	BAF635
16.89-9106	C-130H	757th AS AFRC	RCH654
17.93-00698	RC-12X	B/3rd MI Bn	Army698
21.ZH875/875	Hercules C4	24/30/47sq	RRR145
ZZ336/336	Voyager KC3	10/101sq	RRR2148/49
23.ZH841	Merlin HM2	829NAS	Macallan03
24.95-00101	C-12V	339th Mi Co	PAT327
25.84-0083	C-21A	76th AS	Valor10
27.95-00090	C-12V	339th Mi Co	PAT742
94-00319	C-12V	339th Mi Co	PAT738
G-CGKF	Tutor T1	UGSAS	* UAJ39
28.ZK026/Q	Hawk T2	4(R)sq	VYT62
99-0402	C-37A	76th AS	Valor37
94-00315	C-12V	339th Mi Co	PAT728
29.83-0079	KC-10A	305th AMW	RCH175
30.130603	CC-130J-30	436sq	CFC2527
86-0035	KC-10A	305th AMW	RCH175

Credits: MAR, Scramble messageboard.

Stansted			November 2016
09.1229	C-17A	Heavy Transport sq	Uniforce1226
10.A6-DLM	A320-232	Abu Dhabi Amiri Ft	AUH07
12.253	CN235-100MP	101sq	IRL253
13.A40-SO	B747-SP27	Gvmt of Oman	ORF2
15.08-8603/RS	C-130J-30	37th AS	E10E4
17.A6-HRM	B747-422	Gvmt of Dubai	DUB1
20.A7-HHE	B747-8KB	Gvmt of Qatar	QAF1
21.166377	C-37B	VR-1	VM200
22.166378	C-37B	VR-1	VV101
25.84-0083	C-21A	76th AS	
A6-MMM	B747-422	Gvmt of Dubai	DUB2
27.A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3
30.A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3
V5-GON	Falcon 7X	Gvmt of Namibia	NAM001

Credits: MAR, Scramble messageboard.

Waddington			November 2016
10.XW214	Puma HC2	Benson Wg	Battlecat1
23.ZE700	BAe146 CC2	32(TR)sq	RRR1481
30.ZK558	Chinook HC6	7sq	SHF512
ZJ956	Puma HC2	Benson Wg	Iceberg2
ZJ957	Puma HC2	Benson Wg	Iceberg1

Credits: MAR, Scramble messageboard.

Civil News



Field Aviation was tasked with a cargo door modification for the Canadairjet CRJ700 in 2014. After delivery of the 2015 built frame it took some time to perform the first flight. Construction number 10343 can be seen in this picture with the cargo door on the left side of the aircraft. (Hamilton (Ont.), 27 October 2016, Reinhard Zinabold)

Manufacturer News

Airbus

A321neo

The Pratt-powered A321neo has been granted type certification by the EASA and FAA. The aircraft has completed a certification programme of over 350 flight hours in more than 130 flights. The certification programme also showed that the Pratt-powered A321neo is meeting its performance targets in terms of fuel burn and range.

A350-1000

Airbus has disclosed the test programme for the A350-1000. The flight-test programme will be 1,600 hours split between three test airframes. On 24 November MSN59 took to the skies flying the first few hours out of the 600 hours that this airframe has been allocated. MSN71 will be the next A350-1000 to take to the skies and has 500 flying hours scheduled. After MSN71, MSN65 will be the latest flying test aircraft to join the test programme. This airframe will be mainly used for route proving.

Boeing

787-10

Boeing has started the final assembly of the first 787-10 Dreamliner. The first 787-10 is expected to fly in 2017 and first delivery is scheduled for 2018. Boeing has also conducted the first flight with a 787 powered by the Rolls-Royce Trent 1000-TEN engines, which will also be fitted to the 787-10 test aircraft. As a stretch of the 787-9, the 787-10 will retain 95% commonality with the 787-9 while adding seats and cargo capacity. A notable difference is the 777-style landing gear, which is semi-levered. To date, Boeing has received 154 orders from nine customers for the 787-10.

777

In August 2017 Boeing will drop 777 production to five per month, the lowest annual rate since 2005. The reduced rate is anticipating the arrival of the re-engined and re-winged 777-9 in 2020. Boeing still has 165 777-300ERs and 777Fs in backlog.

Bombardier

CS300

Bombardier has delivered the first two CS300s to launch operator Air Baltic on 28 November, which also marked the

end of the CSeries development programme. The first CS300 to enter service was YL-CSA and it has already visited our national airport, Amsterdam Schiphol Airport. On 29 December the second CS300 was delivered to Air Baltic and it is registered as YL-CSB. The larger CS300 is popular with 247 firm orders so far. The CS100 has accumulated 126 firm orders to date.

CRJ200SF

The first CRJ200 freighter conversion aircraft, marked as CRJ200 Special Freighter, has been delivered to launch customer Gulf & Caribbean Cargo. The CRJ200SFs are converted from the passenger version. To date Bombardier has received commitments for 45 conversions and the manufacturer is expecting to convert at least 100 CRJs.

CRJ700SF

Field Aviation was awarded an aircraft modification contract by the Specialized and Amphibious Aircraft division of Bombardier Aerospace in May 2014, and under that contract they carried out extensive airframe and interior modifications on a CRJ700 special-mission aircraft. The company is responsible for the design, manufacture, integration and certification, including flight testing, of a large, forward left side cargo door. The modification will be carried out at Field Aviation's facility at Toronto Pearson International Airport, and is expected to take approximately twelve months which started when the aircraft (MSN 10343) arrived in the second quarter of 2015.

Embraer

Legacy 650

Embraer unveiled a new version of its Legacy 650 large business jet, the Legacy 650E. Featuring automation and technology updates, the aircraft is expected to enter service in 2017 at the list price of US\$ 25.9 million.

Gulfstream

G600

The Gulfstream G600 has completed its first flight, officially kicking off the aircraft's flight-test programme. The G600 spent 2 hours and 53 minutes in the air. The G600 has a range of 6,200 nautical miles.



Turbulent times at Air Berlin, as the airline is in the midst of a fleet restructuring phase to make the airline profitable after many years of heavy financial losses. Air Berlin has ended all their in-house 737 operations (the airline now only operates thirteen 737s wet-leased from TUIFly) and in the coming months forty Airbus A320s will leave Air Berlin's fleet and will be transferred to the Lufthansa group. Under the project name "the new airberlin", the airline will reduce its European and regional network drastically from around 140 destinations to only seventy, but will expand its long-haul business. Air Berlin's own fleet would consist of 75 aircraft in the future: seventeen Airbus A330-200s for long-haul operations while forty Airbus A320 family aircraft and eighteen Bombardier Q400 aircraft will be kept to serve European routes. This will mean that Air Berlin will add three extra A330s to its current fleet. One of them is pictured here, being former Evelop Airlines A330-200 EC-MKT. It arrived at Air Berlin's base Dusseldorf on 8 December and was ferried on 22 December to Abu Dhabi for painting in full colours. The aircraft is seen lining up for departure to Abu Dhabi still in full Evelop colours but already with its new German registration D-ABXG. The two other A330-200s, which will join Air Berlin's fleet in the coming months, are ex TAM Brasil aircraft. (Marcus Steidele)

Europe

The Netherlands

The [Ministry of Infrastructure and Transport](#) has put up the "Royal" Fokker 70 PH-KBX for sale. If you are interested, experts are saying that you can buy the plane for as little as three million euros. The decision about which aircraft will replace the Fokker is expected in the upcoming months. The government hopes to have the new plane in service by 2018.

Austria

[Austrian Airlines](#) has postponed plans to order or lease new widebody aircraft to replace their current planes. The airline was studying the A330, A350 and B777. The deferral comes as the airline is citing the high costs of such an order and the high fees the government is asking for airport and air traffic control services. The decision has created unrest at the staff of Austrian which now fears that Lufthansa is planning to bring the airline under the Eurowings Group-umbrella to seek cost reduction.

Air Berlin is planning to sell its 49,8% stake in [Niki](#) to Etihad Airways. The deal is part of the, earlier announced, larger plan to create a new leisure operator which will operate out of Austria, Germany and Switzerland. The deal is subject to governmental approval, which is expected in the upcoming weeks. The new leisure airline, currently dubbed Blue Sky, will consist of TUI (24,8%), Etihad (25%) and Niki (50,2%). Fleet wise the new company will operate the five B737-700s and nine B737-800s from TUI and twenty-one A321s from Niki. These planes will come from Air Berlin, which are all the airline's A321s. In return, Niki will transfer its fleet of five A319s and thirteen A320s to Air Berlin.

Belgium

[Air Belgium](#) has adjusted its start-up plans. The new company is now planning to start operations during the second half of this year, using A340-300s on flights between Belgium and China. Belgian aviation sites are suggesting the airline will take over four A340-300s from Finnair, which will form the backbone of the airline. Air Belgium is also thinking ahead

about which planes will replace the A340s and the company is thinking about two A350s and two B777Xs.

Lufthansa has announced that it is indeed buying the remaining shares of [Brussels Airlines](#). The airline will become part of the Eurowings Group, but will continue, for now, to operate under the Brussels Airlines-brand, but with "part of the Eurowings Group"-titles. Fleet wise the airline plans to focus on the A320 and Lufthansa has pledged to invest 600 million euros in the airline which will be used to lease seven long-haul-aircraft for a period of twenty years.

Croatia

[Croatia Airlines](#) has said that they are studying offers from Bombardier (CRJ1000), Embraer (ERJ190) and Sukhoi (SSJ) for its plans to operate 100-seat aircraft. The new planes will be used to replace A319/A320/DHC8s on select winter routes. The surplus A319/A320s will then be offered on the ACMI-market. A final decision is expected in the first quarter of this year.

[European Coastal Airlines](#) has announced that the company is planning to restart operations before the summer season and that the company will fly all routes again using its fleet of four DHC-6s.

Financial troubles at [Limitless Airways](#) means that the airline has been forced to suspend all operations.

Czechia

Boeing and [Travel Service](#) signed an order for five B737MAX8s. The airline already had three MAX8s on order.

Denmark

[SAS](#) has confirmed that the airline has postponed the delivery of their first A350-900 from 2018 to 2019. In the period of 2019-2020 the airline will take delivery of three A350s, while the last five are to arrive between 2020-2021. The deferral comes as the airline is seeking to reduce its costs.

Finland

CDB Leasing and [Finnair](#) signed a lease-deal for two A321s which are due at the end of this year. In total the airline now has eight new A321s coming on board.

France

Last month we reported already about this topic, but now we can report that [La Compagnie](#) and [XL Airways France](#) have confirmed their intentions to merge and are working to create a new company. What the proposed merger means for both airline's operations and fleet is yet unknown.

Poland

After the end of this upcoming summer season [Enter Air](#) will have phased out all of its B737 Classics and replaced them with new B737-800s.

[LOT](#) has announced that the airline is expecting to take delivery of their first, from AerCap leased, B737-800 in April and start operating the plane as of May. The aircraft will at first be deployed to London-Heathrow and Paris-Charles de Gaulle and later, when more arrive, Tel Aviv, Frankfurt and Barcelona.

Russia

[Aeroflot](#) has signed a lease-agreement with SB Leasing Ireland for ten B737-800s which will all be delivered before the end of this year. When delivered the company will operate thirty B737-800s.

Leasing company and [IrAero](#) have agreed for a lease deal for four SSJs. The four planes are due in the first quarter of this year and will mean a doubling of the airline's SSJ-fleet.

[S7 Airlines](#) has signed lease-deals for ten A320neos with AerCap and six A320neos with Wilmington Trust SP Services.

[Yakutia Airlines](#) has taken over [Polar Air](#). Both companies will continue to operate separately.

[Yamal Airlines](#) also signed a lease-agreement with GTLK for thirteen SSJs. The lease-agreement is part of an earlier signed deal in 2015 between the two companies for twenty-five SSJs. Currently the airline operates nine SSJs and ten will join the fleet this year.

Spain

The [International Airlines Group](#) has announced its plans to start low-cost long-haul operations out of Barcelona in June. The new flights will be operated under the [Vueling](#)-brand, using two A330s which will come from Aer Lingus. As destinations Los Angeles (CA), San Francisco (CA), Buenos Aires, Havana, Santiago de Chile and Tokyo-Narita are mentioned.

Switzerland

[Swiss Space Systems](#), which was planning to operate a wet-leased A340-300 from HiFly for commercial zero-G-flights, has been declared bankrupt before being able to operate its first flight.

United Kingdom

Boeing and [Jet2](#) agreed on an order for another four B737-800s. The airline now has 34 B737-800s on order with Boeing.

[Loganair](#) will convert two of its Saab 340Bs into freighters. The new freighters will join the current fleet of two Saab 340A(QC)s. The first is due this month, while the second will join next month.

Africa

Egypt

[Air Leisure](#) has added a former Emirates A330-200 to its fleet of three A340-300s and single MD-83.

Ghana

The civil aviation authorities have issued the Air Carrier License to [Goldstar Airlines](#), clearing the way for the airline to begin its certification for its AOC. The new carrier is planning to operate various destinations in Africa as well as to China, Dubai and London-Gatwick. More than a year ago the airline hoped to wet-lease a B767-300ER from euroAtlantic Airways, but it is yet unknown if this is still the case.

Guinea

Since 2002 there hasn't been a national carrier in the country anymore, but there are plans to start a new airline. A rich businessman is busy establishing a new airline. No timeframe or other information has been announced.

Tanzania

Last month [Air Tanzania](#) was in the news for ordering a B737-800 and a CS300. This month we can report that the airline has purchased a B787-8 which will enter the fleet in June. The plane is purchased by the Tanzanian Government Flight, which will lease it out to the airline. With the new plane the company wants to start long-haul-operations to China, Russia and the US.

Asia

Azerbaijan

AZAL Azerbaijan Airlines has confirmed that the airline will



Every winter Sunwing Airlines adds extra capacity to fly people from cold and dark Canada, to warmer and more comfortable places in Florida and the Caribbean. The extra capacity is added by leasing many 737-800s from European charter airlines, the so-called winter leases. Sunwing Airlines has commenced applying special branding decals to some of the aircraft in its fleet featuring sun destinations for the winter season. The airline has been selling advertising space on its aircraft for several years now. One of the first this season features a CUBA logo with a family enjoying warm weather. It appears on Boeing 737-800 C-FTAH which is ex OK-TVJ and leased for this winter season from SmartWings. It is seen between flights at Toronto Lester B. Pearson International Airport (Ont.) on 13 December 2016. (Andrew Cline)

establish a low-cost subsidiary called Buta Airways. The new company hopes to be operational by the autumn this year and is planning to fly ERJ190s, which will probably be sourced from Azerbaijan Airlines. Next to creating the LCC, the main-line is also planning to expand its operations by doubling its European operations and seeking to replace its two A340-500s, four B757-200s and three B767-300ERs with new planes.

Bangladesh

United Airways plans to resume its operations, which were halted after no longer having serviceable aircraft in March 2016. Moreover, the airline intends to purchase two A340s, three ATR72s and one MD-83. They have plans to start long-haul flights to London-Gatwick and Manchester with these two A340s. Time will tell.

Cambodia

Sky Ankor Airlines decided not to lease two Sukhoi SuperJets from Red Wings.

China

Both Fuzhou Airlines and Yangtze River Airlines have serious international aspirations, as both airlines intend to purchase widebody aircraft in the near future.

Sichuan Airlines will lease an A350-900 through ALC from the first quarter in 2019.

Georgia

Business charter flights specialist Air Georgia has added a single B747-400F to its fleet of Cessna Citations and is offering the aircraft for cargo charters.

Hong Kong

Hong Kong Airlines intends to commence European services to London, Milan and Paris between 2017 and 2020 with its awaited A350s.

India

Boeing and SpiceJet are close to finalize a deal for an order for fifty B737MAX8s. The airline and manufacturer also renegotiated the conditions for the airline's previous order for 42 B737MAX8s in 2014. If the deal gets signed, it means SpiceJet will receive 92 MAXs.

Indonesia

Sriwijaya Air has ordered twelve ATR72s, which will be operated by NAM Air in the eastern part of Indonesia.

Kazakhstan

Following the removal of the airline on the EU blacklist, SCAT Airlines is planning to operate flights Israel, Greece and Spain. No timeframe has been given.

Malaysia

EagleXpress Air Charter is in trouble, as the Malaysian CAA revoked its license. Unconfirmed reports state that the airline is behind on paying wages and only one of its three B747s is in service at this time, which is leased to Saudi Arabian.

FlyGlobal Charter took delivery of a former Singapore Airlines B777-200 in December. FlyGlobal intends to offer its services on the ACMI/wet-lease market.

Nepal

Contrary to previous reports, Yeti Airlines has ordered four, rather than two, ATR72s. Deliveries are expected between mid-2017 and mid-2018.

Pakistan

Following the crash of one of its ATR42-500s, PIA has grounded the remaining fleet of five ATR42-500s and five ATR72-500s to conduct tests to see if the aircraft are safe. The aircraft will be returned to active duty once they have cleared the test.

Philippines

Ahead of its plans to issue a tender for new wide bodies, Cebu Pacific Air has said that they are studying the A330neo, A350 and B787 as possible new airplanes.

Philippine Airlines has converted its Letter of Intent with Bombardier for Dash 8s into an order for five Q400s, with options for another seven.

South Korea

Pohang Air is a new start-up carrier in the country, planning to operate from Pohang to Seoul and Jeju. The airline hopes to be operational by September. It is yet unknown which type the new carrier is planning to operate.

Taiwan

Far Eastern Air Transport is said to be close to take over whatever is left of recently bankrupt TransAsia Airways. If all goes well, TransAsia Airways will be renamed Far Eastern United Air.

Tiger Airways Holdings recently upset Singapore Airlines for selling a 10% stake of Tigerair Taiwan to China Airlines. Although Singapore Airlines also owns a 10% stake in Tigerair and they intend to drop the Tigerair brand in favour of Scoot in 2017, Singapore Airlines also holds a total veto over Tigerair Taiwan. As such, Tigerair Taiwan is forced to cease usage of the Tigerair website and that move has made China Airlines very angry. To be continued...

Latin America

Argentina

Boeing and Aerolíneas Argentinas has agreed about the conversion of three of its outstanding orders for B737-800s into three B737MAX8s.

Interesting news is coming from Norwegian as the airline is planning to operate domestic and international flights out of two to three Argentinian cities, using between six to ten B737-800s and B737MAX8s. Considered are Buenos Aires, Cordoba and Mendoza.

Aruba

Tiara Air has been declared bankrupt (again).

Bolivia

Following the recent crash in Colombia, LaMia Bolivia has suspended operations, as the Bolivian CAA has withdrawn LaMia's Air Operator's Certificate.

Panama

Air Panama has acquired six former Portugalia Fokker 100s.

Middle-East

Iran

Boeing and Iran Air finalized their MOU and the airline has now placed firm orders for fifty B737MAX8s, fifteen B777-300ERs and fifteen B777-9s. The first new Boeing is scheduled to arrive next year and deliveries will span over a timeframe of ten years. Airbus and the airline also finalized their deal, which means the airline has now placed firm orders for 46 A320s, 38 A330s and sixteen A350s. With these new orders Iran Air dropped its plans to operate VLA's as their original MOU's had orders for the A380 and B747-8. The deliveries of the Airbuses will start in the upcoming weeks with the first A321.

Iraq

Low-cost carrier Fly Baghdad has suspended all operations on 15 November and will be grounded indefinitely.

Kuwait

Kuwait Airways has taken delivery of their first B777-300ER. The plane can be spotted on flights between Kuwait and Heathrow.

Lebanon

The civil aviation authorities has revoked the AOC of start-up LebanonSky Aviation, just eight weeks after issuing the AOC. Due to this the start-up has postponed all operations and both wet-leased planes are returned to their owners.

The CEO of MEA has mentioned to a magazine that the airline

is in final talks to either purchase or lease four new wide-body-aircraft this year. The CEO mentioned that the B787 was part of the airline's study and that MEA is planning to operate flights to Canada as part of its expansion plans.

Qatar

Airbus and Qatar Airways are in talks about a conversion of the airline's order for 80 A320neos into A321neos. If the deal comes to fruition, Qatar hopes to take delivery of their first A321neo next year.

Syria

Syrianair is looking to find a widebody aircraft in order to start flights between Damascus and China and Venezuela. No specific type has been mentioned. In the meantime Syrianair and Cham Wings have been put under official US economic sanctions, hindering their operations.

Due to the placement of sanctions on the aforementioned airlines the government is thinking about establishing a new airline called Syrian Wings Airlines which the government hopes will help to boost the country's tourism sector and transportation needs.

United Arab Emirates

Airbus and Emirates agreed about a delay of the delivery of twelve A380s the airline has on order. Six planes originally planned for this year will now be delivered next year, while six aircraft due in 2018 will now be delivered in 2019.

Yemen

Despite all the unrest in the country a new start-up airline has been approved by the government. Queen Bilqis Airway is its name and the airline hopes to operate as a low-cost carrier out of Aden by the summer of this year.

North America

United States of America

The US Department of Justice has given its green light to the merger of Alaska Airlines and Virgin America. The only obstacles to be taken are the reduction of current codeshare agreements with other US airlines. Both airlines will ultimately work as a single carrier, but this is expected to take until early 2018.

As was already expected by Boeing for some time, Delta Air Lines has cancelled Northwest Airlines' 2005 pre-merger order for eighteen B787-8s.

Everts Air Cargo has placed an order for a fourth MD-83, which is to be converted to a freighter.

ExpressJet Airlines, which operates as a feeder for Delta Air lines and American Airlines, intends to phase out 55 CRJ200s by the end of 2017.

Boeing and GECAS started the New Year well by announcing an order for 75 B737MAX8s. In total the leasing company now has orders for 170 Boeing 737MAXs.

Hawaiian Airlines intends to withdraw its fleet of eight B767s by Q4 2018.

Elix Aviation Capital and Island Air have signed a deal for the lease of up to five DHC-8-400s. The first three DHCs are to arrive before April and will replace three ATR72-200s. The last two are planned for next year and will replace the airline's final two ATR72-200s.

If you want to spot the new B777-300ER of United Airlines you can do so as of 16 February at Newark (NJ) and San Francisco (CA) as the airplane will be deployed between these two airports until 4 May. On 25 March the new type will also be used on the airline's flight between San Francisco (CA) and Hong Kong, replacing a B747-400 on this route.

Aircraft orders

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

Airbus 2016 firm orders

AerCap	10	A320neo
Aer Lingus	2	A330-300
<u>Air Arabia</u>	5	A320
AirAsia	100	A321neo
Airbus Defence & Space	12	A330-200
Air Cote d'Ivoire	2	A320
	3	A320neo
Air Lease Corporation	1	A321
Allegiant Air	12	A320
Avianca	3	A320neo
	1	A321neo
BOC Aviation	5	A321
CALC	2	A320-200
Cebu Air	2	A321neo
	2	A330-300
China Eastern Airlines	20	A350-900



Boeing 737-800 EC-JAP was delivered to Air Europa in October 2004 and phased out in autumn 2016. The Boeing was returned to the lessor and was ferried to Bratislava on 5 October and on 12 October the aircraft was ferried to Kaunas in Lithuania. On 22 December the aircraft was ferried again, this time to Shannon, where it arrived in the colours of its new lessee, Sun Country Airlines, but still with its Spanish registration. (Adrian Kissane)

CSA	7	A320neo	
Delta Air Lines	37	A321	
Emirates	2	A380-800	
Garuda Indonesia	14	A330-900	
Germania	25	A320neo	
<u>Hawaiian Airlines</u>	1	<u>A330-200</u>	
JetBlue Airways	15	A321	
	15	A321neo	
Jetstar Pacific	10	A320	
Philippine Airlines	6	A350-900	
<u>Private customer</u>	1	ACJ319neo	
	1	<u>ACJ320neo</u>	
Synergy Aerospace	62	A320neo	
Tunisair	5	A320ne	
<u>Undisclosed</u>	4	A319	
	33	<u>A320</u>	(+3)
	87	A320neo	
	18	<u>A321</u>	(+5)
	19	A321neo	
	7	A330-200	
	16	A330-300	
	1	A350-900	
VietJet Air	10	A321	
	10	A321neo	
Virgin Atlantic	8	A350-1000	
WOW Air	4	A321	
Total	600		(+15)
ATR 2016 firm orders			
Aeromar	8	ATR72-600	
Aviation Plc	5	ATR72-600	
Binter	6	ATR72-600	
Iran Air	20	ATR72-600	
PNG Air	5	ATR72-600	
Synergy Aerospace	12	ATR72-600	
Total	56		
Boeing 2016 firm orders			
Air China	6	B777-300ER	
AirBridgeCargo Airlines	4	B747-8F	
<u>Air Tanzania</u>	1	<u>B787-8</u>	
Alaska Airlines	5	B737-900ER	
ALC	6	B737	
	1	B787-8	
Arik Air	8	B737MAX8	
Donghai Airlines	25	B737MAX8	
Eastern Airlines	10	B737MAX8	
Enter Air	4	B737MAX8	
FedEx	7	B767-300F	
	2	B777-200F	
Japan Transocean Air	1	B737-800	

Malaysia Airlines	25	B737MAX8	
Mauritania Airlines	1	B737-800	
Norwegian	8	B737MAX8	
Okay Airways	3	B737-800	
Pegasus Airlines	5	B737-800	
Qatar Airways	10	B777-300ER	
	30	B787-9	
	3	BBJ	
	4	P-8A	
	6	B787-9	
	1	<u>B737-800</u>	
	10	B737	
	1	B777-300ER	
	1	B787-9	
	2	B737	
	10	B737MAX8	
	129	<u>B737</u>	(+10)
	35	<u>B787</u>	(+1)
	41	B737-700	
	4	B777-300ER	
	19	KC-46A	
	18	P-8A	
	14	B747-8F	
	100	B737MAX200	
	10	B737-800	
	570		(+15)

Bombardier 2016 firm orders

Air Baltic	7	CS300	
Air Canada	45	CS300	
Air Tanzania	1	DHC-8-400Q	
	2	<u>CS300</u>	
	5	CRJ900	
	75	CS100	
	10	CRJ900	
	5	<u>DHC-8-400Q</u>	
	3	DHC-8-400Q	
	2	CRJ900	
	10	DHC-8-400Q	
Total	167		(+6)

Embraer 2016 firm orders

Arkia Israeli Airlines	6	ERJ195-E2	
Colorful Guizhou Airlines	2	ERJ190	
Horizon Air	30	ERJ175	
Kalstar Aviation	5	ERJ190-E2	
KLM Cityhopper	2	ERJ175	
Nordic Aviation	4	ERJ190	
Total	49		

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



In spring 2016 Small Planet Airlines Poland took delivery of four ex Aeroflot Airbus A321-200s. One of them is SP-HAZ, which is former VP-BRW. (Dusseldorf, 30 December 2016, Bill de Koning)



In the summer of 2016, Pegasus was the first airline to take delivery of a CFM LEAP powered Airbus A320-200neo. Pegasus has more than fifty outstanding orders for the A320neo and has more than 25 options. At the end of 2016, nine A320neo's were delivered to the airline. TC-NBG was delivered on 16 December 2016 and was photographed by Walter Heukensfeld at Amsterdam-Schiphol on Boxing Day.

A300	B4-605RF	643	XA-	AeroUnion, ex ER-JIM of Pecotox Air. Delivered on 30 December.
A310	-308	648	9K-PBD	National Legacy, ex 9K-ALD of Government of Kuwait. Delivered early December.
A318	-112 (ACJ)	4169	LX-LTI	Global Jet Luxembourg, ex OE-LUX of Tyrolean Jet Service. Delivered on 29 December.
A319	-114	1129	5B-DCW	Charlie Airlines, ex VP-BTO of S7 Airlines. Delivered on 1 December.
	-112	2332	EI-FMV	Volotea Air, ex 9H-AEL of Air Malta. Delivered on 3 December.
	-112	3564	LZ-FBA	FastJet, ex Bulgaria Air. Delivered on lease on 27 November (see picture Scramble 451 – Page 44).
A320	-231	276	LZ-LAB	Bulgarian Air Charter (addition Scramble 451 – Page 44)
	-231	296	LZ-LAC	Bulgarian Air Charter (addition Scramble 451 – Page 44)
	-211	311	EP-ZAP	Zagros Airlines, ex UR-CNJ of the same company. Registered in Iran on 31 October. The aircraft was previously leased from Dart Airlines.
	-231	320	LZ-	Bulgarian Air Charter, ex XA-MXX of Mexicana. Delivered on 22 December.
	-231	321	LZ-LAE	Bulgarian Air Charter, ex XA-MXY of Mexicana. Delivered on 16 December. Both ex Mexicana Airbuses had been stored at Mexico City since Mexicana's bankruptcy in 2010.
	-231	353	LZ-LAD	Bulgarian Air Charter (addition Scramble 451 – Page 44)
	-231	406	EX-32006	Avia Traffic Company, ex OY-RUP of Danish Air Transport. Delivered on 15 November.
	-233	902	XU-714	Sky Angkor Airlines (addition Scramble 451- Page 44)
	--214	1087	LZ-BHF	BH Air - Balkan Holidays International, ex VietJetAir. Returned from lease on 27 December.
	-233	1626	XU-715	Sky Angkor Airlines (addition Scramble 451- Page 44)
	-232	1715	XU-716	Sky Angkor Airlines, ex LY-SPA (addition Scramble 451- Page 44).
	-214	2562	D-ABNT	Eurowings, ex Air Berlin. Delivered on 5 January.
	-214	2749	D-ABHF	Air Berlin, ex OE-LEE of Niki, Delivered on 19 December.
	-214	2867	D-ABHG	Air Berlin, ex OE-LEX of Niki. Delivered on 14 December.
	-214	2902	D-ABHH	Air Berlin, ex OE-LEU. Delivered on 2 January.
	-214	2947	VP-BQW	Ural Airlines, ex Aeroflot. Delivered on 25 December.
	-214	2968	D-ABDK	Air Berlin, ex HB-IOS of Belair. Returned from 7.5 year lease on 13 December.
	-214	4033	D-ABDZ	Air Berlin, ex HB-IOF of Belair. As above on 10 December.
	-232	5612	EC-LVT	Jetstar Pacific Airlines, ex Vueling Airlines. Delivered on lease on 26 December.
	-232	6123	EC-MBS	Jetstar Pacific Airlines, ex Vueling Airlines. As above.
	-232	6128	EC-MBT	Jetstar Pacific Airlines, ex Vueling Airlines. As above.
	-214	7012	OE-IQB	Eurowings Europe, ex D-AEWC of Eurowings. Transferred on 5 January.
	-271n	7103	D-AINE	Lufthansa. Delivered on 2 January. Test registration was D-AVVJ.
	-251n	7277	LN-RGM	SAS Scandinavian Airlines. Delivered on 9 December. Test registration was F-WWDH.
	-251n	7321	TC-NBF	Pegasus Airlines. Delivered on 6 December. Test registration was F-WWIK.
	-251n	7341	LN-RGN	SAS Scandinavian Airlines. Delivered on 3 December. Test registration was D-AXAK.
	-251n	7352	LN-RGO	SAS Scandinavian Airlines. Delivered on 16 December. Test registration was D-AXAL.
	-251n	7359	TC-NBG	Pegasus Airlines. Delivered on 16 December. Test registration was F-WWDI.
	-251n	7380	TC-NBE	Pegasus Airlines. Delivered on 23 December. Test registration was F-WWIV.
	-214	7383	HZ-AS51	Saudia - Saudi Arabian Airlines. Delivered on 13 December. Test registration was F-WWIH.
	-251n	7399	TC-NBH	Pegasus Airlines. Delivered on 29 December. Test registration was F-WWIP.
	-251n	7429	TC-NBI	Pegasus Airlines. Delivered on 23 December. Test registration was F-WWDY.
	-214	7432	HZ-AS52	Saudia - Saudi Arabian Airlines. Delivered on 19 December. Test registration was F-WWDE.
	-214	7439	D-AEWS	Eurowings. Delivered on 14 December. Test registration was D-AVVC.
	-214	7444	HZ-AS53	Saudia - Saudi Arabian Airlines. Delivered on 29 December. Test registration was F-WWDJ.
	-214	7460	G-EZPT	EasyJet. Delivered on 20 December. Test registration was D-AVVH.
	-214	7465	OY-RCJ	Atlantic Airways. Delivered on 19 December. Test registration was D-AVVI.
	-214	7474	D-ABHE	Air Berlin. Delivered on 30 December. Test registration was D-AVVL.
	-214	7482	HZ-AS54	Saudia - Saudi Arabian Airlines. Delivered on 3 January. Test registration was D-AVVN.

A321	-111	535	SX-ABD	Olympus Airways, ex Lebanon Sky Aviation. Returned from lease on 28 November.
	-211	1554	LZ-BHK	VietJetAir, ex BH Air. Delivered on lease on 22 December.
	-232	2933	HL8072	Air Busan, ex D-ANJB and N933AG of ACG – Aviation Capital Group. Delivered on 1 December. Former VQ-BRU of Nordwind Airlines.
	-211	3708	OE-LCA	Niki, ex D-ABCA of Air Berlin. Transferred on 14 December.
	-211	4334	OE-LCC	Niki, ex D-ABCC of Air Berlin. As above on 10 December.
	-211	5126	OE-LCJ	Niki, ex D-ABCJ of Air Berlin. As above on 17 December.
	-211	7433	TF-JOY	WOW air. Delivered on 7 December. Test registration was D-AVXO.
	-230	7440	HA-LXK	Wizz Air. Delivered on 7 December. Test registration was D-AVXR.
	-231	7471	EC-MOO	Vueling Airlines. Delivered on 30 December. Test registration was D-AVZE.
	A330	-243	326	SU-ALA
	-203	535	VP-BDV	VIM Airlines, ex OE-IEA of SMBC Aviation Capital. Delivered on 23 December. Former B-16302 of EVA Air.
	-343E	1592	TC-LOE	THY Turkish Airlines, ex EI-FLT of Intrepid Aviation Group. Delivered on 23 December. This Airbus was originally destined for Skymark Airlines as JA330G, but never delivered to this Japanese airline. It had been stored at Toulouse, Lourdes, Montreal (Que.) and Marana (AZ).
	-343E	1739	HZ-AQ17	Saudia - Saudi Arabian Airlines. Delivered on 8 December. Test registration was F-WWYI.
	-343E	1753	B-8678	Capital Airlines. Delivered on 14 December. Test registration was F-WWCG.
	-343E	1754	ZS-SXJ	South African Airways. Delivered on 6 December. Test registration was F-WWCH.
	-243	1756	B-8776	Tianjin Airlines. Delivered on 12 December. Test registration was F-WWKM.
	-343E	1757	ZS-SXK	South African Airways. Delivered on 13 December. Test registration was F-WWKP.
	-243	1758	B-8659	Tianjin Airlines. Delivered on 16 December. Test registration was F-WWYG.
	-323E	1760	B-8426	China Southern Airlines. Delivered on 3 December. Test registration was F-WWYJ.
	-202	1761	EC-MNL	Iberia Líneas Aéreas de España. Delivered on 16 December. Test registration was F-WWCR.
	-343E	1763	B-8679	Capital Airlines. Delivered on 26 December. Test registration was F-WWCV.
	-343E	1764	HZ-AQ20	Saudia - Saudi Arabian Airlines. Delivered on 22 December. Test registration was F-WWCX.
	-343E	1765	B-8579	Air China. Delivered on 24 December. Test registration was F-WWCY.
A340	-541	902	TC-TRK	Government of Turkey, ex TS-KRT of Government of Tunisie. Ferried from Bordeaux to Istanbul-IST on 21 December. This Airbus was initially intended for Kingfisher Airlines. However, the Indian airline never took delivery of this aircraft. It was picked up by the Tunisian government in September 2009. On 22 December 2009 the aircraft was delivered to Tunis, and only one week later on 29 December it was ferried to Bordeaux. Due to the changed political situation, the aircraft never went back to Tunis and the aircraft had been stored at Bordeaux until it was bought by the Turkish government and ferried to Turkey.
A350	-941	42	A7-ALM	Qatar Airways. Delivered on 20 December. Test registration was F-WZGO.
	-941	53	B-LRG	Cathay Pacific Airways. Delivered on 2 December. Test registration was F-WZFB.
	-941	61	B-LRJ	Cathay Pacific Airways. Delivered on 10 December. Test registration was F-WZFL.
	-941	62	9V-SMG	Singapore Airlines. Delivered on 8 December. Test registration was F-WZFM.
	-941	66	B-18903	China Airlines. Delivered on 22 December. First A350 for China Airlines. Test registration was F-WZFO.
	-941	67	VN-A891	Vietnam Airlines. Delivered on 29 December. Test registration was F-WZFS.
	-941	68	9V-SMH	Singapore Airlines. Delivered on 10 December. Test registration was F-WZGY.
	-941	73	B-18905	China Airlines. Delivered on 30 December. Test registration was F-WZNB.
	-941	74	D-AIXA	Lufthansa. Delivered on 21 December. First A350 for Lufthansa. Test registration was F-WZNC.
	-941	75	B-LRL	Cathay Pacific Airways. Delivered on 31 December. Test registration was F-WZND.
	-941	77	9V-SMI	Singapore Airlines. Delivered on 21 December. Test registration was F-WZNF.
	-941	79	PR-XTG	LATAM Airlines Brasil. Delivered on 29 December. Test registration was F-WZNI.
	-941	81	9V-SMJ	Singapore Airlines. Delivered on 31 December. Test registration was F-WZNK.



Early 2016 Cathay Pacific announced that it would rebrand its subsidiary Dragonair as Cathay Dragon. In the course of 2016 many Dragonair aircraft were painted in the new Cathay Dragon livery as shown in this picture of Airbus A330-300 B-HYQ. The new brand became officially active on 21 November 2016. (Hong Kong, 18 June 2016, Bill de Koning)

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Spanish charter airline AlbaStar currently operates a fleet of four Boeing 737-400s, but they will add their first 737NG in the very near future, as this picture shows. Boeing 737-800 VQ-BJC was photographed at Shannon on 10 December by Malcolm Nason. Former operator of this aircraft was Orenair.

A380	-861	193	A7-APG	Qatar Airways. Delivered on 17 December. Test registration was F-WWSD.
	-861	223	A6-EUK	Emirates. Delivered on 9 December. Test registration was F-WWSH.
	-861	224	A6-EUL	Emirates. Delivered on 20 December. Test registration was F-WWSP.
	-842	225	A6-EUM	Emirates. Delivered on 28 December. Not a regular Emirates A380 delivery, because this the first A380 for Emirates with Rolls-Royce Trent engines. Test registration was F-WWSQ.
	-842	226	A6-EUN	Emirates. Delivered on 29 December. Test registration was F-WWSR.
	-842	227	A6-EUO	Emirates. Delivered on 29 December. Test registration was F-WWSA.
	-841	231	HL7641	Asiana Airlines. Delivered on 22 December. Test registration was F-WWSV.
B737	-3Y0QC	24255	N634BC	GECAS - General Electric Capital Aviation Services, ex EI-CFQ of Mistral Air. Returned to the lessor and ferried to Lasham for storage on 27 November. Registered in the US on 23 December.
	-476	24439	N475VX	VX Capital Partners, ex G-RAJG of Cello Aviation. Registered in the US on 28 December. The aircraft had been operated by Cello Aviation for TUI Airlines Belgium since the summer of 2016.
	-405	24643	9H-KAT	Air Mediterranean, ex 4L-GSN of Luftline Georgia. Delivered on 6 December. The aircraft is operated by VVB Aviation Malta.
	-405	24643	SX-MAH	Air Mediterranean, ex 9H-KAT. Registered in Greece on 27 December.
	-4Y0SF	24917	HA-KAD	ASL Airlines Hungary, ex N284AL of the Bank of Utah. Delivered after freighter conversion on 12 December. Former ZS-JRD of Safair.
	-530	24945	OB-	Peruvian Airlines, ex N945AU of Automatic LLC. Delivered on 1 December. Former D-ABIW of Lufthansa.
	-5Y0	25182	UR-UWW	Kam Air, ex Ukrainian Wings. Delivered on lease on 21 December.
	-5Y0	25183	ZS-	Africa Charter Airline, ex VP-BVU of VIM Airlines. Delivered on 18 November.
	-4Q8	25374	N469VX	VX Capital Partners, ex SP-ENE of Enter Air. Returned to the lessor and registered in the US on 8 November.
	-330	25414	N541AU	Automatic LLC, ex D-ABEK of Lufthansa. Registered in the US on 16 December. The Boeing was ferried to the Orlando-Sanford (FL) for storage on 13 December.
	-4C9	25429	N470VX	VX Capital Partners, ex SP-ENF of Enter Air. Returned to the lessor and registered in the US on 16 December.
	-4Q8	26281	9H-AMW	Albawings, ex VVB Aviation Malta. Delivered on lease on 9 December.
	-330	26428	N642AU	Automatic LLC, ex D-ABEN of Lufthansa. Registered in the US on 21 November. The Boeing was ferried to Orlando-Sanford (FL) for storage on 6 November.
	-8K5	27984	VQ-BJK	Azur Air, ex 2-ITLH of AerCap. Delivered on 22 December. Former TC-TLH of Tailwind Airlines.
	-8Q8	28213	OM-FEX	AirExplore, ex Palau Airways. Returned from lease on 4 December.
	-36N	28561	N509CS	GECAS - General Electric Capital Aviation Services, ex EI-IGR of Meridiana. Returned to the lessor and registered in the US on 2 November. The Boeing was ferried to Marana (AZ) for storage on 7 October.
	-36N	28562	N597CB	GECAS - General Electric Capital Aviation Services, ex EI-IGS of Meridiana. As above. The ferry flight to Marana (AZ) for storage took place on 12 October.
	-86N	28645	VQ-BIZ	Yakutia Air, ex Rossiya. Delivered on 23 December.
	-5L9	29235	5N-AIS	Azman Air, ex N292GL of the Wells Fargo Bank. Delivered on 3 December. Former UR-VVQ of Ukraine International Airlines.
	-3S3	29244	JY-JAY	Iran Airtour, ex Jordan Aviation. Delivered on lease on 6 December.
	-33V	29334	N293PB	Aergo Capital, ex YL-BBL of Air Baltic. Returned to the lessor and registered in the US on 30 December. The Boeing was ferried to Tucson (AZ) for storage on 22 December.
	-8K2	29651	F-GZHC	Air Transat, ex Transavia France. Delivered on winter lease on 14 December.
	-8BK	29660	N750MA	Miami Air International, ex OO-JAA of TUI Airlines Belgium. As above on 5 January.
	-8HX	29677	F-GZHF	Air Transat, ex Transavia France. As above on 18 December.
	-8K2	29678	F-GZHE	Air Transat, ex Transavia France. As above on 13 December.
	-8AS	29919	OM-GEX	AirExplore, ex Lebanon Sky Aviation. Returned from lease on 27 November.
	-8AS	29925	OM-GTE	FlyEgypt, ex Go2Sky. Delivered on lease on 21 December.
	-86Q	30294	C-GRKB	Sunwing Airlines, ex OK-TVE of Travel Service. Delivered on winter lease on 15 December.
	-8K2	30391	PH-HZL	Sun Country Airlines, ex Transavia Airlines. As above on 2 December.
	-81Q	30785	OM-HEX	AirExplore, Lebanon Sky Aviation. Returned from lease on 19 November.
	-81Q	30785	OM-HEX	Palau Airways, ex AirExplore. Delivered on lease on 3 December.
	-73V	32414	C-GYQV	Air Transat, ex F-GZTC of ASL Airlines France. Delivered on winter lease on 16 December.
	-73V	32421	N578UA	CFM Materials, ex EI-IGT of Meridiana. Returned to the lessor and registered in the US on 14 Decem-



This Boeing 767-300 converted freighter belongs to Star Air. OY-SRU was delivered after freighter conversion at Tel Aviv on 24 November. Its former operator is not difficult to guess, as the aircraft still wears the basic Transaero colours. (Cologne, 28 November 2016, Nik Deblauwe)

	-8K5	32907	C-GVKP	ber. The aircraft was ferried to St Athan for storage on 29 November.
	-8BK	33013	ZS-ZWU	Sunwing Airlines, ex OK-TVP of Smartwings. Delivered on winter lease on 2 December.
	-8K2	34169	PH-HZO	Sunwing Airlines, ex G-FDZD of Thomson Airways. Delivered on winter lease on 12 December.
	-8AS	35018	HL8087	Sunwing Airlines, ex G-FDZD of Thomson Airways. Delivered on winter lease on 12 December.
	-8K5	35132	C-FTZD	Sunwing Airlines, ex G-FDZD of Thomson Airways. Delivered on winter lease on 12 December.
	-8K5	35134	C-FPZA	Sunwing Airlines, ex G-FDZA of Thomson Airways. As above on 7 December.
	-8K5	35143	C-FTLK	Sunwing Airlines, ex D-AHLK of TUIfly. As above on 27 December.
	-8K5	35148	C-FOAQ	Sunwing Airlines, ex OO-JAQ of TUI Airlines Belgium. As above on 12 December.
	-8Q8	35283	PK-CRC	Sriwijaya Air, ex EI-FHB of Norwegian. Delivered on 18 December.
	-8GQ	35793	OK-TSO	Air Transat, ex Smartwings. Delivered on winter lease on 12 December.
	-8FN	37076	C-GKVL	Sunwing Airlines, ex OK-TVL of Travel Service. As above on 19 December.
	-8FN	37077	C-GYQW	Air Transat, ex OK-TVM of Travel Service. As above on 5 December.
	-8K5	37239	C-FQWK	Sunwing Airlines, ex G-TAWK of Thomson Airways. As above on 14 December.
	-8K5	37241	G-TAWS	Sunwing Airlines, ex Thomson Airways. As above on 7 December.
	-8K5	37250	C-FJAU	Sunwing Airlines, ex OO-JAU of TUI Airlines Belgium. As above on 5 December.
	-8K5	37263	G-TAWU	Sunwing Airlines, ex Thomson Airways. As above on 8 December.
	-8K5	37266	C-GZUG	Sunwing Airlines, ex G-TAWG of Thomson Airways. As above on 12 December.
	-86J	37778	F-GZJH	Air Transat, ex Transavia France. As above on 2 December.
	-86J	37779	B-1562	Fuzhou Airlines, ex D-ABMP of Air Berlin. Delivered on 12 December. Registered in between as N379JC of Jackson Square Aviation.
	-86N	38025	C-GKVU	Sunwing Airlines, ex OK-TVU of Smartwings. Delivered on winter lease on 8 December.
	-86N	38027	C-GKVV	Sunwing Airlines, ex OK-TVV of Smartwings. As above on 4 December.
	-8K5	38107	C-GQWH	Sunwing Airlines, ex G-TAWH of Thomson Airways. As above on 23 December.
	-8Q8	38819	HL8086	T'Way Air, ex F-HJIL of XL Airways France. Delivered on 16 December.
	-800	42082	EI-FJZ	Norwegian. Delivered on 20 December. Line # 6211.
	-8MC	44435	VP-BUS	Rossiya - Russian Airlines, ex EI-RUR of Transaero Airlines. Delivered on 12 December.
	-800	60754	7T-VKR	Air Algérie. Delivered on 21 December. Line # 6214.
	-800	60961	A6-FGH	FlyDubai. Delivered on 14 December. Line # 6201.
	-800	61423	EW-457PA	Belavia - Belarusian Airlines. Delivered on 20 December. Line # 6213.
	-800	63147	G-JZHP	Jet2. Delivered on 17 December. Line # 6198.
	-800	63148	G-JZHR	Jet2. Delivered on 22 December. Line # 6215.
	-800	63569	G-JZHO	Jet2. Delivered on 1 December. Line # 6183.
	-800	63692	SU-GEF	EgyptAir. Delivered on 10 December. Line # 6190.
B747	-236BF	23711	4L-GEO	The Cargo Airlines, ex N216TX of the Bank of Utah. Delivered on 29 December. Former TF-ATX of Air Atlanta Icelandic. The freighter had been stored at Marana (AZ) since 28 September 2012 before being ferried to Tblisi.
	-446	26346	N803KY	AerSale Inc., ex EC-LNA of Wamos Air. Registered in the US on 23 December. The Jumbo was ferried to Victorville (CA) for storage on 22 November.
	-4B5ERF	33945	OE-IFD	Altavair, ex HL7600 of Korean Air. Returned to the lessor and registered in Austria on 8 November. The freighter was ferried to Victorville (CA) for storage on the same day. Altavair is the new name for Guggenheim Aviation Partners.
	-8B5F	37653	HL7639	Korean Air. Delivered on 29 December. Line # 1528.
B757	-222SF	26709	N774FD	FedEx Express, ex N585UA of United Airlines. Delivered after freighter conversion on 25 November.
	-222SF	28145	N799FD	FedEx Express, ex N594UA of United Airlines. Delivered after freighter conversion early November.
	-28A	28161	N286DH	AerCap, ex VP-BAS of Azur Air. Registered in the US on behalf of the lessor on 21 December. The Boeing was ferried to Jacksonville (FL) on 12 December, so it will probably be converted to freighter.
B767	-3Y0ER	25411	VP-BUY	Azur Air, ex N869TM of GECAS. Delivered on 25 December. Former CS-TFS of euroAtlantic Airways.
	-3Y0ER	26208	CS-TFT	euroAtlantic Airways, ex Flynas. Returned from lease on 3 January.
	-3W0ER	28149	N968AS	ALC - Air Lease Corporation, ex JU-1011 of MIAT Mongolian Airlines. Returned to the lessor and registered in the US on 30 November.

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	-319ER	28745	TF-ISW	Icelandair, ex ZK-NCL of Air New Zealand. Delivered on 11 December.
	-36NER	30110	N661GT	Atlas Air, ex EI-RUU of Transaero Airlines. Delivered on 13 December.
	-33PER	33078	UK-67008	Uzbekistan Airways, ex VP-BUF of the same company. Registered in the Uzbekistan register late December.
	-300F	43549	N133FE	FedEx Express. Delivered on 20 December. Line # 1096.
B777	-35RER	35164	VT-JEW	Jet Airways, ex A6-JAF of Etihad Airways. Returned to Jet Airways after two year lease to Etihad.
	-300ER	42341	A6-EPV	Emirates. Delivered on 19 December. Line # 1450.
	-300ER	42342	A6-EPW	Emirates. Delivered on 21 December. Line # 1456.
	-300ER	42343	A6-EPX	Emirates. Delivered on 23 December. Line # 1459.
	-300ER	61592	HZ-AK39	Saudia - Saudi Arabian Airlines. Delivered on 24 December. Line # 1457.
	-300ER	61594	HZ-AK37	Saudia - Saudi Arabian Airlines. Delivered on 4 December. Line # 1449.
	-300ER	61597	HZ-AK38	Saudia - Saudi Arabian Airlines. Delivered on 12 December. Line # 1451.
	-300ER	61598	HZ-AK40	Saudia - Saudi Arabian Airlines. Delivered on 31 December. Line # 1460.
	-300ER	61731	RP-C7779	Philippines - Philippine Airlines. Delivered on 12 December. Line # 1455.
	-300ER	62561	9K-AOC	Kuwait Airways. Delivered on 8 December. First 777-300ER for Kuwait. Line # 1448.
	-300ER	62562	9K-AOD	Kuwait Airways. Delivered on 31 December. Line # 1458.
	-300ER	62642	N2331U	United Airlines. Delivered on 21 December. First 777-300ER for United. Line # 1453.
	-300ER	62643	N2332U	United Airlines. Delivered on 30 December. Line # 1461.
	-F	62696	HL8046	Korean Air. Delivered on 19 December. Line # 1454.
	-300ER	63352	B-7952	Air China (correction Scramble 451 – Page 49).
	-300ER	63354	B-7973	Air China. Delivered on 6 December. Line # 1452.
B787	-9	34500	JA890A	ANA - All Nippon Airways. Delivered on 9 December. Line # 509.
	-9	35423	JA866J	Japan Airlines International. Delivered on 2 December. Line # 494.
	-8	36109	CN-RGU	Royal Air Maroc. Delivered on 2 December. Line # 506.
	-8	36415	EC-MMX	Air Europa. Delivered on 14 December. Line # 505.
	-8	36416	EC-MMY	Air Europa. Delivered on 19 December. Line # 508.
	-8	37511	N793AV	AVIANCA. Delivered on 21 December. Line # 513.
	-9	38632	G-ZBKP	British Airways. Delivered on 7 December. Line # 493.
	-9	38769	F-HBRA	Air France. Delivered on 1 December. Air France's first 787. Line # 500.
	-9	40641	N823AN	American Airlines. Delivered on 15 December. Line # 503.
	-9	43860	XA-ADC	AeroMéxico - Aerovías de México. Delivered on 6 December. Line # 507.
	-9	62717	B-1546	Hainan Airlines. Delivered on 7 December. Line # 501.
	-9	63040	B-1566	Xiamen Airlines. Delivered on 7 December. First 787-9 for Xiamen. Line # 498.

Note: Boeing has recently decided not to use customer codes anymore on the 737NG, 747, 767 and 777 production line to bring them more in line with the designations used on the 737 Max and 787 production. So no more 737-8K5, 767-3S2FER or 777-36NER, but just 737-800, 767-300F or 777-300ER. These designations are shown in the official registers and are effective from the following line numbers: 6082 (737NG), 1534 (747), 1102 (767) and 1422 (777).

BAe146	-RJ100	E3283	T7-IXP	Aerovías DAP, ex HB-IXP of Swiss Global Air Lines. Delivered on 28 December.
	-RJ100	E3377	G-CFAB	Triangle Regional Aircraft Leasing Ltd, HB-IYV of Swiss Global Air Lines. Registered on 20 December. Parked at Cranfield since 16 November.
	-RJ100	E3380	G-CFAD	Triangle Regional Aircraft Leasing Ltd, ex HB-IYT of Swiss Global Air Lines. Registered on 6 December. Parked at Cranfield since 3 November.
CRJ	200ER	7350	EC-MNB	Air Nostrum, ex 5Y-WWA of DAC Aviation East Africa. Back with Air Nostrum per October. Flew in the part also for Air Nostrum registered EC-HHV.
	200ER	7915	C-FUEH	World Wide Aircraft Ferrying Ltd, ex EC-MJY of Air Nostrum. Registered on 29 November.
	CL-850	8043	9H-AMY	Air X Charter, ex OE-ISA of Avcon Jet. Delivered in December.
	1000	19051	EC-MNQ	Air Nostrum. Delivered on 14 December.
	1000	19052	EC-MNR	Air Nostrum. Delivered on 16 December.



This Dornier 328 started as commercial airliner operating for Delta Connection in 2001. Five years later it entered the corporate travel world. Sino Europe Aircraft took delivery of M-ASTR in October 2016. (Lelystad, 1 November 2016, Berend Jan Floor)

CS	100	50013	HB-JBD	Swiss Global Air Lines. Delivered on 8 December.
	100	50014	HB-JBE	Swiss Global Air Lines. Delivered on 30 December.
	300	55004	YL-CSB	airBaltic. Delivered on 31 December.
DC-8	-72	46067	N872SJ	Skybus Jet Cargo, ex VP-BHS of Brisair Ltd. Registered on 14 November. Stored at Helsinki.
Do328	-310	3181	N729ZA	Zenith Aviation Inc., ex D-BDTD of Do-Tec GmbH. Registered on 30 December.
ERJ	135BJ	14500948	M-ARDA	MRH IOM Ltd, ex N124LS of L & G Management LLC. Registered on 20 December.
	135BJ	14501225	M-RCCH	Russian Copper Company Holding Ltd. Delivered on 2 December.
	135BJ	14500967	VP-BGV	Sirius-Aero, ex LX-RLG of Global Jet Luxembourg. Delivered on 28 December.

Credits: Airfleets, Airline-List, Flightglobal, Planespotters and Skyliner.

Commuters



Ethiopian Airlines took delivery of their 19th Q400 (ET-AUE, msn 4542) on 13 December 2016. It is seen here on a customer acceptance test flight BBA14 on 9 December departing from Toronto-Downsview (Ont.). The first Ethiopian Q400 had been delivered in March 2010. This is the second of the most recent batch of Q400s for Ethiopian, completing a follow up order for two aircraft placed in December 2015. The first of the pair (ET-AUD, msn 4540) was delivered on 18 November 2016. The Q400 has been instrumental in substantially expanding the airline's regional route structure. With 19 aircraft, Ethiopian is the largest Q400 operator in Africa, it was also the first airline to own and operate Q400s in Africa. (Andy Cline)

ATR72	-212A	1372	SE-MKH	BRA - Braathens Regional Airlines. Delivered on 5 December.
	-212A	1379	SE-MKI	BRA - Braathens Regional Airlines. Delivered on 20 December.
DHC-8	-202	445	TF-FXG	Flugfélag Islands - Air Iceland, ex TF-JMG. Re-registered in December.
	-202	446	TF-FXK	Flugfélag Islands - Air Iceland, ex TF-JMK. Re-registered in November.
	-311	503	8Q-IAT	Maldivian, ex PH-ADC of Aircraft Solutions Lux. Delivered on 15 December.
	-402	4191	G-PRPG	Flybe, ex N191WQ of Republic Airlines. Delivered on 5 December.
	-402	4541	D-ABQT	Air Berlin. Delivered on 10 December.
Saab 340	B	228	YL-RAF	RAF-Avia, ex UR-IMS of Air Urga. Delivered in October.
Saab 2000		012	SE-KXX	Tus Airways, ex BRA - Braathens Regional Airlines. Delivered on 10 December.

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

Fokker News

F27	-050	20106	5Y-...	Aero-Pioneer of Africa, ex VH-FNA Virgin Australia Regional Airlines. Left Alice Springs 8 December as SYU1606 and arrived the following day at Seletar for maintenance.
	-050	20107	5Y-...	Aero-Pioneer of Africa, ex VH-FNB Virgin Australia Regional Airlines. Left Perth 21 December as SYU1608 with destination Jakarta-Halim, with most likely a fuel stop at Christmas Island. Will also head to Seletar for maintenance before being delivered to Kenya. This was the last VARA Fokker 50 to leave Australia, all of them will end up with Aero-Pioneer in the near future.
	-050	20113	5Y-...	Aero-Pioneer of Africa, ex VH-FNH Virgin Australia Regional Airlines. Departed from Alice Springs 19 December to Darwin, as SYU1604 and will also end up in Singapore-Seletar for maintenance.
	-050	20114	5Y-...	Aero-Pioneer of Africa, ex VH-FNI Virgin Australia Regional Airlines. Followed colleague November Alpha on 10 December, as SYU1609, also for Seletar and maintenance.
	-050	20135	PH-VLM	Left Saarbrücken 4 January and flew via Stavanger to Keflavik, where it arrived on 5 January. Obviously heading for the other side of the ocean but its final destination was unknown at the time of this Scramble going to press. It was not alone...
	-050	20144	PH-DMD	As this one also ferried via Stavanger to Keflavik, where it arrived 5 January.
	-050	20249	5Y-...	Aero-Pioneer of Africa, ex VH-FSL Virgin Australia Regional Airlines. Arrived at Seletar on 2 July last year and left 24 December with final destination Mombasa, Kenya, where it arrived on Boxing Day.
F28	-0100	11367	VH-UQW	Alliance Airlines, ex OE-LVN Austrian Airlines. Ferried 15 December from Brisbane to Wagga Wagga for repaint.
	-0100	11371	UP-F1002	Caspiy. Has been stored at Almaty since 23 April 2015. Not alone though...
	-0100	11375	UP-F1003	Caspiy. Same as above...
	-0100	11384	UP-F1001	Caspiy. And again the same as above. On a Google Earth image of late December last year they were still present.
	-0100	11404	VH-...	Alliance Airlines, ex OE-LVL Austrian Airlines. Left Bratislava 21 December and arrived on Boxing Day in Brisbane, still in Austrian colours as SX11665 and OE-LVL.
	-0100	11496	UP-F1007	Bek Air, ex Kam Air. Returned from the lease to Kam Air sometime before December 2016.
	-0070	11547	PH-KBX	Netherlands Government. If you are looking for a second-hand Fokker 70 then you have to get in touch with Altea, which is offering the Fokker for sale on behalf of the government. If you are interested visit www.avbuyer.com/aircraft-for-sale/fokker/70 .

Credits: Merv Crowe, Skyliner.

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Fokker 100 OM-BYC has been flying for the Slovakia government since September 2016. At the end of that month it made a test flight out of Bratislava and was delivered soon after. Its former operator was MJet, where it flew as OE-IID in a VIP-configuration. MJet also sold another Fokker, OE-IIB 11403, which was last seen stored at Bratislava in August 2016. OM-BYC is seen here at Brussels-Zaventem on 19 December 2016 by Eric Vangeel, in this attractive colour scheme.

Bizjets

BAe125	-750	HB-21	N796TX	Registered to Cessna Aircraft Co. 28 December. Ex CS-DUH.
	-800A	258074	RA-.....	Ex N518S, cancelled to Russia 29 November.
	-800XPi	258775	N875TX	Registered to Cessna Aircraft Co. 21 December. Ex CS-DRO.
	-800XPi	258779	N779TX	Ex CS-DRP with NetJets Europe. Registered to Cessna Aircraft Co. 14 December.
Beechcraft	-800XPi	258786	N878TX	Registered to Cessna Aircraft Co. 27 December. Ex CS-DRR.
	400A	RK-354	OK-BMM	New owner is now known as Ossegg Holdings sro, but aircraft is operating for Alpha Aviation sro. Addition to Scramble 451 – Page 52.
Cessna	510	0475	G-ERLI	Registered to London Executive Aviation 30 December. Tested as N40780.
	525	0144	N525BQ	Registered to Southern Aircraft Consultancy Inc. 19 December. Ex D-IDAG.
	525A	0444	OY-JSW	Registered to Lean Management K/S 8 December. Ex D-IWWP.
	525B	0147	N147TA	Ex OO-FPC, cancelled to the USA 20 December. Registered to Cessna Aircraft Co. 29 December.
	525B	0230	LX-NCG	Registered to Jetfly Aviation 19 December. Ex F-GSMG.
	525B	0505	OO-FPF	Registered to Flying Service Antwerp 16 December.
	550	0447	N550HT	Ex G-JBIS. Registered to Jet Air Inc. 23 December.
	550	0809	D-CAWR	Ex N196JP, cancelled to Germany 22 December. The German marks were reserved.
	560XLS+	6226	YU-PZM	Was delivered 27 December, c/n needs confirmation.
	560	0346	M-MEVA	Registered to AVEM'R 30 November. Ex N399AF. Updates Scramble 451/52.
Challenger	680	0213	N467PC	US marks assigned on USCAR 13 December. Ex SP-EAR.
	300	20039	N727SJ	General Datatech LP, re-registered from N724SJ on 7 December.
	300	20132	N517WZ	Flying Labz LLC, ex N518GN. Registered on 5 December.
	300	20141	SP-SIS	Jet Story, ex T7-SIS. First noted on 11 November.
	300	20248	N7NY	NYY Seven Aviation LLC, re-registered from N217GH on 5 December.
	300	20283	N707KG	DRG Services Corp, ex N307EM. Registered on 8 December.
	300	20383	N383GA	Gulfstream Aerospace Services Corp, ex ZS-JPO. Registered on 9 December.
	300	20436	N7778J	Jon L Stryker, a small change from N777SJ occurred on 20 December.
	350	20625	N351EC	EC Aviation Services Inc, re-registered from N350KL on 20 December.
	350	20633	N814AF	Arcadia Leasing LLC, re-registered from N350AV on 8 December.
	350	20637	N355VJ	VistaJet US, registered on 20 December.
	350	20649	N59978	TVPX ARS, registered on 21 December.
	350	20654	N176WC	WCA Holdings IV LLC, registered on 23 November.
	350	20655	N798QS	NetJets, registered on 28 November.
	350	20656	N799QS	NetJets, registered on 9 December.
	350	20657	N581FX	Flexjet, registered on 3 January.
	350	20659	N726QS	NetJets, delivered on 13 December.
	350	20660	N603GP	Leucadia Air LLC, registered on 6 December.
	350	20662	N727QS	NetJets, registered on 16 December.
	601-3A	5098	N329MD	UJM I LLC, re-registered from N808G on 2 December.
601-3A	5131	XA-ICY	Servicios Aereos Estrella SA de CV, ex N377BD which was only registered from August to September 2016. Before N377BD it was registered as XA-HMX.	
601-3A	5118	N320SG	Aerocraft International Inc, ex C-GZUQ. Registered on 22 December.	
601-3R	5157	5N-JBJ	One from a long time ago. N808HG was cancelled to Nigeria on 16 October 2014.	
604	5373	T7-BRE	Long time European resident N604LC finally got a European registration when it was registered to ACASS Canada in December.	
604	5481	JY-GRP	Arab Wings, ex M-AAAD of the same company. M-AAAD was cancelled on 15 August 2016.	
604	5571	N907WR	Pinnacle Aviation, re-registered from N907WS on 9 December.	
605	5746	N469ED	EJD Air III LLC, re-registered from N4868 on 8 December.	
605	5760	N605DS	Clearbrook Investments LLC, ex G-SJSS. Registered on 12 December.	
605	5824	C-FXWT	Morningstar Partners Ltd, ex N304KR. Registered on 2 December.	
604	5840	T7-AOO	Trebet Travel Agency Ltd, ex M-ACHO which was cancelled on 1 December.	
605	5918	5N-FGZ	Nigerian Air Force, first noted at Biggin Hill on 26 November.	
650	6071	I-DBLR	Although reported last month as I-PDBR, this Challenger should be I-DBLR.	

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	650	6079	CS-DOF	Delivered from Montreal-Trudeau on 14 December.
	650	6083	N225QS	NetJets, registered on 7 December.
	650	6086	N841N	NLC Inc, registered on 28 December.
Falcon	7X	28	N728GH	Haas Automation Inc, ex F-HCRM. Registered on 19 December.
	7X	129	OY-RAD	Blue Chip Jet II HB, ex SE-DJD. Still registered to the same owner, but now with a different registration. Perhaps still operated for Volvo?
	7X	263	A6-MBS	DC Aviation Al-Futtain,. Delivered in December.
	7X	274	F-HMAS	Xstream Sarl, registered on 8 December.
	7X	277	G-MATO	Air Charter Scotland, registered on 12 December.
	50	75	N850BW	Jetcorp LLC, re-registered from N78LT on 8 November.
	50	131	N950CC	Peregrine Jet LLC, ex N750BR. Registered on 7 December.
	50	218	2-NYAW	RA Expansion. N991LB was cancelled to France on 8 December but took up this registration.
	900B	178	N10AZ	Anschutz Corp, ex XA-APE. Registered on 1 December.
	900EX	95	9H-ALJ	Adlaur Aviation LLC, ex HB-IGY. Registered in December.
	900EX	113	N497SB	Adlaur Aviation LLC, ex N121DF. Registered on 23 December.
	900LX	302	N1982C	Cigna Corp, registered on 22 December. Cigna is an American health services company, formed in 1982 by a merger.
	2000	14	N470RR	Aerotrust Services Corp, re-registered from N51MN on 5 December.
	2000	117	N26PA	DFN26PA LLC, re-registered from N54DC on 15 December.
	2000	152	C-FMOS	Registered to Skyservice Business Aviation on 3 November, ex N243V.
	2000	205	N919CH	Leipold Aircraft LLC, re-registered from N205VR on 28 November.
	2000LXS	325	G-SMSM	London Executive Aviation, registered on 9 December.
	2000LXS	328	N897D	Warbler I LLC, delivered on 28 October, registered on 23 November.
	2000LXS	329	N570D	Also registered to Warbler I LLC, but on 30 December.
Embraer	500	50000112	G-SVRN	Used to operate as M-YTOY. It is not known yet if the owner has changed too.
	500	50000180	D-IAAB	This ex N720MW of Tabor Holdings was sold to Arcus Aviation AG in Germany.
	505	50500131	OE-GPL	New owner now known as Speedwings Executive Jet GmbH. Addition to Scramble 451 – Page 53.
	505	50500360	D-CMMP	Was delivered from the factory in Melbourne (FL) to its new (yet unknown) owner in Germany.
	505	50500370	SP-MSG	Owner is now known as Agata SA. Addition to Scramble 450 – Page 49.
	550	55000042	G-SUEJ	This brand new Phenom was recently delivered to its new owner in the UK.
Global	Express	9069	N163EG	Ex N568M. Re-registered 9 December.
	Express	9094	2-JFJC	Ex G-SENT, cancelled to Guernsey 30 November.
	5000	9188	C-FFCD	Registered to Bombardier Inc. 2 December, ex F-HFBY. Updates Scramble 451/54.
	XRS	9332	N332JG	Registered to Bombardier Aerospace Corp. 13 December. Ex LX-TNF.
	XRS	9369	VH-SGA	Ex VP-BEB, noted at Zurich 18 December.
	6000	9545	VP-CBD	Ex M-RIZA, cancelled to the Cayman Islands 13 December.
	6000	9675	N529DB	Ex N967NX. Re-registered 6 December.
	6000	9697	N566ZJ	Ex N404PM, re-registered 22 December.
	6000	9709	N116SF	Ex N162GF. Re-registered 5 December.
	6000	9712	B-3246	Tested as C-FIRK. Cancelled to China 1 December.
	5000	9719	N215TM	Ex N165GF, re-registered 30 December.
	6000	9735	M-LLIN	Tested as C-FKSN. Registered to Bombardier Aerospace Corp. 2 December as N283JA. Cancelled to the Isle of Man 21 December. Registered to Tian Yi Ltd 23 December.
	5000	9737	N.....	Tested as C-FKPY, cancelled to the USA 22 December.
	6000	9746	9H-VJZ	Tested as C-FLFT, cancelled to Malta 12 December. Departed Montreal on delivery 21 December.
	6000	9747	OE-LML	Tested as C-FLWV. Registered to International Jet Management GmbH.
	6000	9749	N770KF	Registered to Bombardier Aerospace Corp. 14 December. Tested as C-FLVK.
	6000	9750	9H-TNF	Tested as C-FLWX. Cancelled to Malta 13 December and registered to Albiniti Aviation.



This Falcon 900 was registered to Abelag Aviation (now also known as Luxaviation Belgium) on 22 November 2016. It was operated by Sonair as VP-BEF for twelve years. During its transfer to Belgium it also got a stunning new paintscheme, as pictured here by Nik Deblauwe. (Ostend, 11 December 2016)

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This brand new Falcon 2000S was delivered to Perstan Pty. Ltd. in November 2016. It is the first Falcon 2000S on the South African register, and was pictured by James Syoms only a few weeks after delivery. (Johannesburg-OR Tambo, 28 November 2016)

	6000	9752	C-FOEG	Registered to Morningstar Partners Ltd. 30 November. Ex C-FMCZ.
	5000	9755	F-HTTO	Tested as C-FMYG, cancelled to France 12 December. Registered to Albatros 19 December, operated by Flying Service.
	6000	9783	C-FSVZ	Registered to Bombardier Inc. 12 December.
	6000	9784	C-FSRX	Registered to Bombardier Inc. 12 December.
Gulfstream	G450	4004	XA-AVO	Ex N4570X. Registered September.
	G450	4040	VP-CAP	N350FK cancelled 29 November.
	G450	4041	N121GZ	Wells Fargo Bank Northwest. Ex N451DC. Re-registered 4 November.
	G450	4053	N225FD	Bank of Utah. Former N845G.
	G450	4109	N40AA	Ex N950SW. Ascend Performance Materials Holdings. Re-registered 23 November.
	G450	4122	N24JR	Former Austrian OE-ILE. Winbrook LLC. Registered 17 November.
	G450	4161	T7-BSR	VP-BSR was re-registered and noted in Basel 11 November.
	G450	4195	N908CC	Charter Communications Holding Company. Re-registered from N65HD 10 November.
	G450	4252	N383KK	TVPX ARS Inc. Registered 1 November.
	G450	4275	N90AE	Southern Tire Aviation. Registered 30 November.
	G450	4252	N817AF	Arcadia Leasing. Registered 10 November.
	G450	4353	N518GS	GS Transport Inc. Registered 14 November.
	G550	5095	N236MJ	Re-registered from N550MZ 7 November.
	G550	5285	N4500X	Black Five LLC. Ex N555GV.
	G550	5350	EI-LSY	Gainjet Ireland. Ex SX-GJJ. Registered at Shannon 30 November.
	G550	5463	N252DV	G550 Aviation LLC. Registered 14 November.
	G550	5538	N565JM	JM Aviation Holdings. Registered 14 November.
	G550	5546	N546RN	Raytheon Company. Re-registered 8 November.
	G550	5550	N550RN	Raytheon Company. Re-registered 14 November.
	G650	6043	N193LS	Ex ZK-KFB. Cancelled 17 November. Stone Street Enterprises LLC.
	G650	6204	N618EC	N618EC LLC. Registered 16 November.
	G650	6211	N651XA	Aramco Associated Company. Registered 10 November.
	G650	6213	N706NR	Wilmington Trust Co. Registered 28 October.
	G650	6214	VP-CPM	N614GD cancelled 10 November.



Registered only six days before this photo was taken, Global Express XRS VH-SGA was arguably one of the best visitors at Rotterdam in December. Gert-Jan Lettinga was there to witness its arrival. It is operated by SG Aviation Australia Pty. Ltd. and was VP-BEB for six years. (Rotterdam-The Hague, 18 December 2016)

IAI	G280	2084	HS-KPG	King Power International Co., registered 2 March.
	G280	2102	N280GD	Bank of Utah. Re-registered from N902GA 8 November.
	G280	2103	N228BA	Bank of Utah. Re-registered from N703GA 17 November.
Learjet	35A	35A-653	VH-LPF	New owner in Australia is now known as Air Affairs (Australia) Pty. Ltd, but operator is Gojet Pty. Ltd. Addition to Scramble 451 – Page 54.
	45	45-294	TC-RSB	Turkish registration is now known, as well as the operator being Red Star Havacilik Hizmetleri AS. Addition to Scramble 451 – Page 54.
	60	60-016	N60HM	Former UR-NAC of Khors Aircompany was recently sold to Meisner Aircraft Inc.
	60	60-305	TC-SHY	Another Learjet added to the Turkish register was this ex OE-GMD of International Jet Management GmbH.
Raytheon	390	RB-175	N59PA	Ex VH-VHP. Cancelled 8 November. To Premier Air Transport LLC.
	390	RB-274	RA-02797	Ex UP-PI002. Registered 30 November.
	4000	RC-29	N159MN	Bank of Utah. 17 November.

Bizprops

Beech	B200	BB-82	N282SJ	New owner in the US. Is now flying for Martex Ventures LLC. Addition to Scramble 451 – Page 55.
	B200	BB-1244	G-DXTR	Operator in the UK. Now known as Synergy Aviation Ltd. Addition to Scramble 451 – Page 55.
	B200	BB-1887	N36987	New owner now known as American Aviation Inc. Addition to Scramble 451 – Page 55.
	B200	BB-1995	N121DK	New owner now known as DK Aviation Inc. Addition to Scramble 451 – Page 55.
	B200C	BL-16	G-NIAB	Former OO-LAC of Sky-Service was sold to an unknown operator in the UK.
	B200GT	BY-272	D-CEER	This brand new Beechcraft, ex N272TA, was sold to an unknown operator in Germany.
	B300	FL-101	N53CV	Former D-CADN of ADAC was recently sold to Executive Air Taxi Corporation in the US.
PC-12	/47E	1673	N673NG	Tested as HB-FRW. Registered to Pilatus Business Aircraft Ltd. 5 December.
	/47E	1674	G-PCTW	Registered to Oriens Leasing Ltd. 19 December. Departed Stans on delivery 22 December. tested as HB-FQO.
	/47E	1675	N675NG	Registered to Pilatus Flugzeugwerke AG 16 December. Tested as HB-FQP.
	/47E	1680	HB-FQU	Registered to Pilatus Flugzeugwerke AG 6 December.
	/47E	1681	HB-FQV	Registered to Pilatus Flugzeugwerke AG 14 December.
	/47E	1682	HB-FQW	Registered to Pilatus Flugzeugwerke AG 6 December.
	/47E	1683	HB-FQX	Registered to Pilatus Flugzeugwerke AG 14 December.
	/47E	1684	HB-FQY	Registered to Pilatus Flugzeugwerke AG 4 January.
	/47E	1685	HB-FQZ	Registered to Pilatus Flugzeugwerke AG 4 January.
SOCATA	TBM-900	1089	N59PV	Ex F-HJRJ of Altijet was recently sold to an unknown operator in the US.

Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes etc. etc.. To get the most from this extensive (more than 221.000 records) database consider using the advanced search options.

Near the bottom of the same page on the Soviet Transport database on the Scramble site there is a link to the Soviet

Transports downloads page featuring a new illustrated guide to ST construction numbers. It can be downloaded free of charge together with more than sixty production lists and a list of abbreviations and (location) translations and a Google Earth KMZ file with all airports in the Soviet Transports database.



Two brand new Y8F-200Ws were handed over to the Myanmar Air Force on 22 August 2016. At that moment the serials were unknown but both were seen at Rangoon 15 November 2016, serialised 5819 and 5820, in line with the four Y8's delivered in the early 1990s. Sadly they don't wear their construction numbers on their tail like the older ones do. (Rangoon, 15 November 2016, Peter Heeneman)

AK1-3	---	ST-SAA	SAFAT	rgd	2015 ?	assembled by SAFAT; f/n Bahrain-Sakhir 21jan16
AK1-3	---	ST-SAB & -SAD	SAFAT	rgd	2015 ?	both assembled by SAFAT
AK1-3	---	ST-6TA-02F	SAFAT	Wtk	17sep16	assembled by SAFAT
An-2T	1 47 473 02	CCCP-07968	AFL/Turkmenistan	dbr	03jun62	when a cargo of sulphuric acid leaked causing a fire
An-2	1121 473 02	CCCP-02168 (1)	AFL/Kazakhstan	w/o	19apr62	CFIT encountered below-minima weather conditions
An-2	1G170-56	EW-472CD		LWO	24dec16	ex LY-BAP

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An-12BK	8 34 58 07 ?	9Q-CSZ	red/white c/s, n/t	FIH	19dec16	sme c/s as 9T-TCH (2) ??
An-12BK	00 34 73 02	RF-90921	Russian Air Force	OVB	dec16	coded "25" blue
An-24B	9 73 049 09	CCCP-46580	AFL/Lithuania-VNO	MJZ	28oct16	no sign of it having become RA- prior to cancellation
An-24RV	4 73 095 08	RA-46667	Turukhan	SCW	sep16	n/t; still in Nordavia colours but all logos etc. removed
An-26	22 08	UR-CEP	AP Holdings UAE	rgd	16nov16	no reported sightings; ex HA-TCO
An-26	31 07	RA-26552	Alrosa	MJZ	28oct16	wfu with parts missing
An-26	56 09	"35" blue	Ukraine Air Force	IEV	06oct16	named 'Heroi Ukrayiny Dmytro Maiboroda' l/n 23dec16
An-28	1AJ 004-06	UR-CKQ	A.Y. Zilinskii	Cka	aug16	all white; rgd 06dec16; ex ST-AWN
M28	AJE 003-03	P-4201	Indonesian Police	w/o	03dec16	crashed in the sea about 74 km SE of Tanjung Pinang
An-32A	22 01 ?	T-255 (2)	Angolan Air Force	LAD	21sep16	stored; 'D2-F.' registration visible under the paint
An-148-100	27015040005	RA-61705	Saratov Airlines	RTW	14dec16	started revenue flights 16dec16
Il-18V	18500 80 03	RF-91821	Russian Air Force	w/o	19dec16	crash-landed in the snow-covered tundra
Il-38N	0810 110 06	RF-75345	Russian Navy	ZIA	dec16	coded "22" yellow; named 'Viktor Potapov'
Il-76MD	00934 92771	EW-005DE	Belarus Air Force, n/t	ZIA	dec16	after overhaul, red/green cheatline Belarus flag on tail
Il-76TD	00934 97936	RA-76846	United Nations	FIH	21dec16	in all white c/s with large 'UN' titles
Il-76TD	10234 98978	78612			dec16	at 123-ARZ; ex EZ-F421/78699, probably for China
Il-76TD	10034 03075	EW-480TH	Trans Avia Export	DWC	08dec16	c/n confirmed; in all-white c/s, no titles; ex RA-76799
Il-76MD-90	01-10	--	primer	Ule	aug16	Il-76MD-90A; fuselage on the assembly line aug16
Ka-26	74 043 03	CP-3070	W.M. Mendez	rgd	2016	on register nov16; ex HA-MMY
Ka-26	75 051 08	RA-00551	DOSAFAF	Ufz	dec16	photo hanged but reg not visible on nose-on photo
Ka-26	76 057 12	UK-24367	Uzbekistan	photo	dec16	seen dismantled somewhere in Hungary
Ka-26	78 063 08	CP-3071	W.M. Mendez	rgd	2016	on register nov16; ex HA-MPJ
Ka-29	52350034117804	"15" red	Soviet Navy	mfd	18oct84	line # 76-03
Ka-29	52350025117811	RF-34194	Russian Navy	EIK	24apr15	coded "38" yellow; c/n now known
Ka-29	52350018122901	RF-34188	Russian Navy	EIK	16jul16	coded "39" yellow; c/n now known
Ka-27M	---	RF-19190	Russian Navy	h/o	19dec16	coded "14" yellow; f/n Kumertau dec16
Ka-29	---	RF-.....	Russian Navy	photo	dec16	coded "85" yellow; h/o after overhaul dec16
L-200D	17 09 14	CCCP-34483	AFL/North Kavkaz	w/o	25apr62	pilot error in handling the fuel system; t/t 151 hours
L-410UVP-E10	---	9Q-CDX	white/blue c/s	FIH	21dec16	active, ex HK-4109 or D4-CBL ?
L-410	---	9Q-CZR	Doren Air Congo, n/t	dam	02jan17	ran of runway after landing at Shabunda, dbr ?
Mi-2U	54 2510 072	CCCP-15735 (1)	AFL/Georgia-KUT	w/o	13apr85	accidentally hit by an "Alazan-2M" anti-hail rocket
Mi-2	53 2529 082	CCCP-15752 (1)	AFL/Tyumen	w/o	28mar86	crashed 12 km north-west of Khanty-Mansisk airport
Mi-2	54 3009 063	CCCP-15798	AFL/Far East	dbr	12may75	encountered a snow flurry nr Beringovski and crashed
Mi-2	53 3033 073	CCCP-20132	AFL/West Siberia	dbr	10jul75	rolled over onto its side due on landing near Balykcha
Mi-2	53 3417 024	CCCP-20151	AFL/Komi	dbr	11may75	on take-off from Syktyvkar when the tail rotor came off
Mi-2	53 3943 015	CCCP-23995	AFL/North Kavkaz	dbr	13apr86	came down hard due to pilot error and rolled over
Mi-2	52 5921 118	RA-23518	Abakan Avn Enterprise	dbr	15jul95	main rotor cut off the tailboom and crashed
Mi-2	54 7212 061	CCCP-20254	AFL/Leningrad	w/o	03aug83	probably entered vortex-ring mode, rolled over
Mi-2	53 7433 121	CCCP-20298	AFL/Turkmenistan	w/o	26mar85	both engines failed shortly after take-off
Mi-2	52 7518 022	3539K	L.V. Oleinik	rgd	unknown	leased to Demetra 16mar11/16dec11
Mi-2	---	RA-20312	not known	rgd	03feb12	current on register 01dec16; EX 3536K
Mi-2	53 8848 094	"08" white	Russian Air Force	Ufz	dec16	derelict c/n reported as 54884884 !
Mi-2	52 9209 045	CCCP-23320	AFL/North Kavkaz	dbr	01apr86	lost speed, descended too steeply, came down hard
Mi-2	5311228 051	RA-14275(*)	Bilibinovia	Che	07dec17	freshly painted
Mi-2	---	345	Sudanese Air Force	photo		in olive drab c/s with light blue belly
Mi-4	09 70	CCCP-14154	AFL/Far East	w/o	01jul75	hot exhaust fumes dry grass so helicopter caught fire
Mi-4	14 129	CCCP-29058	AFL/East Siberia	dbr	11may75	when probably the RS-24V mixture regulator failed
Mi-8	01 49	CCCP-22541 (1)	AFL/Uzbekistan	w/o	10apr83	collided with a high-voltage power-line
Mi-8T	31 34	CCCP-25997	AFL/Tyumen-URJ	dbr	12mar83	ran out of fuel due to negligence of the captain
Mi-8	48 41	CCCP-22410	AFL/Far East	dbr	22jan83	when the gear box of the tail rotor failed
Mi-8T	65 90	CCCP-22252	AFL/Tyumen	w/o	27feb83	rotor collided with a ground wire peak of a mast
Mi-8	82 34	RA-24607	Geliks	KGP	02oct15	in basic Gazpromavia c/s with own titles
Mi-8	9 82 03985	CCCP-25325	AFL/Far East	dbr	12jan83	due to a problem with the fuel system
Mi-8T	9 84 15570	RA-22867	Ilin		02oct14	offered for sale; canx between 02nov16 and 01dec16
Mi-8PS	9 85 25049	"49" yellow	Belarus Air Force	photo		sat wfu at Minsk-Machulishchi
Mi-8MTV-1	9 3477	RA-22554 (2)	not known	rgd	23nov16	see c/n 7769; ex OB-1761
Mi-8MTV-1	9 5749	RA-25133	Alrosa	MJZ	29oct16	
Mi-8MTV-1	9 5960	RA-27133 (1)	United Nations	GAO	01dec16	dbr when a suicide bomber drove to the airport
Mi-8MTV-1	9 6518	RA-22986	Vityaz-Aero	rgd	13may14	in full c/s; f/n on Bering Island 12jun15
Mi-8MTV-5	9 7199	not known	FSO	mfd	2015	opb Federal Protective Service
Mi-8MTV-1	9 7388	not known	MChS Rossii	h/o	08dec16	opb ASTs YuRTs
Mi-8MTV-1	9 7389	not known	MChS Rossii	h/o	07dec16	opb ASTs PRTs
Mi-8AMT	8AMT00643084110U	RA-22497 (2)	UTair	rgd	08nov16	ex OM-AVC
Mi-8171C	171C00156157552U	B-70JV	Xinjiang General Aviation	rgd	14dec16	Xinjiang General Aviation Co.
Mi-8171C	171C00156157553U	B-70JW	Xinjiang General Aviation	rgd	14dec16	Xinjiang General Aviation Co.
Mi-17V-5	862M10	EBV-0796	Venezuelan Army	w/o	30dec16	crashed between Puerto Ayacucho and La Esmeralda
Mi-8TV	---	RF-23195 (2)	FSB	IKT	21aug16	
Mi-8MTV-5	---	RF-24752	Russian Air Force	Pus	06dec16	Mi-8MTV-5-1; opb 549 Avb AA at Pushkin
Mi-171E	---	LH99797	Chinese Army	photo	nov16	opb 9th Rgt ?
Mi-17	---	ERAF 308	Eritrean Air Force	photo	2016	in ochre/sand camo c/s with light grey underside
Mi-171Sh	---	"44" & "45" red	Kazakh Air Force	h/o	07dec16	both opb 620 AvB at Astana; both f/n TSE 07dec16
Mi-8T	---	211	North Korean Air Force	photo	11dec16	took part in a special forces exercise
Mi-35M	---	RF-94984	Russian Air Force	Tml	dec16	also carried code "37" blue
Mi-24	---	H-395	Angolan Air Force	##	photo	
Mi-35M	---	"01" & "02" red	Kazakh Air Force	d/d	dec16 ?	both f/n ALA 12dec16
Mi-35M	---	"04" red	Kazakh Air Force	d/d	dec16 ?	f/n ALA 14dec16

Mi-24V	---	963	Sudanese Air Force	photo	2013	
Mi-26	34001212049	RF-95359	Russian Air Force	Kgv	nov16	coded "02" blue
Mi-26	34001212050	RF-95358	Russian Air Force	Kgv	nov16	coded "01" blue
Mi-26	34001212108	RF-95360	Russian Air Force	Kgv	nov16	coded "09" blue
Mi-26T2	34001212644	SL-24	Algerian Air Force	photo	feb16	at Biskra; c/n now known
W-3WA	30 02 01	SP-SUC	Hispánica de Avn	dbf	10aug16	on a fire-fighting mission at Puente Roto
SW-4	60 04 09	B-70PF		rgd	14dec16	ex SP-SIT
Yak-18T	22202034143	D-EYAX		rgd	15sep16	finally registered
Ka-52	35382614001	"72" red	Russian Air Force	h/o	01dec16	line # 14-01; opb 3 ve 55 ovp AA at Korenovsk
Ka-52	---	"70" red	Russian Air Force	h/o	01dec16	opb 3 ve 55 ovp AA at Korenovsk; may be line # 13-09
Ka-52	---	"71" red	Russian Air Force	h/o	01dec16	opb 3 ve 55 ovp AA at Korenovsk; may be line # 13-10
Ka-52	---	"73" red	Russian Air Force	h/o	01dec16	opb 3 ve 55 ovp AA at Korenovsk; may be line # 14-02
Ka-52	---	"75" white	Russian Air Force	photo	mar15	evaluated by the Algerian AF at Hassi Bahbah
RRJ-95B	95 027	RA-89084	not known	rgd	11nov16	ex PK-ECM & 97009(4)
RRJ-95LR	95 119	89075	primer	f/f	07dec16	RRJ-95LR-100
Tu-22M3	---	RF-34089	Russian Air Force	photo	22dec16	test flying from KAZ; in bare-metal c/s
Tu-134A-3	63207	RF-94296	Russian Air Force	ROV	19dec15	ex RA-65980
Tu-134Sh-2	9 35 51005	RF-66023	Russian Air Force	Chh	oct16	in standard red c/s and still coded "03" red
Tu-142MZ	---	RF-34097	Russian Navy	photo	dec16	coded "63" black
Tu-154B-2	83A572	RA-85572	Russian Air Force	AER	25dec16	entered a flat spin 2 minutes after take-off and crashed
Tu-154M	91A906	RA-85724	S7 Airlines	OVB	mar16	stored; canx between 02nov16 and 01dec16
Tu-154M	92A917	RF-85735	Russian MVD	Sae	17dec16	in new colours; ex RA-85735
Tu-154M	00A1003	1003	Czech Air Force		17dec16	being transported by road to Zruc Air Park
Tu-160S ?	834 01 5 17	"30" grey	Tupolev OKB	ZIA	aug07	wfu with nose and two engines missing; c/n now known
Tu-160S ?	844 01 9 23	"56" grey	Tupolev OKB	f/f	16mar85	w/o 06mar87; c/n now known
Tu-160S ?	825 02 6 18	"86" grey	Tupolev OKB	f/f	25dec85	rumoured for display at Monino ??; c/n now known
Tu-160S	830 07 5 26	RF-94102	Russian Air Force	Eng	21sep13	coded "02" red; c/n now known
Tu-160S	830 07 3 35	RF-94101	Russian Air Force	Eng	mar16	coded "03/1" red; c/n now known
Tu-160S	840 07 1 42	RF-94112	Russian Air Force	Eng	21sep13	coded "04" red; c/n now known
Tu-160S	844 08 5 38	RF-94115	Russian Air Force		19nov15	in Syria; coded "08" red; c/n now known
Yak-12M	02 5 22	CCCP-05725	AFL/Ukraine	mfd	03dec55	opb KOAO; canx 1965
Yak-12M	02 5 24	CCCP-05728	AFL/Urals	mfd	22nov55	w/o 04jul62 on a crop-spraying flight from Yemurtla
Y8CB	---	30511	Chinese Air Force	photo	sep16	20th Div/59th Reg
Y8F-200W	---	5819 & 5820	Myanmar Air Force	RGN	15nov16	serials now known
KJ500 (Y8)	---	85091 & 85092	Chinese Air Force	photo	dec16	both 9th. Div.
Y9	---	LH94010	Chinese Army	photo	dec16	
Y12E	020	B-3755	Inner Mongolia Gen. Avn.	rgd	06dec16	
Y12E	023	B-3756	Inner Mongolia Gen. Avn.	rgd	06dec16	
Y12-IV	---	6653 & 6654	Chinese Air Force	d/d	dec16	both 15th AC
Y12-IV	---	6655 & 6658	Chinese Air Force	d/d	dec16	both 15th AC
CJ6A	15 320 10	N10EB	John W. Ford	w/o	21oct16	collided with CJ6A N33CY
CJ6A	38 320 21	VH-TWF	N.T. Windsor	rgd	15nov16	ex VH-FCD
CJ6A	43 320 05	N33CY	Michael J. Eaton	dam	21oct16	collided with CJ6A N10EB
PT-6 (CJ6A)	53 320 06	5306	Bangladesh Air Force	DAC	dec16	c/n painted on so now confirmed



Forty years old this year and looking brand new is Mi-8MTV-1 UR-HLP of Ukrainian Helicopters. Seen here at Schärding-Suben where it arrived together with UR-CCN to receive a state of the art EMS kits, with up to 7 stretcher beds, from company Air Ambulance Technology. They are contracted by the UN to fly missions mainly in Africa. Painted all white already, soon one might assume they will have United Nations titles as well. (Schärding-Suben, 22 November 2016, Lukas Kinneswenger)

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PH register

Cancelled from register:

PH-FUT Velocity 173RG **F02RG-01** W/o Tenerife, 27 December 2016.

Reservations:

PH-FVR	Tecnam P2010	052	A.A.J. Zantman (Sand Air)	
PH-JBR	Cessna 208B Caravan I	208B0762	Tessel Air BV	Ex N762SV, C-GSKS.
PH-TXN	North American AT-6A Texan	77-4524	Wings over Holland BV	Ex SE-CHP, Fv16269, 41-16443.
PH-VFD	Piper PA-28-161	28-8016229	Flevo Aviation/Vliegclub Flevo	Ex G-BJSV, PH-VZL, (OO-HLM), N35787.
PH-252	Schleicher Rhönlerche II	-	-	
PH-1388	Scheibe SF-25C Falke	44619	P. Standaard	Ex PH-1388, D-KSAK.

Additions, corrections and news:

PH-BHE	Boeing 787-9	38765	Correct date of registration is 31 March 2016.	
PH-BVR	Boeing 777-306ER	61603	Ex N55141.	
PH-CMJ	Cessna 305C Birdog	305M-0028	Correct date of registration is 21 March 2016. CofR 8730.	
PH-EXG	Embraer 170-200STD	17000546	Ex PT-EQT.	
PH-EXH	Embraer 170-200STD	17000564	Ex PR-ESV.	
PH-GGY	Boeing 737-8EH	37599	Ex PR-GGY, (PH-GGY), PR-GGY, N1786B.	
PH-HNE	Cessna 150D	15060367	Ex D-EHNE, N4367U.	
PH-HXD	Boeing 737-8K2	61791	Ex N1786B.	
PH-JMC	Cessna 305C Birdog	305M-0020	Correct date of registration is 21 March 2016. CofR 8731.	
PH-LDS	Cessna F172M	F17201440	Ex OO-CNC.	
PH-ROA	WAR FW-190 A1	209	Amendment to type and c/n, 6 July 2016. Ex D-ERFW.	
PH-4P2	Blackshape Prime BS100	BPU 032	Ex I-X010.	
PH-111	Slingsby T21B	1205	Ex BGA875/BDA, AGA 7, BGA875.	
PH-1570	Schempp-Hirth Janus B	86	Ex D-3783.	
PH-1578	Rolladen-Schneider LS 1-d	260	Ex D-9244.	
PH-1579	Schempp-Hirth Cirrus	40	Ex D-0154.	

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Wrecks & Relics



Václav Kudela managed to catch Czech Tu-154M 1003 on 17 December 2016 while it was road running between Kbely and Zruc.

Netherlands

Seppe (Breda IAP)
(450) An-2 D-FAIR, ex Egelsbach **17205** oct16
The former East German An-2 is with a private owner here.

Belgium

Zwijnaarde
37 red L-29R 9903, preserved, ex Rotterdam dec16
06 red Mi-2R 5824, preserved, ex Dronten dec16

The Mi-2 here is confirmed as ex Polish 5824 (see Scramble 445). The ex Czech Delfin is a more recent arrival and was placed on a pole on 17 December. Both are in fake Soviet markings outside at car dealer Motori Lorenzo along the N469 road (N51.00264, E3.721380).

Czechia

Zruc
1003 Tu-154M preserved, ex Kbely **00A1003** dec16
The Tupolev arrived on 18 December at the Air Park.

Finland

Tuulonen
DK-249 SAAB 35F preserved, ex Halli **35455** oct16
MG-124 MiG-21bis preserved, ex Halli **N70584151** oct16
Both are on display outside a shopping mall. This is the same location where also DC-2 DO-1 and Fw44J SZ-18 are (N61.10674, E24.86462).

France

Avord (18)
A22/11-RL Jaguar A stored nov16
The Jaguar arrived on 8 November from Châteaudun for the Pôle Aéronautique d'Avord collection.

Bordeaux Mérignac (33)
E23/G Jaguar E restoration jul16
A few years ago plans were made to get a French Jaguar back into the air again. One of the groups involved is Amicale de la 11ème Escadre de Chasse from Toul. In June 2016 Jaguar E23 went through several system tests at Rochefort and in July it was moved by road to Bordeaux for further restoration.

Le Luc Le Cannet (83)
(MMX613) NH90NFH instructional **PT5** aug16
The NH90 is in use by the CFIA (Centre de Formation Inter-armées) and was identified by its construction number.

Lyon Corbas (69)
(55-957) H-19D stored, ex Grenoble **55-957** 16
30/2-EH Mirage 3C preserved, ex Dijon **30** dec16
J-1187 Vampire FB6 stored, ex Swiss **696** dec16
Three more aircraft have been added to the museum. All are in the storage/restoration hangar. De Vampire arrived in June 2016 and the Mirage 3C in July. The H-19 is here since late 2015. With Ailes Anciennes de Corbas is the former Avignon Invader. They will restore it to flying conditions.
(44-34172) B-26C N4806E, restoration **27451** nov16

Montélimar Ancône (26)
(FG-244) T-28D stored, ex Zaire **171-50** nov16
The dismantled and unpainted T-28 arrived in November at Musée Européen de l'Aviation de Chasse from Avignon.

Limoges Bellegarde (87)
FR111/CAA SO1221S restoration **61FR111** aug16
The Djinn arrived in August with the Les Ailes Limousines.

Italy

Jesolo (VE)
The correct location for last months F-104S MM6788 has been found; Via Amsterdam 24 (N45.51739, E12.67377).

Norway

Sola
Former museum Hunter F58A J-4110 arrived on 15 November 2016 at RAF Scampton where it joined the other Hunters of HHA (Hawker Hunter Aviation Ltd).

United Kingdom

Acharacle, Scotland
XV648 Sea King HU5SAR stored **WA636** oct16
A Sea King sold from Colsterworth now sits in the yard of Shiel Buses Ltd, off the A861.

Caernarfon, Wales
XZ578 Sea King HU5SAR preserved **WA846** nov16
The fuselage of a Sea King formerly at Horsham, West Sussex has been placed on display at Caernarfon Airworld.

RAF Cosford, Shropshire
T6296 Tiger Moth II (8387M) **84711** nov16
10639/black 6 Bf109G-2 (G-USTV) **10639** nov16
The RAF Museum moved two aircraft from Hendon to its display hangars here during November. Four more aircraft were due to follow by the end of 2016: N1671/EW-D Defiant I, K8042 Gladiator II, 360043/D5+EV Ju88R-1 and R9125/LX-L Lysander III.

Doncaster, South Yorkshire
ZH655 Harrier T10 preserved **TX003** nov16
The cockpit of a Harrier (ex Everett Aero) has appeared at the South Yorkshire Aircraft Museum.

Horsham, West Sussex
Aerospace Logistics have acquired two more Sea Kings, this time from Boscombe Down.
XZ575 Sea King HU5 stored **WA843** dec16
ZB506 Sea King Mk4X stored **WA927** dec16

Old Sarum, Wiltshire
The Boscombe Down Aviation Collection has marked its Slingsby T21 (BGA 1085) to represent Sedbergh TX1 XN149. It has no military history.

Yeovil, Somerset
ZT800 Super Lynx 300 instructional **387** dec16
Yeovil College took delivery of a Lynx on loan from Leonardo during early December.

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Warbirds

Thanks to Andy Patsalides we can show you the progress in the restoration of Messerschmitt Bf-109E-4 G-CIPB (3579) at the Biggin Hill Heritage Hangar. This fighter is a real Arado built Bf-109, and not a converted Buchon... It is a Battle of Britain veteran, flown by Luftwaffe ace Hans-Joachim Marseille as '14 wh'. The aircraft was later sent to Russia, serving with JG77, and made a forced landing on 2 August 1942 after which the wreckage was abandoned. Fifty years later the remains were recovered by a group of Russian enthusiasts and sold to the USA, for a restoration to flying condition by the Museum of Flying in California. It was then acquired by Ed Russel of Niagara Falls (ONT) who flew the aircraft as CF-EML. It was sold to the BHHH in 2014. (Biggin Hill, 13 December 2016)

Australia

In Tyabb (VIC), Commonwealth CA-18 Mustang Mk22 A68-199 (1524) took to the skies on her maiden, post-restoration flight on 16 December. A68-199 is the youngest survivor of 200 license-built Mustangs to roll off the Commonwealth Aircraft Corporation production line at Fisherman's Bend (VIC). Pilot Nick Caudwell was at the controls of the fighter, which is registered as VH-URZ. The RAAF accepted her on strength in July 1951, but she went straight into storage. In January 1953, she joined No. 23 (City of Brisbane) Squadron, part of Australia's Citizen Air Force (a RAAF reserve unit). However, she returned to No. 1 Aircraft Depot a mere ten months later, and remained there until struck off charge in 1958. Converted into a target tug, the Mustang then registered as VH-BOZ 'Miss Zulu' served the Australian Army until 1970. In 1979, Doug Arnold's Warbirds of Great Britain bought the Mustang, but its export was blocked by the authorities, and A68-199 was placed with the RAAF Museum at Point Cook (VIC). In 1998, the RAAF Museum traded the Mustang to Graham Hosking of Tyabb. He and present owner Peter Gill spent thousands of hours in the aircraft's restoration. And with a brilliant result!

France

On 26 November, a new North American T-28 project arrived at the Musée Européen de l'Aviation de Chasse at Montélimar. The aircraft concerned is T-28A 50-0244 (171-50) which was delivered to the USAF at Vance AFB on 6 June 1951. After a career as trainer, the Trojan was modified in 1965-1966 into a T-28D-5 counter insurgency aircraft by the North American Columbus facilities. From 1966 it was used by the CIA in Congo, flown by Cuban refugees who wanted to fight communism. In those days the Trojan carried F.A.Congolaise and serial FG244. The Musée Européen de l'Aviation de Chasse hopes to get this Trojan back in the skies again in the foreseeable future.

Armor Aéro Passion based at Morlaix has started restoration work on a second Morane 760 Paris, N°85, with the purpose to make it airworthy again. Simultaneously they have picked up the restoration to flying condition of Socata TB-30 Epsilon trainer N°3.

A collection called 'Les Dezing'Eure et Loir' received a new Stearman restoration project on 21 September. The trainer is Boeing Stearman N56938 (75-3854), according to the FAA a D75N1, and a PT-27 according to its new owners. On arrival, the fuselage and wings were completely uncovered, so it will take some time before N56938 flies again.

Italy

On 2 December, the Associazione Volontari del Garda (Garda Volunteers Association) recovered the substantial remains of an Italian Air Force F-51D Mustang from Lake Garda in northern Italy. This aircraft crashed into the lake on 7 August 1951 following engine problems, sadly taking the life of its pilot, Lt. Paolo Tito. The Garda Volunteers had already discovered the wreck in April 2013, but it was only recently salvaged. The Mustang, serial MM4309, was the former USAAF 44-73158 (122-39617) and belonged to 92a Squadriglia C.T. of 2° Stormo. The recovery team trucked the parts to Lazise, and from there to the Volandia Park and Museum of Flight beside Malpensa Airport. The museum has yet to announce their plans for what they will do with the Mustang, but it will undoubtedly form an important display in the future. Italian Air Force Mustangs are exceedingly rare, with only one complete example currently believed to exist (MM 4324/44-73451 at the Italian Air Force Museum in Vigna di Valle), so MM 4309, as wrecked as it is, represents a significant find.

United Kingdom

A beautiful initiative was the public launch of the Hawker Typhoon Preservation Group on 29 October. The goal of this group is to restore Hawker Typhoon Mk.Ib RB396 to airwor-

thy condition in time for the D-Day 80th anniversary in 2024. The event featured three guests of honour, wartime Typhoon pilots Flt Lt David Ince DFC, Flt Lt Derek Lovell and Flt Lt George Wood and was held at the Boulton Flight Academy Hangar, Goodwood Aerodrome. The Hawker Typhoon Preservation Group aims to restore this Napier Sabre powered Hawker Typhoon Mk.Ib aircraft to flight using the substantial remains of serial number RB396, and demonstrate the aircraft to the public as a living memorial to the Typhoon crews who flew in support of Allied air operations during the invasion of occupied Europe. RB396 was one of 3317 Typhoons manufactured during the early 1940s. The aircraft saw combat with No. 121 Wing of the Second Tactical Air Force's No. 83 Group, and survived a forced landing on 1 April 1945. This airframe will form the basis for a major restoration project, which will be carried out by professional organisations and individuals across the country. Once complete, this will be the world's only airworthy example of the Typhoon, and the first Typhoon to be operated in private hands.

This spring, Air Leasing Ltd. of Sywell acquired two Buchons out of the famous Connie Edwards collection, N90604 and N1109G. Both former Spanish Air Force machines were used in the filming of "The Battle of Britain" movie from May 1968 to February 1969. During this period the former, single seater C.4K-99 (187), was flown as G-AWHM. The latter, two-seat trainer C.4K-112 (40/2) was flown as G-AWHC. As payment for his role in the film-making, Edwards received five Buchons which he shipped home to the USA. For the next 45 years these were stowed away, until released for sale in July 2014. On 10 November Air Leasing Ltd has registered both aircraft on their former British registration in the process of returning them to airworthy condition.

After 72 years on the UK military aircraft register Harvard KF183 has finally been sold into civilian hands. It is now G-CORS and was registered as such on 11 November. The last (nearly) 64 of those years has been spent based out of Boscombe Down, initially with A&AEE, then DERA and finally QinetiQ. Over that time it has been used by ETPS and 206(R) Sq. for tail wheel training and trials support photo chase. It flew to its new home, Duxford, on 24 November. KF183 was built by Noorduyn Aviation in Montreal, Canada as c/n 14A-1884 and arrived in Liverpool in May 1944. It was used by RAF units at Peterborough, Feltwell and Gosport before arriving at the A&AEE of Boscombe Down in January 1953, where it has remained ever since!

Another Harvard, but only in the UK since 2011, has also received a British civilian registration. The trainer was built as a USAAF AT-6D, 42-85897 (88-17678) but instead was passed on to the US Navy where it flew as SNJ-5 BuNo90680. Since 1963 the Harvard had numerous civilian owners, the last of which flew from Compton Abbas (UK), with aircraft still under US registration. It has now been registered as G-DHFF to DH Heritage Flights Ltd. It still carries a rather rare USMC livery with code 'JF/72'.

According to the CAA website there is new Harvard destined for the United Kingdom. The trainer, N13595, was last registered to the Commemorative Air Force in Harlingen (TX). It was built in Canada as Harvard 4 flying as RCAF 20306 (CCF4-97) from 1952 to 1965. After two private individual owners, the Harvard was acquired by its present owner CAF in 1976. In October 1997 the aircraft sustained minor damage when colliding with SNJ-5 N3195G, but was repaired. It has always flown as 'RCAF 595'.

Since October, the Biggin Hill Heritage Hangar has been

working on the project of Spitfire Mk.XVIe TB885. Believe it or not, but this Spitfire was at times used as a practice object for fire fighters, until the remains of it were buried at RAF Kenley in 1959. Fortunately TB885 was excavated by a group of enthusiasts in 1982, and is now under restoration to flying condition.

United States

North American P-51C Mustang N61429 'Tuskegee Airmen' returned to the skies on 1 December after repairs following a wheels up landing at Dallas Executive Airport on 3 February 2016. The rare high-back version of the Mustang is 42-103645. It was flown by Doug Roozendaal, one of the founders of the Commemorative Air Force Red Tail Squadron, owner of N61429. The success of this test flight marks the first step in getting the aircraft back on the air show circuit. The mission of the CAF Red Tail Squadron is to educate audiences across the country about the history and legacy of the Tuskegee Airmen, America's first black military pilots and their support personnel.

On 13 December, de Havilland Mosquito T Mk.III, RAF serial TV959 arrived at Paul Allen's Flying Heritage Collection at Paine Field facility in Everett (WA), after a long journey by sea from New Zealand. This is the second Mosquito that AVspecs Ltd. has restored to pristine flying condition at their base in Auckland, New Zealand. The other flyer is Jerry Yagen's FB Mk26 KA114, but there are several more examples in the works. The Flying Heritage Collection's newly-restored Mosquito rolled off de Havilland's production line in Leavesden, England in mid-1945 as a training variant of the famous WWII, multi-role combat aircraft. She was too late to see wartime service, joining the Royal Air Force in August that year. TV959 survived to be among the last handful of the type to retire from RAF service in 1963. It gained fame as one of the Mosquitoes appearing in the 1964 movie '633 Squadron'. The currently silver-doped airframe, left as such in tribute to the similarly painted, post-war RNZAF examples, will gain a suitable WWII camouflage scheme before too long

One of the oldest naval Beech T-34B, N687HV, recently returned to the skies. It was restored by volunteers of the Commemorative Air Force Dixie Wing. Flown by General George Harrison and Jack Van Ness the Mentor took off from Atlanta Regional Airport for the first time on 15 December and flew around for about an hour. The Dixie Wing's T-34B joined the US Navy as BuNo.140687 in August 1955, and until April 1976, she trained many US Navy and Marine Corps pilots at Whiting Field and Saufely Field (FL) as well as NAS Corpus Christi (TX). Following these postings, she briefly went into storage at Davis Monthan Air Force Base in Tucson (AZ). BuNo.140687 was then fully overhauled and upgraded with a more powerful IO-520 285hp engine before transfer to the Fuerza Aérea de República Dominicana (FAD), or Dominican Air Force in 1977. She began her second military career in 1979 at the Escuela de Aviación Militar, Dominica's military aviation school, training pilots for the FAD. After serving the FAD faithfully for the next two decades, Bu.140687 was finally retired from military operations. Together with several other surplus Dominican examples, the Mentor was then bought by Norman Earle in 2001, and moved them back to his company's facility in Hastings (FL). Earle placed the Mentor on the US civilian registry as N687HV soon after, and she received her American airworthiness certificate in May 2002. By the time the Commemorative Air Force received her as a donation in 2014, the T-34 had sat idle for several years, but now she is alive and kicking again!

Credits: Flypast, Typhoon Preservation Group, Warbirdnews, WIX, Worldwarbirdnews.

Dustpan & Brush



Although this Libyan Air Force Hercules received only light damage on 3 January 2017 at Jufra AB, after it was shot at by a Libyan National Air Force MiG-21, we rarely get pictures from that part of the globe and therefore decided to publish it. Seen here basking in the sunlight on 5 October 2009, Erik Sleutelberg was present at Libyan Aviation Exhibition (LAVEX) 2009 to capture the Herc.

Additions & Corrections:

14jul14 5A-FLB BAe146-RJ100 **E3234** w/o
See Scramble 423.

06oct15 9G-SBB BAe146-300 **E3123** w/o
See Scramble 438.

09apr16 N122PM DHC-6-100 **15** w/o
The fuselage of this Skydive San Marcos Twin Otter was seen at Calgary in November of last year.
See Scramble 444.

23jun16 UR-MSQ Mi-2 **549441105** dam
The Mi-2 belonged to Motor-Sich.
See Scramble 447.

13nov16 49rd MiG-29KR w/o
See Scramble 451.

New Accidents:

06jun16 N145KK Ce560 **560-0276** w/o
The Red Wing Aeroplane Citation 560 ran off the runway at Gainesville (FL) during landing and as a consequence the nose and left main undercarriage collapsed. In the end it was deemed damaged beyond economical repair and sold to Dodson International Parts for scrapping.

29nov16 N633D PA-31-350 **31-7852098** w/o
Another victim of the drug trade is this private Piper Chieftain, which was found crashed and abandoned in a swamp near Sacrifice, municipality of Candelaria, Campeche, Mexico.

01dec16 RA-27133 Mi-8MTV-1 **95960** w/o
A suicide bomber drove to the airport of Gao-Korougoussou and among the victims was this Mi-8 of the United Nations.

03dec16 P-4201 M28-05 **AJE003-03?** w/o
A PZL-Mielec M28 of the Kepolisian Negara Republik Indonesia (Indonesian Police) crashed into the sea off Batam, Indonesia, on a domestic flight from Pangkal Pinang to Batam-Hang Nadim. Its last known radar position was about forty miles south-east of Tanjung Pinang. Exactly what happened is unclear, but sadly all fifteen onboard did not survive the impact.

03dec16 L-39 w/o
The Syrian Arab Air Force lost an Albatros after it was, apparently, shot down near Aleppo, killing both pilots.

03dec16 F-16C w/o
A United States Air Force Fighting Falcon, based at Osan, Republic of Korea, was written off in an accident at the base. The pilot ejected and after a visit to the base hospital was declared fit to fly again. The USAF AIB (Air Investigation Board) has started an investigation.

03dec16 67rd/RF-06305 Su-33 w/o
The Russian Navy lost a Sukhoi 33 which crashed into the Mediterranean Sea while trying to land at the Russian aircraft carrier Admiral Kuznetsov. It had returned from a combat mission overhead Syria before the mishap occurred.

04dec16 N79CT BeE90 **LW-303** w/o
PA Scale Company of Florida lost a Beech King Air after it impacted terrain near Sotillo de las Palomas in Spain, killing all four occupants. It had taken off earlier from Madrid-Cuatro Vientos, heading to Cascais in Portugal. Last data point shown on flight tracking website Flightradar24 is at 16:16 hour's local time at an altitude of 18,400 ft. It ended up crashing near Las Hombrías and it was a local pastor who notified the emergency services. It is unclear what made the aircraft crash.

05dec16 F-16 w/o
A Royal Jordanian Air Force Viper crashed during take-off from an unnamed air base in Jordan. It departed for a training flight and came down after a technical malfunction, killing the pilot.

05dec16 N765FA SA227AC **AC-765** w/o
Key Lime Air flight KG308 took off from Panama City (FL) on a regular cargo flight to Albany (GA) with only the pilot onboard. The Metro flew on a north-easterly heading, maintaining its en-route altitude of 7,000ft and made a normal climb-out to its assigned en-route altitude. When descent was initiated bad weather was in the area, with local thunderstorm activity accompanied by intense rainfall and strong winds. It is unclear if the flight was exposed to any adverse

weather conditions. Abeam the town of Camilla (GA) the radar track made a sharp turn until all tracking data was lost when the Metroliner was flying near 3,600ft with a speed of 262 knots. Eventually it crashed near Mt. Zion Road, about three miles east of Camilla, outside any populated area. The pilot did not survive the accident.

06dec16 EP-... Bell 205 w/o

PANHA Iran Helicopter Support and Renewal lost a Bell 205 after it crashed into Shohadai-e-Khalij Fars Lake, in Chitghar district, under unknown circumstances. Initially all occupants were rescued, with six injured, and were transported to a hospital. Two occupants, the pilot and co-pilot, died on their way to the hospital.

07dec16 AP-BHO ATR42-500 663 w/o

PIA flight PK661, from Chitral to Islamabad, Pakistan, reported that the left engine had failed while in the cruise. The crew shut the engine down and continued towards Islamabad descending, but sometime later decided to declare a Mayday. Shortly thereafter all radio and radar contact was lost with the ATR. Residents in Havelian near Abbottabad, Pakistan, heard sounds consistent with an impact. The crash site was located at that position, about 25 miles north of Islamabad, and the wreckage was ablaze with a plume of smoke over the crash site. All occupants of the aircraft perished in the crash. The black boxes have been recovered and were handed over to Pakistan's Civil Aviation Authority.

07dec16 163755/VE-201 F/A-18C 831/C113 w/o

VMFA-115 Silver Eagles of the USMC lost a Hornet after it crashed 100 kilometres east-southeast of Cape Ashizuri, Kochi Prefecture, after a technical malfunction. At the time it was doing a training mission with another Hornet, both being based at Iwakuni. Soon after the crash the JASDF dispatched seven SAR (search and rescue) aircraft and four destroyers, followed soon by the Coast Guard with two patrol vessels. Eventually it was a US-2 of the JMSDF who located the pilot, who had ejected safely.

07dec16 HB-LSD PA-34-200T 34-7970098 w/o

A British Airways A320, about to perform the return flight BA749 to London-Heathrow, was holding short of Basel's runway 15 in fog. At the time the Twin Flyer Club Basel Seneca II was on short final for the ILS approach to runway 15. Not having seen the runway in time, the Piper went around,

however, did not climb but impacted the ground to the left of the runway and burst into flames. The A320 crew advised tower that the aircraft on the go-around had just about cleared their flight deck passing overhead their aircraft. Tower confirmed seeing the PA-34 "really low" overflying the A320 and apologized that the A320 needed to wait now. Basel Airport was closed following the crash of the PA-34. The Speedbird (BA's call sign on international flights) returned to the apron about 45 minutes after the crash and was subsequently postponed to the next day. This left a good number of Arsenal fans stranded, who had witnessed their team beating Basel 4-1 in the Champions League the previous night.

08dec16 CC-ADR Bell 206L-3 51515 w/o

Platinum Helicopters lost a Bell LongRanger after it suffered an engine failure while installing a mobile phone antenna at Alto Bio-Bio, Chile. The sole person onboard was taken to hospital with serious injuries.

08dec16 F-16 dam

A landing gear collapse upon landing at Eglin AFB (FL) was the cause for substantial damage to this USAF Fighting Falcon. The pilot was conducting a routine training flight when he experienced trouble with his landing gear and it duly collapsed after touch down.

09dec16 ARC204 AS355SN 5613 w/o

The Colombian Navy (or Armada de Colombia) has to do without one of their Fennecs after this one suffered an engine failure and ditched in the Caribbean Sea, twelve miles from San Andres, Colombia.

09dec16 2015 T-6C+ PM-64 w/o

The Fuerza Aérea Mexicana lost two pilots when their Texan II crashed during an anti-drugs mission near Rayón, Sonora. Most likely it was shot down and possibly even by friendly fire...

10dec16 JY-JAQ B737-46J 27826 dam

A very hard landing was to blame for the mishap that took place at Kabul, Afghanistan, with this Safi Airways Boeing 737. Domestic flight 4Q502 from Herat landed on runway 29 and after the more than firm touch down the right hand main gear separated and the aircraft came to rest with the no.2 engine touching the runway. An evacuation was carried out on the left hand side of the aircraft, with the nose gear and tail off the ground.



VMFA-115 Silver Eagles of the USMC lost the above Hornet, 163755/VE-201, after it crashed 100 kilometres east-southeast of Cape Ashizuri, Kochi Prefecture, after a technical malfunction. The accident happened on 7 December 2016 and Stefan Goossens was lucky enough to take a picture of it at Misawa, Japan, on 11 November 2016, less than a month before it crashed.



Skadron Udara 32 of the TNI-AU, or Indonesian Air Force, lost this Herc A-1334 after it impacted mountainous terrain near Wamena, Papua, Indonesia, on 18 December 2016, killing all thirteen onboard. Marco Pennings photographed it earlier in 2016, 7 April to be precise, when he paid a visit to Jakarta-Halim Perdana Kusuma.

10dec16 MiG-23MLD w/o

The Syrian Arab Air Force lost a MiG-23 when it reportedly crashed due to a technical malfunction, near Palmyra. Apparently the pilot ejected safely.

12dec16 F-16C w/o

An F-16 of the Türk Hava Kuvvetleri crashed near Diyarbakir airport (home of AJÜ 8) while preparing to land after a training flight. It came down three kilometres from the air base and the pilot successfully ejected prior to the crash. It was not immediately clear why the plane crashed, but an investigation has been started. Commercial flights to Diyarbakir were being diverted.

12dec16 N771RT Kodiak 100 **100-0059** w/o

The Kodiak of Redtail Aviation impacted powerlines and high desert terrain in Grand County near Moab (UT) and got completely destroyed, the sole pilot onboard received fatal injuries. He was en-route to Salt Lake City with an intermediate stop in Green River.

12dec16 ZK-... PAC750XL w/o

Not a good day for single engine aircraft, being civil or military ones. Next to a Turkish F-16 and American Kodiak, this Farmers Air Pacific Aerospace 750XL crashed north-west of Wairoa, New Zealand, after it hit powerlines. All power to the city of Gisborne was cut off and sadly both persons onboard did not survive the impact.

13dec16 ZU-TVB Ce402B **402B-1008?** w/o

This single turbine engine conversion of a Cessna 402, named Falcon 402, of Falco Joco Trading, apparently suffered an engine failure after take-off from Lanseria. The pilot elected to return to the airport in order to perform an emergency landing, but clipped the airport perimeter fence and crashed. The plane was destroyed by fire. The three occupants were seriously injured.

The construction number is not 100% certain, as judging by pictures it would suggest to be a (former) Cessna 402A but there is no matching msn for that.

13dec16 168027/EP-06 MV-22B **D0157** w/o

The Osprey of the USMC ditched in the sea east of Nago city, Okinawa, Japan, (six kilometres east of Camp Schwab) as it was conducting aerial refuelling operations over the sea when the rotor blades struck the refuelling hose. All five crew members were rescued by an HH-60G Pave Hawk of the 33rd Rescue Squadron from Kadena AB, also stationed at Okinawa. The crew members were being treated at the United States Naval Hospital at Camp Foster, two were injured, but the severity of their injuries are unknown.

13dec16 VH-MVL BeB200 **BB-1333** w/o

During the approach to runway 30 at Moomba Airport (SA), the Royal Flying Doctor Service Beech Super King Air struck a fence on the aerodrome perimeter which is located 250m short of the runway threshold. It then collided with terrain and was substantially damaged.

13dec16 C-GTLB Bell 206L **45031** w/o

A Bell LongRanger of Canadian Helicopters was written off after it crashed onto the frozen Beauharnois Canal, north-west of Saint-Louis-de-Gonzague (Que.). Both occupants lived to tell the tale.

18dec16 A-1334 C-130H **4785** w/o

A Lockheed Hercules of the Indonesian Air Force was destroyed when it impacted mountainous terrain near Wamena, Papua, Indonesia. It had left Timika at 05:35 local time in the morning and was expected to arrive at Wamena at 06:13. It was approaching runway 33 at the time of the accident, going through several cloud layers before it impacted terrain. At the time the Herc was reportedly engaged in a five day navigation exercise out of its base at Malang-Abdul Rachman Saleh Airport. It was also said to have been carrying a cargo of cement weighing about twelve tons. All thirteen onboard were killed.

18dec16 CC-... AS350 dam

An Ecureuil of Heli Agro impacted shrubs and terrain at the side of a road near San Clemente, Chile.

19dec16 RF-91821 Il-18V **185008003** w/o

The Russian Air Force lost an Il-18 after it made an emergency landing some thirty kilometres short of Tiksi, on the shores of the Sea of Láptev and one of the most northern urban centres of the country. During the emergency landing the Ilyushin broke into three parts, but all 39 onboard (seven crew members and 32 passengers) survived the ordeal, albeit sixteen were seriously injured. Preliminary findings show that the crash-landing was caused by bad weather but unconfirmed reports also suggested human error was a factor.

19dec16 SA342L w/o

A correspondent in Syria reported that a Gazelle of the Syrian Arab Air Force crashed inside the T4 Air Base near Palmyra, Syria. What caused the chopper to crash was not reported.

20dec16 HK-4544 B727-2J0F **21105** w/o

A Boeing 727 of Aérosucre Colombia was destroyed when it crashed shortly after take-off from Puerto Carreño Airport, Colombia, with final destination Bogota. One of the six crew members (the flight engineer) survived the accident. It took off from runway 24, late afternoon but failed to get airborne

before the end of the runway and was seen on several videos crossing the airport perimeter fence and road in a nose up attitude, a desperate attempt by the crew to lift off. After hitting two perimeter fences it did get airborne and was seen in a right hand turn (possibly to try and return to Puerto Carreño) losing altitude and control until it impacted flat terrain, bursting into flames in a field located about five kilometres from the airport.

This is the link to a YouTube video which shows the mishap from different angles, and eventually you can see it trailing a vaporised substance coming from the outer ends of its wings until the bank angle increases. The 727 appeared to perform at low-level 180-degree turn but lost height and impacted flat terrain: www.youtube.com/watch?v=KWg7Fcw2oeA

21dec16 Su-27 w/o

The Kazakhstan Air Force lost a Sukhoi 27 after it crashed at night due to unexpected failure of both of the fighter's engines, 25 kilometres from Taldykorgan. The pilot ejected before the aircraft came down.

21dec16 M41-03 Be200T **BB-1454/BT-37** w/o

A Royal Malaysian Air Force pilot was killed while three officers were injured after the Beech Super King Air of 16 SKU crashed while attempting to land at Butterworth AFB. It originated from Subang and was on a training mission when the accident took place late afternoon.

21dec16 I-ELTE AS350BA **1477** dam

While on a training flight the Ariane Ecureuil performed a simulated hydraulic failure manoeuvre at Sondrio Caiolo Airport, Caiolo, Lombardy, which led to the chopper landing in an uncoordinated manner. The main rotor blades hit the ground and the crew landed hard, resulting in substantial damage.

22dec16 8272 MiG-23UB w/o

This MiG-23 of the Libyan Air Force crashed under unknown circumstances at Tarhouna, killing both pilots.

23dec16 PT-ICU Be58 **TH-174** w/o

The Beech Baron of Parintins Táxi Aéreo crashed under unknown circumstances in the Brazilian Amazon area, near Tabatinga, while on the approach to the airport with the same name, Tabatinga International. Three occupants died in the crash, one was seriously injured.

25dec16 RA-85572 Tu-154B-2 **83A-572** w/o

A Tupolev 154 of the Russian Air Force (operating flight (Russian Federation Force) RFF 7091) was destroyed when it impacted the waters of the Black Sea shortly after take-off from Sochi Airport, after it entered a flat spin, killing all onboard. Wreckage was found at a depth of fifty to seventy metres. Maritime search and rescue operations were started, involving four ships, four helicopters and two aircraft. The aircraft carried reporters and the Alexandrovka Red Army Choir, an official army choir of the Russian armed forces, to the Russian air base in Syria. The aircraft originated from Chkalovsky Air Base near Moscow and made a refueling stop at Sochi. It took off from runway 20 early in the morning, but during the climb-out the aircraft made a U-turn back towards the coastline and disappeared off radar screens. Given the weather conditions at the time it is not unlikely that icing may have played a part in the mishap.

26dec16 Mi-.. w/o

During landing at Shendand airport, western Herat, the Afghan National Army helo (type to be determined) crashed into a building. While the chopper was a write off, nobody onboard was killed.

27dec16 VT-JBG B737-85R **35083** dam

Jet Airways domestic flight 9W2374 (from Goa to Mumbai) suffered a runway excursion at Goa-Dabolim Airport. Before departure from runway 26 it was backtracking to the 26 threshold, in order to make a 180-degree turn to line up. It started the take-off roll but continued turning to the right. The crew rejected the take-off but the Boeing continued to move and entered down sloping grass until it came to rest at the side of an airport perimeter road, 220 metres from the side of the runway and seven metres below runway elevation. The nose landing gear collapsed and both engines contacted the ground, with the aircraft sustaining quite some damage. Fifteen passengers suffered minor injuries during the ensuing evacuation.

27dec16 C-GHLI Ce208B **208B-0565** dam

This Cessna Grand Caravan of WMK Holdings sustained damage in an accident at Fort McMurray Airport (Alb). It came to rest nose down in a snowy area just south of runway 07/25. The aircraft sustained damage to the nose and left hand wing tip. All four onboard were injured.



Russian Federation Force flight RFF7091, of the Russian Air Force and operated by Tupolev 154 RA-85572, was destroyed when it impacted the waters of the Black Sea shortly after take-off from Sochi Airport on Christmas Day. Among the 92 persons onboard was the Alexandrovka Red Army Choir, an official army choir of the Russian armed forces, which was flying to Latakia to perform for the troops based in Syria. Sadly they never got to listen to the choir as everybody perished in the crash. (Chkalovsky, 19 August 2009, Johan Hetebrij)



Two CJ-6s collided with each other at Aviation Swampfest, held at Waycross (GA) on 21 October last year. CJ-6A N10EB, pictured here, did not survive the impact and neither did its operator. The second experimental Nanchang, N33CY, was able to recover back to the airport, having sustained unreported damage. The pilot onboard the second aircraft was not injured. (Lakeland Linder Regional (FL), 25 April 2015, David Alders)

28dec16 11-05710 AH-64D **PVD710** w/o

An Apache Longbow of the US Army's Texas National Guard (1-149th Avn) experienced an inflight main rotor separation over the waters of the Houston Ship Channel in Galveston Bay near La Porte (TX). US Coast Guard air and boat crews and local law enforcement agencies all assisted with the search and rescue operations. The attack helicopter was written off, and sadly the two crew onboard received fatal injuries.

29dec16 N614SB Ce525C **525C0072** w/o

A Cessna Citation CJ4 of Superior Beverage Group, registered to Maverick Air, went missing shortly after take-off from Cleveland-Burke Lakefront Airport (OH), during poor weather conditions, which consisted of strong winds and snow showers. The CJ4 took off from runway 24R and made a right hand turn over Lake Erie. Flight tracking website Flightaware registered three data points after take-off with the last point showing the Citation in a high speed descent from 3,100ft at a descent rate of 3750FPM (feet per minute). Looking at the impressive rate of descent from low altitude and the weather conditions it could have been an icing problem. The Citation was piloted by Superior Beverage Group CEO John T. Fleming who was flying to Columbus with his wife, both sons, his neighbour and neighbour's daughter.

29dec16 N301BK PA-46-350P **4636407** dam

A Piper Malibu Mirage of Cambusmoon overran the runway at John C Tune Airport, Nashville (TN), upon landing and sustained a lot of damage. The three persons onboard were not injured.

02jan17 5H-WOW CeF406 **F406-0060** w/o

Local media in Tanzania reported that an Air Excel Cessna Caravan II was involved in an accident at Sasakwa Airstrip in northern Tanzania when it reportedly caught fire. Some survivors sustained serious injuries and were evacuated by AMREF (African Medical & Research Foundation) Flying Doctors.

02jan17 L81-921 UH-1H w/o

The Tunisian Air Force lost a Huey when it crash landed north of Sidi Mansour during a training mission. The reason for the mishap is unknown, nor the amount of persons onboard.

02jan17 9Q-CZR L-410 dam

A tire failure after landing at Shabunda Airport, DRC, was to blame for the runway excursion of the Doren Air Cargo Let 410. It came to rest in the bush and carried 1,300kgs of cargo. It is not ruled out that the Let is damaged beyond repair.

03jan17 118 C-130H-30 dam

The Libya Dawn Herc was lightly damaged at Jufra AB after it was shot at by a Libyan National Air Force MiG-21.

03jan17 VP-BES A321-211 **6817** dam

Aeroflot flight SU1008, from Moscow-Sheremetyevo to Kaliningrad-Khrabrovo, suffered a runway excursion and nose landing gear collapse after landing at runway 24. That runway is 2,400m long but under the prevailing weather conditions and poor braking action the Airbus was unable to stop in time, overran the runway and came to a stop in the snow next to the runway with the nose landing gear collapsed.

04jan17 YI-3.. Mi-35M w/o

An Iraqi Air Force Mi-35 crashed due to a technical malfunction south of the Mosul battlefield, killing all four crew members, while on a mission. The intensity of the war on IS recently meant that the necessary maintenance work on such helicopters is not always satisfactory.

04jan17 B-52H dam

An engine fell from the USAF BUFF (Big Ugly Fat Fellow, or a B-52 in plain English) during a training mission. The Air Force dispatched a UH-1N Huey which located engine debris approximately 25 miles north-west of Minot AFB (ND). Luckily it had some spare engines and was able to make a safe landing.

05jan17 N26TG PA-46-350P **46-36193** dam

At touch down one of the two main landing gear legs of this private Piper Malibu Mirage collapsed and the aircraft veered off the runway at Milano-Linate, which ended on the grass. The airport was closed for three hours, and incoming flights diverted to Milano-Malpensa and Bergamo-Orio al Serio. The flight originated in Bari.

05jan17 C9-BAQ B737-752 **33792** dam

It was bound to happen eventually, not a bird strike but a drone strike. In this case it involved a Boeing 737 of Linhas Aéreas de Moçambique, operating domestic flight TM136 from Maputo to Tete, when on final approach the crew heard a loud bang. There were no abnormal indications so the crew suspected a bird strike and continued the approach for a safe landing. A post flight examination revealed a drone had impacted the right hand side of the radome, causing considerable damage. LAM confirmed the occurrence, and a replacement aircraft was dispatched to Tete to perform the return flight.

Credits: ASN, Aviation Herald, B3A, JACDEC, f-16.net, USNI

Scramble Intelligence Service



No relation to this edition's SIS, but just a nice shot of F-5E 761551/AF-04 from VFC-13 on the runway at NAS Fallon (NV), with the snow-capped peaks of the Sierra Nevada in the background. (2 December 2016, Bert Stil)

Upcoming exercises/deployments

Advanced Integration 2017 (USA)

Advanced Integration is the graduation exercise for the USAF Weapons School, taking place twice a year. The total course lasts a couple of months and is held at Nellis AFB (NV). This year's editions are as follows.

08jun - 14jun Advanced Integration 17A

07dec - 13dec Advanced Integration 17B

European Advanced Airlift Tactics Training Course

The European Advanced Airlift Tactics Training Course, or EAATTC in short, is a multinational training course focused on airlift tactics. Four courses are planned for 2017, at different air bases in different countries.

26mar - 07apr EAATTC 2017-1 Plovdiv

07may - 19may EAATTC 2017-2 Orléans-Bricy

28may - 09jun EAATTC 2017-3 Zaragoza

03sep - 15sep EAATTC 2017-4 Zaragoza

European Air Refuelling Training 2017 (Netherlands)

From 27 March until 7 April, the European Air Refuelling Training exercise will take place at Eindhoven air base. Just like the past couple of years, the exercise will be run in conjunction with exercise Frisian Flag.

European Air Transport Training 2017 (Portugal)

This airlift oriented exercise is scheduled from 18 to 30 June at Beja air base.

Frisian Flag 2017 (Netherlands)

This year's Frisian Flag will be the last one for a couple of years to come, as Leeuwarden air base is preparing for the transition to the F-35A. The first JSFs are expected in 2019, so in 2018 and 2019 there will be no Frisian Flag exercise unfortunately. As for 2017, the exercise is scheduled from 27 March until 7 April. Participants are not yet known. However, with the United States sending over a theatre security package equipped with F-15s from the Louisiana Air National Guard (122nd FS) and Florida Air National Guard (159th FS) as part of the European Deterrence Initiative this Spring, hopes are high that, like the last two editions of Frisian Flag, the Eagles will participate again. Fingers crossed!

Geilenkirchen tanker schedule 2017 (Germany)

The following U.S. Air National Guard units will provide the tanker duties at Geilenkirchen on the usual two-week rotational basis with the KC-135 Stratotanker. Unfortunately the list is not yet complete, the information does not go beyond 14 October 2017.

09jan - 20jan 133rd ARS NH ANG

23jan - 03feb 126th ARS WI ANG

13feb - 24feb 174th ARS IA ANG

06mar - 17mar 173rd ARS NE ANG

27mar - 07apr 132nd ARS ME ANG

24apr - 05may 106th ARS AL ANG

08may - 19may 168th ARS AK ANG

22may - 09jun 171st ARW PA ANG

19jun - 30jun 117th ARS KS ANG

10jul - 28jul 153rd ARS MS ANG

07aug - 18aug 108th ARS IL ANG

21aug - 01sep 116th ARS WA ANG

04sep - 15sep 191st ARS UT ANG

18sep - 29sep 197th ARS AZ ANG

02oct - 14oct 171st ARS MI ANG

Green Flag 2017 (USA)

Green Flag is held at Nellis AFB (NV). The schedule for the remaining Green Flag exercises for fiscal year 2017 is as follows.

13jan - 27jan Green Flag 17-3

17feb - 03mar Green Flag 17-4

31mar - 14apr Green Flag 17-5

28apr - 12may Green Flag 17-6

26may - 09jun Green Flag 17-7

11aug - 25aug Green Flag 17-8

08sep - 22sep Green Flag 17-9

Joint Forcible Entry Exercise 2017 (USA)

JFEX is a US Air Force Weapons School large-scale air mobility exercise taking place twice a year, at Nellis AFB (NV). It is a one-day event.

10jun JFEX 17A

09dec JFEX 17B

Joint Warrior 2017 (UK)

The skies above and seas around mainly Scotland, but England and Wales as well, will provide the stage once again for the twice-yearly Joint Warrior exercise. Various maritime

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patrol aircraft will deploy to RAF Lossiemouth. RAF Leeming will probably be involved as well, as during previous editions.

26mar - 07apr Joint Warrior 171

01oct - 10oct Joint Warrior 172

Maple Flag 50 (Canada)

The fiftieth edition of Maple Flag will run in two periods of two weeks each, beginning 29 May and ending 23 June. The first period will be primarily Canadian aircraft including CF-18s from Cold Lake and Bagotville, four CH-146 Griffon and two CH-147 Chinook helicopters, and a CC-130J Hercules transport. The United States and France will each provide an E-3 in the first period. France will also be present with an A400M. The second period will see participation of allied fighters. The United States Air Force will deploy the 93rd Expeditionary Fighter Squadron, from Homestead AFB (FL), with twelve F-16s. The Republic of Singapore Air Force will participate with ten F-16s. The USAF and Royal Air Force will provide E-3 AWACS aircraft and aggressors will be provided by Top Aces Alpha Jets and CF-18 Hornets.

Meiringen, flying operations 2017 (Switzerland)

The Swiss air force website usually publishes the expected flying operations of the airbases. However, to this date only the schedule of Meiringen has been posted. The info is as follows.

30jan - 24mar	militia flying F-5
10apr - 21apr	militia flying F-5
05may - 12may	no jet flying operations
05jun - 16jun	no jet flying operations
03jul - 28jul	airfield closed
03jul - 25aug	no jet flying operations
09oct - 13oct	Axalp, Fliegerschiessen
23oct - 04nov	militia flying F-5
13nov - 24nov	no jet flying operations
18dec - 31dec	no jet flying operations

Mobility Guardian 2017 (USA)

Mobility Guardian is a new exercise, to be held at Joint Base Lewis-McChord (WA), from 30 July until 12 August. The exercise is the successor of the one known as Air Mobility Rodeo. It will require air refuelling, night vision and low-level operations, assault zone landings, airdrop and formation flying and coalition interoperations, concurrently executed under multiple lines of command and control. Combat air forces will participate as well to provide a realistic environment. To this date, 25 countries will attend, thirteen of those with their own forces. The United States Air Force will participate with 40 aircraft, partner nations with 20 aircraft.

Northern Edge 2017 (USA)

Northern Edge is a joint training exercise under the flag of the United States' Alaskan Command. Operations will take place in the Joint Pacific Alaska Range Complex, which includes more than 60,000 square miles (155,399.29 square kilometres) of air space, and the Gulf of Alaska, which encompasses 50,000 square miles (129,499.40 square kilometres) of air space. Army, Navy and Air Force assets will be among the participants in the exercises that takes place from 27 April to 12 May.

Red Flag 2017 (USA)

The schedule for the Red Flag exercises at Nellis AFB (NV) for 2017 is as follows:

23jan - 10feb	Red Flag 17-1
27feb - 10mar	Red Flag 17-2
10jul - 28jul	Red Flag 17-3
14aug - 25aug	Red Flag 17-4

Red Flag Alaska (USA)

The arctic counterpart for Red Flag, Red Flag Alaska, is based at Eielson AFB and Elmendorf AFB. The 2017 instalments are as follows:

08jun - 23jun	Red Flag Alaska 17-2
27jul - 11aug	Red Flag Alaska 17-3

Swiss Air Force Wiederholungskursen 2017 (Switzerland)

If you are planning to go to Switzerland next year, be sure to mark the following dates in your agenda. The militia pilots have to undergo a Wiederholungskurs each year and these generate extra movements at the airfields of a very photographer-friendly country. Please note that the first week of the Wiederholungskurs usually does not generate extra aircraft movements!

Alpnach		
01may - 19may	Wiederholungskurs LtSt 6	
01may - 19may	Wiederholungskurs LtSt 8	
Dübendorf		
06jan - 25jan	Wiederholungskurs LtSt 3	
06jan - 25jan	Wiederholungskurs LtSt 4	
Emmen		
30jan - 10feb	Wiederholungskurs LtSt 7	
Meiringen		
06mar - 24mar	Wiederholungskurs FlSt 8	
06mar - 24mar	Wiederholungskurs FlSt 11	
Payerne		
01may - 19may	Wiederholungskurs FlSt 6	



Spanish EF-18M C.15-25/15-12 from Ala 15 participated in TLP 2016-4. Hopefully we'll have an overview of participants in next month's issue. (Albacete, 9 November 2016, José Damián González Martínez)

Personal copy



Republic of China Air Force Mirage 2000-5Di 2059 from the 2nd TFW seen here landing at its home base, Hsinchu. (26 November 2016, Marcel J. van Bielder)

01may - 19may Wiederholungskurs FlSt 17
 02oct - 20oct Wiederholungskurs LtSt 1
 02oct - 20oct Wiederholungskurs LtSt 5
 Sion
 09jan - 27jan Wiederholungskurs FlSt 18
 09jan - 27jan Wiederholungskurs FlSt 19
 The WKs for FlSt 18, FlSt 19, LtSt 3 and LtSt 4 will support the World Economic Forum in Davos, from 17 to 20 January.

Tactical Leadership Programme (Spain)

The schedule for the Tactical Leadership Programme courses at Albacete air base for 2017 is as follows.

30jan - 24feb TLP 2017-1
 24apr - 19may TLP 2017-2
 11sep - 06oct TLP 2017-3
 06nov - 01dec TLP 2017-4

Special events

Santa Cruz-El Trompillo (Bolivia)

Aniversario 93 Fuerza Aérea Boliviana 16 November 2016
 FAB-783 +3 AS332C1e GA51
 FAB-65 +1 C-130B GAT71
 FAB-81 C-130H TAB
 FAB-606 T-33AN GAC31 GAE21 badge
 FAB-612 T-33AN grey c/s
 FAB-639 T-33A-F GAC31 GAE21 badge
 FAB-660, FAB-661 K-8VB GAC34
 FAB-662, FAB-663 K-8VB GAC34
 FAB-664, FAB-665 K-8VB GAC34
 FAB-502, FAB-504 Neiva 621 GAE21
 FAB-506 Neiva 621 GAE21
 FAB-453, FAB-470 PC-7 GAC33 grey c/s
 FAB-471 PC-7 GAC33 grey c/s
 FAB-745 +2 UH-1H GA51
 FAB-920 VT-34A GAE21
 FAB-510, FAB-511 Zlin 242L GAE21/ColMilAv

The yearly defile yielded the above, among others.

Maracay (Venezuela)

Desfilé 96º Aniversario AMB 27 November 2016

59195/AJ +3 AS532AC Grupo 10
 1x Beech B200 Grupo 5
 2836 Beech B300 Grupo 5

3134 C-130H Grupo 6
 2x Ce550 Grupo 5
 61448/CE +3 DA40NG Grupo 18
 4x DA42VI Grupo 18
 5050 EMB312A Grupo 14 spec c/s
 3x EMB312A Grupo 14
 0678, 3260, 4226 F-16A Grupo 16
 1715 F-16B Grupo 16
 4x F260EU Grupo 14
 4x TH-480B Grupo 19
 1904/'Patria' K-8VV Grupo 12 ye rudder
 2002/'Viviremos y Venc.' K-8VV Grupo 12 wh rudder
 2908 K-8VV Grupo 12
 2912/'Victoria' K-8VV Grupo 12 rd rudder
 61862/KL, 61866/KL K-8VV Grupo 12
 61864/KL 'Superacion' K-8VV Grupo 12 spec tail mks
 61867/AE, 61869/AE K-8VV Grupo 15
 61868/KL, 61960/KL K-8VV Grupo 12
 1259 Su-30MKV2 Grupo 11 spec tail mks
 0962, 1161, 1168 Su-30MKV2 Grupo 11/13
 1265, 5812, 8963 +2 Su-30MKV2 Grupo 11/13
 1192 +3 Y8F-200W Grupo 6

These were all taken from photographs while recovering to Palo Negro, Base Aerea El Libertador (BAEL).

Credits:

Aviamil

Summary

We would like to note that the following information about: air shows, port visits, exercises, rotations and deployments is subject to change. Confirmation is mostly given at the last moment.

c=conference d=deployment e=exercise
 p=port visit s=special event x=no flying v=visit

2017

16jan - 27jan DACT e Gando
 30jan - 24feb TLP 2017-1 e Albacete
 24mar - 03may WTI 17-2 e Yuma
 27mar - 07apr Frisian Flag e Leeuwarden
 24apr - 19may TLP 2017-2 e Albacete
 17may - 22may SAR Meet s Nordholz
 05jun - 16jun NATO Tiger Meet 2017 e Landvisiau
 11sep - 06oct TLP 2017-3 e Albacete
 06nov - 01dec TLP 2017-4 e Albacete

Military News & Updates



After attending the Nellis Aviation Nation airshow, 323squadron F-35A F-001 took the scenic route back to Edwards AFB. Gerhard Plomitzer spent some time in the famous Rainbow Canyon and saw the Lightning II during one of the various passes on 14 November 2016.

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

Europe

Netherlands

Koninklijke Luchtmacht (AF)

The return of the 1(NL) Heli Detachment in Mali suffered some delays. Initially all seven helicopters were expected to be home for Christmas 2016, however the guarantees needed for their replacement took longer than foreseen. Germany has agreed to replace the Dutch Apaches and Chinooks with EC665 Tigers and NH90-TTH. The four 301sq Redskins Apaches will be airlifted as soon as possible given their need for maintenance and around March 2017 the three 298sq Chinooks are expected to be ready for their airlift to Gilze-Rijen. In the meantime the MINUSMA mission in Mali remains in desperate need for rotary wing assets. Aside from the seven Dutch helicopters three Salvadoran MD500s and three Bengali Mi-171s are all that remain with the MD500 as light attack and the Mi-171 as utility platform.

Minister of Defence, Mrs. Jeanine Hennis-Plasschaert, announced in December 2016 that the Netherlands Navy will only participate once in the fourth quarter of 2017 for Operation Atalanta. HNLMS L-800 Rotterdam is scheduled for this rotation with at least one NH90 onboard and possibly a Cougar as well. Following the intense deployments over the past years the amount of pirate attacks from Somalia and neighbouring countries have reduced to nearly zero and that achievement is the reason for decreasing the rotation size.

F-16AM

J-367	EAPM	322sq	6D-124	jan17
J-631	EAPM	322sq	6D-63	jan17
J-641	EAPM	312/313sq	6D-73	jan17
J-866	EAPM	312/313sq	6D-83	jan17

These four F-16AMs left Leeuwarden (J-367, J-631) and Volkel (J-641, J-866) on 2 January 2017 for Šiauliai Lithuania, to support the four months European Air Police Mission of the Baltics. The Dutch detachment has replaced the French Mirage 2000-5F from Escadron de Chasse 1.2 'Cigognes' at Base Aérienne 116 Luxeuil. Support was provided by 336sq C-130H-30 G-273, flown from Leeuwarden.

Defensie Helikopter Commando [AF]

NH90-NFH

N-319	860sq	ex F803	1319	dec16
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After leaving De Kooy on 20 July 2016 NH90 N-319 returned 20 December 2016 from her deployment on board HNLMS Tromp (F-803) as part of operation Atalanta.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

During the last three weeks of November 2016 the Belgian Air Force participated in exercise Tropical Training. Held in Kinshasa, Democratic Republic of Congo, over thirty Belgian special forces trained with their Congolese counterparts. From the 15 wing/20sq C-130H CH03 and CH05 were deployed, for the time being, out of Kigali (Rwanda). This to get the most quality out of their training as Kigali was closer by then Kinshasa.

Falcon 20E-5

CM02	wfu	21sq		dec16
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The sole airworthy Falcon/Mystère 20 of the Belgian Air Force has retired quietly on 22 December 2016. After the storage of CM01 mid-February 2015 the costs to keep CM02 up in the air increased rapidly over the months. Delivered

to the 15 Wing on 25 April 1973, receiving an E-5 upgrade in 2004 and 2005, a total of 16,210 flight hours have been clocked on her 43 years' service life. In the meantime both Falcons remain stored at Melsbroek pending their final faith, with the option for preservation or scrapping still pending.

F-16BM

FB24 normal tail 10w **6J-24** dec16
On 16 December 2016 the first sightings of FB24 showed the special 25 years OCU tail fully removed. Since November 2012 the decorations travelled across Europe on various training flights and air show appearances. Given the thirty year anniversary of the OCU in 2017 it seems likely another dual will be graced with a new decoration.

C-130H

CH11 Red Nose Day 20sq **4482** dec16
As part of the Red Nose Day tradition the Belgian Air Force granted the 15w/20sq the opportunity to decorate CH11 with a red nose and various decals supporting this benefit promotion. Unveiled on 1 December the Hercules wore these markings for almost seven days so if you saw an odd looking C-130H at Melsbroek, this was the one.

SA316B

M3 o/b F931 40sq/Heli Flight **1817** nov16
While Frigate F931 Louise-Marie was resting in the harbour of Catania, Sicily, Alouette 3 M3 was seen on deck. Part of UNAFORMED operation Sophia the frigate assisted in the disruption of human trafficking in the Mediterranean Sea. She left the port of Zeebrugge on 11 November 2016 and returned 23 December.

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

During the beginning of December the remaining eleven OH-58D Kiowa Warriors of the order for eighteen in total were delivered by the US to Zemunik air base. They arrived aboard the USAF C-5M 84-0061, which arrived on 1 December at Rota (Spain) and flew to Croatia early in the morning on 3 December and departed Croatia on 4 December. Some helicopter details have emerged from photos from the recent delivery.

Yet another MiG-21 that was stored at the Velika Gorica aviation plant has found a second life as a monument, this time at the Zagreb Faculty of Mechanical Engineering (GPS: N45.79547 E15.97123).

MiG-21bis

113 pres. Zagreb marked as "115" nov16

OH-58D

321	EH	del. 03dec16	dec16
322	EH	del. 03dec16	dec16
326	EH	del. 03dec16	dec16
328	EH	del. 03dec16	dec16
...	EH	del. 03dec16, ex ...-01345	dec16

Estonia

Eesti Õhuvägi (AF)

As reported in Scramble 450 the Estonian Ministry of Defence has rejected the US proposal from 2014 to donate two C-23 Sherpas. As an alternative the U.S. government has offered two C-145A Skytrucks (also known as PZL M-28 Bryza) to Estonia. The two C-145 offered are now stored at the AMARG storage facility and were used by the USAF special forces command.

France

Armée de l'Air (AF)

LFOC = Châteaudun

Alpha Jet E

E17/705-AA	std LFOC	ex EAC00.314	16
E105/8-FM	EE02.002	ex 102-FM	nov16

E136/8-RP	ETO01.008	ex 120-RP	oct16
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Rafale B

319/4-HN	EC01.004	ex 113-HN	nov16
320/4-HV	EC01.004	ex 113-HV	nov16
334/4-II	ETR03.004	ex 30-II	nov16

Armée de Terre (AR)

AS532UL

2342/CHA	nn	ex FX	2342 nov16
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The former Armée de l'Air Cougar is still at Marseille under conversion.

Finland

Ilmavoimat (AF)

The competitive nature of bids for Finland's HX Fighter Replacement Program (HX-FRP) will intensify in the coming months as the five interested manufacturers scale up the industrial trade content of their respective offerings. At the end of November 2016, the five - Boeing (F/A-18), Dassault Aviation (Rafale), BAE Systems (Eurofighter Typhoon), Lockheed Martin (F-35) and Saab (JAS39 Gripen) - have all responded to requests for information (RFI) from the Finnish Armed Forces Logistics Command concerning Finland's plan to replace its fleet of F-18C/D Hornet fighter aircraft.

As part of the RFI, Finland has also asked the five candidate manufacturers to present solutions that include several types of aircraft or UAVs that have the potential to contribute to the capabilities of multirole fighters. The aircraft acquisition cost within the HX-FRP framework, depending on the fighter type bought, is estimated to be around US\$10.5 billion.

According to the timeline, a call for tender will be sent out in the spring of 2018 with the procurement decision to be made in 2021. The Air Force plans to start retiring the first F-18 Hornets from 2025.

The first of 28 second-hand Grob G115E primary training aircraft has been delivered to the Finnish Air Force on 22 November 2016. The aircraft, ex RAF G-CGKA, was delivered to Tikkakoski. At the locally based Defence Forces logistics facility, all the Grob G115Es will be inspected before modernisation begins. The first aircraft is registered GO-1, with similar work will be undertaken on the remaining 27 aircraft, which are all due for delivery in 2017.

F-18C

HN-443	HävLLv 31	ex HävLLv 21	1462/FNC043 oct16
HN-446	HävLLv 11	ex HävLLv 21	1470/FNC046 jan16
HN-454	HävLLv 11	ex HävLLv 31	1490/FNC054 mar16

Hornet HN-443 was last noted in September 2010 with HävLLv 21, whilst HN-446 was last noted in June 2012 with that same unit. HävLLv 21 was officially disbanded on 31 December 2014.

F-18D

HN-461	HävLLv 31	ex HävLLv 21	1270/FND001 jul15
HN-464	HävLLv 11	ex HävLLv 31	1282/FND004 feb16

Hornet HN-461 was last noted in May 2012 with HävLLv 21. This unit was officially disbanded on 31 December 2014.

Grob G115E

GO-1	o/o HävLLv 41	ex RAF G-CGKA	82301E nov16
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Hawk Mk66

HW-374	HävLLv 41	grey tail	352/SW017 oct16
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This Hawk was noted at Tikkakoski during the Ruska 2016 military exercise. The vertical stabilizer was painted grey.

Rajavartiolaitos (GV)

H215

OH-HVQ	Frontier Guard	f/n, ex F-WWOY	2956 may16
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Germany

Luftwaffe (AF)

ETSA = Landsberg

A400M
54+06 LTG62 ex Airbus Military **041** dec16
54+07 LTG62 ex Airbus Military **043** dec16

C-160D
51+09 std. ETSA ex LTG61 **D146** dec16

Heeresflieger (AR)

13 December 2016 saw the last flight of the Bo105 in German Army service at Bolkow Army airfield; Celle. In total eighteen Bo105s were involved in the final flight. The fly-out marked 43 years of Bolkow operations in Germany. See further the separate article on this.

ETHC = Celle

Bo105P1M

86+15	std. ETHC	ex Restflugb.Bo105	6015	dec16
86+21	std. ETHC	ex Restflugb.Bo105	6021	dec16
86+29	std. ETHC	ex Restflugb.Bo105	6029	dec16
86+33	std. ETHC	ex Restflugb.Bo105	6033	dec16
86+34	std. ETHC	ex Restflugb.Bo105	6034	dec16
86+44	std. ETHC	ex Restflugb.Bo105	6044	dec16
86+46	std. ETHC	ex Restflugb.Bo105	6046	dec16
86+47	std. ETHC	ex Restflugb.Bo105	6047	dec16
86+49	std. ETHC	ex Restflugb.Bo105	6049	dec16
86+56	std. ETHC	ex Restflugb.Bo105	6056	dec16
86+59	std. ETHC	ex Restflugb.Bo105	6059	dec16
86+95	std. ETHC	ex Restflugb.Bo105	6095	dec16
87+16	std. ETHC	ex Restflugb.Bo105	6116	dec16
87+26	std. ETHC	ex Restflugb.Bo105	6126	dec16
87+28	std. ETHC	ex Restflugb.Bo105	6128	dec16
87+55	std. ETHC	ex Restflugb.Bo105	6155	dec16
87+62	std. ETHC	ex Restflugb.Bo105	6162	dec16
87+66	std. ETHC	ex Restflugb.Bo105	6166	dec16
87+73	std. ETHC	ex Restflugb.Bo105	6173	dec16
87+72	std. ETHC	ex Restflugb.Bo105	6172	dec16
87+78	std. ETHC	ex Restflugb.Bo105	6178	dec16
87+87	std. ETHC	ex Restflugb.Bo105	6187	dec16

Tiger UHT

74+61 KHR36 unit update dec16

Marineflieger (NY)

On 8 December 2016 the NH90 Sea Lion naval multi-role helicopter took off on its maiden flight at the Airbus Helicopters factory in Donauwörth. The NH90 Sea Lion has an increased number of sensors and improved navigation and communications equipment, which means that the helicopter will also be able to operate in civil airspace. Deliveries of NH90 Sea Lions to the German Navy will start at the end of 2019. When deployed, it will take a range of roles including Search and Rescue (SAR), maritime reconnaissance, special forces missions and personnel- and materiel transportation tasks. A total of 18 helicopters will be delivered and they will replace the German Navy Sea King MK41 fleet at Nordholz.

NH90-NFH

98+51 f/n Airbus Heli. dec16

Italy

Aeronautica Militare (AF)

AB212AM

MM81155/9-55 9° Gruppo ex -/MIATM **5812** oct16

F-35A

MM7336/32-05	13° Gruppo	ex FACO Cameri	5085/AL-5	dec16
MM7337/32-13	13° Gruppo	ex FACO Cameri	AL-6	dec16
MM7357/32-07	FACO Cameri	new	AL-7	nov16
MM7358/-	FACO Cameri	new	AL-8	

On 12 December 2016, 13° Gruppo of the 32° Stormo of the Aeronautica Militare received its first two F-35As MM7336 and MM7337 at Amendola (FG). Both aircraft will now be involved in the flying activities required to achieve the IOC (Initial Operational Capability) with the type.

F-2000A

MM7341/36-50	936° GEA	ex 36-12/936° GEA	IS067	dec16
CSX7346/-	Leonardo	new	IS072	nov16

CSX7347/-	Leonardo	new	IS073	dec16
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G550 CAEW

MM62293/14-11 71° Gruppo ex N849GA **5429** dec16
On 19 December 2016, during a ceremony held at Israel Aerospace Industries (IAI), the Aeronautica Militare formally received their new Gulfstream G550 CAEW (Conformal Airborne Early Warning & Control System) registered MM62293/14-11. Already on 29 November 2016, MM62293 was delivered to 71° Gruppo at Pratica di Mare (RM) and was noted during various test flights. The second aircraft should be delivered during 2017.

P-72A

MM62281/41-04	Leonardo	ex CSX62281/Leonardo	1031	dec16
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S208M

MM62002/60-40	423 ^a SC	ex -/423 ^a SC	3-81	may16
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TF-2000A

MM55132/4-35	18° Gruppo	ex 4-35/904° GEA	IT011	oct16
MM55133/4-36	18° Gruppo	ex 4-35/904° GEA	IT012	oct16
CSX55168/-	Leonardo	new		dec16

On 18 October 2016, Eurofighter TF-2000As MM55133/4-35 and MM55134/4-36 were delivered to 18° Gruppo at Trapani-Birgi (TP). On 26 October MM55133/4-35 wore the 37° Stormo's badge on its tail, but was still adorned with the original code 4-35.

Tornado ECR MLU RET8

MM7030/-	Leonardo	ex CSX7030/Leonardo	292	nov16
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Aviazione dell'Esercito (AR)

BRAC = Bracciano (RM)

LIRN = Napoli-Capodichino (NA)

AB206A-2

MM80562/E.I.501	to ZS-RVK	ex N43570/private	8156	nov12
MM80572/E.I.511	to ZS-RVP	ex N4359V/private	8217	nov12

Although mentioned in the Scramble database as 'exported to South Africa', both former Aviazione dell'Esercito AB206As were already ZS- registered in November 2012. After the Aviazione dell'Esercito withdrew them from use, they were sold and registered for only five months to Darryl Glenn Reynolds in Wills Point (Texas), USA. We have no records of these AB206A's in the United States and likely they were 'paper' registrations.

AB206C-1

MM80891/PS-06	pres LIRN	ex E.I.623/std BRAC	9133	nov16
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Luxembourg

NAEW&CF

E-3A

LX-N90459	NAEW&CF	ex Boeing/KBFI	22854	nov16
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On 17 November 2016 LX-N90459 returned to Geilenkirchen from her long lasting stay with Boeing at their BFI facility. The glass cockpit and sensor package upgrades have been completed and tested to make sure the AWACS platform will meet requirements until 2030.

Norway

Norske Luftforsvaret (AF)

The Kystvakt NH90-NFH (CG) helicopters from 337 skv based at Bardufoss are used as required by the local OT&E unit. The six ASW equipped NH90s will all go to 334 skv. This unit will be based at a heliport at the main naval base at Haakonsværn near Bergen. A hangar is under construction at this moment. In the second week of November 2016, the Norwegian Parliament agreed on the long-term Defence plan as proposed by the Defence and Foreign Relations Committee. One of the major themes is about the Army and the National Guard. For these services a detailed study should be completed by the end of 2017. The outcome can influence the proposed location of 339 skv with their Bell 412 helicopters.

Regarding the flying stations and individual squadrons a

number of long-term changes will be implemented. The timeline is scheduled for 2023 and most likely to be actioned in the period 2021-2022. The following changes are mentioned in the Defence plan:

333 skv (P-3 Orion) will transfer from Andoya to Evenes. Andoya Air Station will be closed for military operations.

334 skv will transfer from Bardufoss to the naval base at Haakonsværn (see above as mentioned with the NH90s).

339 skv (Bell 412HP) will transfer to Rygge. Until the final outcome of the aforementioned detailed study the helicopters will be based at Bardufoss and Rygge.

FEKS/717 skv (Falcon 20C and 20ECM) will be disbanded and the aircraft will be withdrawn from use.

Military activities at Kjevik and Kjeller will cease and both facilities will close. The Air Force training centre will be moved and located at Værnes near Trondheim.

On 28 November 2016, the Ministry of Defence formally announced the intention to purchase five Boeing P-8A Poseidon maritime patrol aircraft (see also Scramble 447 – Page 65). The final plan still has to be approved by parliament, but the budget has already been reserved and approved in the long-term military spending. According to the Ministry, the changed security situation increases the demand for situational awareness in Norway's vicinity. Just one month later, on 21 December 2016, the US State Department approved a possible Foreign Military Sale to the Government of Norway for five Boeing P-8A Poseidon aircraft and associated support.

Portugal

LPMR = Monte Real

Força Aérea Portuguesa (AF)

F-16A-15-CF

82-1004 l/n std LPMR nót to 15141 **M17-11/61-597** oct08

F-16AM

15141 Esq201/301 FMS 82-0975 **M17-8/61-568**

For some reason we always believed that 15141 was the former 82-1004, one of the spare air frames that came with the second batch of ex USAF Vipers in 1999. One of the handful of these spare frames was later inducted into the MLU program to replace a lost sister ship. The assumption that this was

82-1004 was photo proved wrong during a visit of 15141 to Lossiemouth early December (thanks Berry!). While this clears up the fate of 82-0975 which was last reported as such in October 2011 with OGMA (Alverca), we are now curious about the fate of 82-1004 which was last reported stored at Monte Real in October 2008.

Serbia

Ratno Vazduhoplovstvo i Protivvazдушna Odbrana (DF)

Further details about the donation of six MiG-29s by Russia have emerged during the visit of Serbian Prime minister Vucic to Russia in December. Russia offers six MiG-29 aircraft next to 30 T-72 tanks and 30 combat reconnaissance vehicles BRDM-2 free of charge. All three phases of modernization of these planes - currently in service in the Russian Air Force - will cost Serbia between 180 and 230 million euros. The first phase will finish in 2017, the second and the third one in 2018 and 2019, and the MiG-29s will be in use for 14 years. Russia has offered to intensify the military cooperation between the two countries. On the other hand Vucic stressed that the position of Serbia as a neutral country will not change. The MiG-29s should be delivered to Serbia before the end of March 2017. During the December visit a Serbian delegation visited the RSK MiG production complex 2 ("PK-2" formerly called MAPO Dementieva) at Lkhovitsy where a number of MiG-29s were inspected. Details of the MiG-29s inspected and that are named to be earmarked for delivery to Serbia are:

MiG-29 Fulcrum-A (9-12A)

14 bl / RF-92185 ex Astrakhan air base

MiG-29 Fulcrum-C (9-13)

04 bl / RF-93709 ex Astrakhan
10 bl / RF-93717 ex Millerovo?
31 bl / RF-93713 ex Astrakhan?

MiG-29UB Fulcrum-B (9-51A)

75 bl / RF-92196 ex Astrakhan
101 bl / RF-29166 ex Millerovo?

The aircraft are said to be ex Astrakhan by sources, while other sources indicate Millerovo or a mix. Presented are the last known bases. No c/n's are known for these aircraft.

On 29 December 2016 a contract was signed in Belgrade between Airbus Helicopters and the Ministry of Defence and Ministry of Interior for the delivery of H145M helicopters.



CSX55210/7702 took part in the certification programme in October 2016 and was delivered to Poland on 14 November together with CSX55211/7703 to 4 SLSz - Skrzydło Lotnictwa Szkolnego, 4 Air Training Wing. The patch on the fuselage is the patch of 41 BLSz - Baza Lotnictwa Szkolnego, 41 Air Training Base. (Varese-Venegono, 12 November 2016, Marco Muntz).

Personal copy

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The contract includes procurement of nine H145M helicopters with associated logistic support (spare parts, tools and documentation) and transfer of technology for maintenance and repair of purchased helicopters. Also equipping, training and certification of Aeronautical Plant "Moma Stanojlovic" as centre for maintenance of Gazelle helicopters, as well as MOMA inclusion in Airbus Helicopters overhaul network is part of the deal, next to support to Serbian manufacturing plants and R&D institution in order to obtain relevant qualifications and certifications, combined with seeking of opportunities for engagement of Serbian industrial capabilities and procurement of its goods and services. The new H145M will be able perform missions like transport, search & rescue, combat, medical evacuation, surveillance and security, etc. Of the nine H145M helicopters ordered, six will be delivered to the MoD and three to the Police.

Spain

Ejército del Aire (AF)

LECV = Colmenar Viejo

LETO = Torrejon de Ardoz

CASA 101EB

E.25-45 pres LETO ex AGA/79-45 **046** oct16

Correcting Scramble 452 – page 72, MAR reports that the Aviojet recently put on display with CLAEX at Torrejon de Ardoz as "E.25-04/54-93" is **not** XE.25-04 (which is still at Léon) but E.25-45. This aircraft made a wheels-up landing at Murcia/San Javier after a training flight on 29 September 2015 and apparently did not make it back to operational status.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

UH-1H

HU.10-60/ET-230 std LECV ex BHELMA VI **13591** nov16

BHELMA VI (Tenerife Norte) retired the UH-1H from their ranks in January 2016. The fates of all but one of these Canary Island Hueys are now known. We still need to know what happened to HU.10-65/ET-235 (1/n November 2004).

Sweden

Flygvapnet (AF)

In 2015, Saab Aerospace made its final delivery of the 96 JAS39C/D fighter aircraft to the Swedish Air Force. Now, despite having thousands of flying hours and many years left, the aircraft are destined for the scrapheap. The Swedish government is buying even newer Gripen aircraft.

In 2012, the parliament voted to place an order for sixty new Gripen E aircraft, to be manufactured with immediate effect. According to Swedish defence analyst Robert Dalsjö, "the government's order was connected to likely sales to Brazil and Switzerland. Because other governments were likely to buy it as well, the idea was that the Swedish government would have to pay less for the new Gripen than it otherwise would."

The plan was that Saab Aerospace would recycle most of the Gripen C/D aircraft. By now, that plan has shrunk to recycling just a few parts from sixty of the aircraft. The government will make some savings, but precisely because parts from the Gripen C/D are required to manufacture the new Gripen E, the aircraft will have to be retired early and chopped up, leaving Sweden with a US\$1.8 billion expense and sixty brand-new aircraft instead of 96 somewhat older ones.

Not surprisingly, the government's plans have stirred up a sharp debate about the wisdom of buying the new aircraft - or rather, of retiring the 96 perfectly useable Gripen C/D to use them for parts at a time when Sweden wants to be seen as strengthening its defence. The Gripen C/D aircraft have an average age of seven years, and even though they have a flying life of or around thirty years or eight thousand hours,

they have only flown an average of 1,100 hours.

One way out of the discussion would be to lease or sell the Gripen C/D aircraft to countries interested in them, such as Indonesia, the Philippines, Portugal, Slovakia and Botswana. The government had, however, already committed to handing the aircraft over to Saab Aerospace for recycling of the selected parts. It would also be in Saab's and thus Sweden's interest that these countries instead buy new Gripen C/D aircraft.

The chairman of the parliament's defence committee, Allan Widman, argues that Sweden should at least keep some of the Gripen C/D aircraft to fit the picture of strengthening the defence. According to his committee there are of course costs associated with keeping a number of the Gripen C/D, but the Air Force's hangars and overhaul facilities are set up for a fleet of 100 aircraft, so the costs of keeping a number of additional aircraft would not be very high. Future will tell how Sweden's Ministry of Defence is planning to act on this question.

JAS39C

39222/222 F17 ex F7 **39-222** oct16

Switzerland

Schweizer Luftwaffe (AF)

LSMP = Payerne

F-5E

J-3057 pres LSMP ex no badge **L1057/1150** nov15

This former Schweizer Luftwaffe F-5E Tiger II, which also was leased in the years 2005-2008 by the Österreichische Luftstreitkräfte as a stopgap between the Saab Draken and the introduction of the Eurofighter, is now resting in the Musée de l'aviation militaire de Payerne.

United Kingdom

Royal Air Force (AF)

It is believed that the Royal Air Force (RAF) plans to retire all Tranche 1 dual seat Typhoon T3 aircraft. This concerns the aircraft with registrations ZJ800 until ZJ815. The first aircraft to be retired is ZJ815. It was withdrawn from use on 10 October 2016, and has been transferred to the Typhoon Maintenance Unit (TMU) at RAF Coningsby where it was inducted into the Reduce To Produce (RTP) programme.

The first Tutor T1 was delivered to Finland on 21 November 2016. On this date G-CGKA left RAF Cranwell enroute to Finland. On 30 November 2016, the registration was cancelled from the British civil aviation register.

Post production modifications on the first Jupiter HT1 (H145) helicopter are being conducted by Airbus Helicopters at Oxford-Kidlington Airport. The helicopter in question was manufactured at Donauworth (Germany) and registered into the UK civil aviation register as G-CJIV on 11 November 2016. The next month also the first Juno HT1 (H135) helicopter was delivered to Kidlington. This helicopter was registered as G-CJIW on 20 December 2016. More details on both can be found further-on.

Word has it that the Bristol UAS hangar at RAF Colerne has been condemned. In any case, by late-December 2016 the unit had temporarily moved to QinetiQ Boscombe Down where they are flying alongside Southampton UAS. In total nine Tutor T1 aircraft could be found at QinetiQ Boscombe Down around that time: G-BYUH, G-BYUI, G-BYUV*, G-BYVA*, G-BYVD, G-BYWC*, G-BYWL, G-BYWW and G-BYXD. The aircraft marked with an asterix are the Bristol UAS examples.

Just before the deadline of this edition, Howard Curtis and ELAS reported that RAF Hercules C5 ZH880 and ZH885 might have been sold to Bahrain. Both aircraft are at Cambridge where they receive attention from Marshalls. ZH880 arrived



Seen here is H145 Jupiter HT1 G-CJIV during a testflight from Norwich. This helicopter is the first of 32 H135/H145 that will form the new fleet of the UK Military Flying Training System (UKMFTS). (29 November 2016, Kevin Hudson).

there on 22 December 2016, while ZH885 had already arrived on 29 November 2016. Time will tell if this pair indeed has been sold.

EGNO = Warton	EGVO = Odiham
EGOS = Shawbury	EGXE = Leeming
EGUB = Benson	EGYC = Marham
3/4Regt	Wattisham Pool (3Regt & 4Regt)
7REME	7 Royal Electrical and Mechanical Engineers at Wattisham
ADSU	Apache Depth Support Unit at Wattisham
Airbus B	Airbus Helicopters at Brasov (Romania)
Airbus D	Airbus Helicopters at Donauworth (Germany)
Airbus G	Airbus Military at Getafe (Spain)
Airbus S	Airbus Military at Sevilla (Spain)
ASF	Aircraft Service Flight
CMF	Chinook Maintenance Flight at RAF Odiham
CMU	Combined Maintenance & Upgrade Programme, RAF Marham
EGUB Pool	28(R)sq, 33sq and 230sq at RAF Benson
LeoFin	Leonardo-Finmeccanica Helicopters at Yeovil
MDMF	Merlin Depth Maintenance Facility at RNAS Culdrose
MPSU	Multi-Platform Support Unit at Middle Wallop
P2MF	Puma HC2 Maintenance Facility at RAF Benson
SKMF	Sea King Maintenance Flight at RNAS Culdrose
TASF(S)	Tornado Aircraft Service Flight (South) at RAF Marham
TMU	Typhoon Maintenance Unit at RAF Coningsby
Vector	Vector Aerospace Ltd at Fleetlands
WCM	Wildcat Contract Maintenance at RNAS Yeovilton
WST	Wildcat Storage at RNAS Yeovilton

Atlas C1

ZM404	70sq	ex Airbus G	021	nov16
ZM408	70sq	ex Airbus S	027	dec16
ZM410	Airbus G	ex 70sq	038	nov16

Chinook HC4

ZA671	CMF	ex EGVO Wing	M7007	nov16
ZA679	CMF	ex 28(R)sq/AG	M7014	nov16
ZA682/AJ	18(B)sq	ex CMF	M7008	nov16
ZA683	Vector	ex 27sq/AK	M7031	nov16
ZA710/(AR)	18(B)sq	ex 27sq/(AR)	M7003	dec16
ZD982/DF	18(B)sq	ex CMF	M7019	nov16
ZD983/DG	EGVO Wing	ex CMF	M7022	nov16
ZH777/(HE)	28(R)sq	ex 18(B)sq/(HE)	M4453	dec16
ZH891/HF	QinetiQ	ex 18(B)sq/HF	M4454	nov16
ZH896	CMF	ex 28(R)sq/HK	M4459	dec16

Prior to being transferred to 28(R)sq, ZH777 spent some time with CMF at RAF Odiham.

Chinook HC6

ZK550	7sq	ex Vector	M7701	nov16
ZK551	7sq	ex Vector	M7702	dec16
ZK553	Vector	ex 7sq	M7704	dec16
ZK558	7sq	ex CMF	M7709	oct16

Griffin HT1

ZJ240/U	202(R)sq	ex 60(R)sq/U	36163	nov16
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Hawk T1A

XX201	std EGOS	ex 100sq/CQ	312048	nov16
XX319	EGXE ASF	ex Red Arrows	312144	dec16
XX332/CD	100sq	ex EGXE ASF	312156	dec16

Hercules C6

ZH866/866	206(R)sq	see note	5414	nov16
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On 11 November 2016, ZH866 arrived at QinetiQ Boscombe Down following maintenance by Marshalls at Cambridge. The aircraft received a special painted vertical fin to commemorate the 100th anniversary of 206(R)sq.

Juno HT1

(ZM505)	Airbus Donauworth as D-HECV	2002	nov16
(ZM506)	Airbus Donauworth as D-HECV	2003	dec16

ZM505 was delivered to Airbus at Kidlington in December 2016. It was registered as G-CJIW on 20 December 2016. ZM506 left Donauworth on 21 December on its way to the UK.

Jupiter HT1

(ZM500)	G-CJIV	ex D-HADT	20111	nov16
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This helicopter was delivered to Airbus Helicopters at Oxford where it will be prepared for delivery to the RAF. In the same month an as of yet unknown Jupiter HT1 was seen at Donauworth with test registration D-HADM.

Prefect T1

As mentioned last month, G-MFTS (ZM300) and G-MEFT (ZM301) were delivered to RAF Cranwell on 15 November 2016. We can now report that both aircraft moved on to RAF Barkston Heath the next day.

Puma HC2

XW204	P2MF	ex EGUB Pool	1074	nov16
XW216	P2MF	ex EGUB Pool	1129	nov16

XW213	Airbus B	ex P2MF	1116	nov16
XW217	P2MF	ex EGUB Pool	1134	nov16
XW232	Airbus B	ex EGUB Pool	1199	oct16
ZA936	EGUB Pool	ex P2MF	1640	nov16
ZA939	EGUB Pool	ex P2MF	1653	dec16

Tornado GR4

ZA447/019	31sq	ex TASF(S)	235	dec16
ZA459/025	31sq	ex 12(B)sq/025	264	dec16
ZA462/026	9(B)sq	ex 12(B)sq/026	271	nov16
ZA472/031	31sq	ex CMU	295	dec16
ZA473/032	9(B)sq	ex CMU	298	dec16
ZA546/038	9(B)sq	ex CMU	058	nov16
ZA548/040	31sq	ex 12(B)sq/040	061	dec16
ZA550/042	12(B)sq	ex 9sq/042	064	dec16
ZA554/046	31sq	ex 12(B)sq/046	071	dec16
ZA585	corr still with CMU, not to EGYC Wing		091	oct16
ZA591/058	31sq	ex CMU	104	nov16
ZA601	CMU	ex 31sq/066	124	dec16
ZA602	std EGXE	ex XV(R)sq/F	127	nov16
ZA612	TASF(S)	ex XV(R)sq/074	150	nov16
ZA614/076	9(B)sq	ex 31sq/076	153	oct16
ZD744	CMU	ex 31sq/092	371	nov16
ZD851	std EGXE	ex 31sq/112	450	nov16
ZG750/128	31sq	ex 12(B)sq/128	862	dec16
ZG779/136	31sq	ex 12(B)sq/136	911	dec16

Tornado GR4A

ZA370	TASF(S)	ex 9(B)sq/004	168	dec16
ZA372	std EGXE	ex 12(B)sq/006	173	dec16
ZG714	std EGXE	ex 31sq/124	825	nov16

Tutor T1

G-CGKA	to Finland	del 21nov16	82301E	nov16
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Typhoon T3

ZJ811/W	6sq	ex II(AC)sq/QO-B	BT012	nov16
ZJ815	RTP with TMU	ex 29(R)sq/EB-H	BT016	oct16

Typhoon FGR4

ZJ916/S	6sq	ex II(AC)sq/S	BS007	nov16
ZJ920/R	3(F)sq	ex TMU	BS011	dec16
ZJ921/E	3(F)sq	ex TMU	BS012	dec16
ZJ927/DF	1(F)sq	ex II(AC)sq/DF	BS018	nov16
ZJ928/FQ	1(F)sq	ex 6sq/FQ	BS019	nov16
ZJ937/DT	29(R)sq	ex XI(F)sq/DT	BS028	nov16
ZJ939/DN	3(F)sq	ex 1(F)sq/DN	BS032	dec16
ZJ946/EJ	6sq	ex II(AC)sq/-	BS039	nov16
ZJ949/H	II(AC)sq	ex 3(F)sq/-	BS045	nov16
ZK300/H	II(AC)sq	ex TMU	BS052	nov16
ZK301/EW	II(AC)sq	ex Operation Shader	BS053	dec16
ZK306/ED	6sq	ex TMU	BS057	oct16
ZK307/O	XI(F)sq	ex TMU	BS058	nov16
ZK308/BW	6sq	ex TMU	BS059	nov16
ZK313	TMU	ex XI(F)sq	BS070	dec16
ZK317	TMU	ex 29(R)sq/ES	BS078	nov16
ZK320	TMU	ex 29(R)sq/BR	BS081	nov16
ZK325	TMU	ex XI(F)sq/FK	BS086	dec16
ZK327/FR	1(F)sq	ex TMU	BS088	nov16
ZK328	TMU	ex II(AC)sq/EB	BS089	dec16
ZK329	TMU	ex 6sq/FH	BS090	dec16
ZK330	TMU	ex 6sq/FT	BS091	nov16
ZK334/A	1(F)sq	ex TMU	BS095	nov16
ZK337/FP	1(F)sq	ex TMU	BS098	nov16
ZK340	TMU	ex XI(F)sq/FI	BS101	nov16
ZK344/FW	6sq	ex uncoded	BS105	oct16
ZK346/ER	XI(F)sq	ex 6sq/ER	BS107	nov16
ZK347	TMU	ex II(AC)sq/EF	BS109	oct16
ZK349	TMU	ex 29(R)sq/GN-A	BS110	nov16
ZK367	41(TES)sq	ex TMU	BS128	nov16
ZK368	TMU	ex BAE EGNO	BS129	dec16

Actually, ZJ921 was first delivered to XI(F)sq following maintenance with TMU. This took place on 7 December 2016, but on 14 December 2016 the aircraft was passed on again to 3(F) sq. Also of note, ZK353/BQ transferred from 29(R)sq to TMU in November 2016. It was delivered back to the squadron on 16 December 2016, but according to ELAS it is slated to transfer to 3(F)sq in January 2017.

Voyager KC3

ZZ332	1312Flt	ex 10/101sq	1275	nov16
ZZ335	10/101sq	ex 1312Flt	1334	nov16

Army Air Corps (AR)**Apache AH1**

ZJ185	663sq	ex 656sq	WAH20	dec16
ZJ186	3Regt	ex 656sq	WAH21	nov16
ZJ190	4Regt	ex 7REME	WAH25	nov16
ZJ192	ADSU	ex 663sq	WAH27	dec16
ZJ197	ADSU	ex 3Regt	WAH32	nov16
ZJ204	3Regt	ex 3/4Regt	WAH38	nov16
ZJ208	4Regt	ex 3/4Regt	WAH42	nov16
ZJ210	4Regt	ex ADSU	WAH44	nov16
ZJ211	ADSU	ex 663sq	WAH45	dec16
ZJ215	4Regt	ex ADSU	WAH49	nov16
ZJ218	3/4Regt	ex 653sq	WAH52	nov16
ZJ222	7REME	ex 664sq	WAH56	nov16
ZJ226	656sq	ex 7REME	WAH60	dec16
ZJ227	7REME	ex 653sq	WAH61	dec16
ZJ230	3/4Regt	ex 653sq	WAH64	dec16

Gazelle AH1

XZ340	29Flt/BATUS	ex o/h QinetiQ	1691	nov16
ZA731	o/h QinetiQ	ex 29Flt/BATUS	1800	nov16
ZB671	MPSU	ex 29Flt/BATUS	1958	nov16
ZB674	MPSU	ex 665sq	1967	nov16
ZB678	o/h with QinetiQ	ex 665sq	1979	dec16
ZB691	MPSU	ex 7Regt Conv Flt	2006	nov16

Lynx AH9A

ZE375	Bentwaters	ex std MPSU	319	nov16
ZF539	wfu 17dec16	ex BATUK	331	dec16
ZG889	Bentwaters	ex std MPSU	352	nov16
ZG914	wfu 17dec16	ex BATUK	353	dec16
ZG915	wfu 17dec16	ex BATUK	354	dec16
ZG919	wfu 17dec16	ex BATUK	358	dec16
ZG920	wfu 17dec16	ex BATUK	359	dec16

Two stripped Lynx helicopters have been sold to Everett Aero at Bentwaters and left Middle Wallop by road on 18 November 2016. The five Lynx helicopters assigned to BATUK at Kahawa Barracks, Nanyuki (Kenya) have been withdrawn from use on 17 December 2016. ELAS reports that all four had moved to Nairobi (Kenya) awaiting air freight back to RAF Brize Norton. Upon arrival they are expected to be transported by road to Middle Wallop where they will be stripped for spares and disposed.

Wildcat AH1

ZZ382	WCM	ex std WST	490	dec16
ZZ383	WCM	ex 1Regt	502	nov16
ZZ384	Leonardo	ex 1Regt	503	dec16
ZZ521	WCM	ex 1Regt	528	oct16
ZZ523	WCM	ex 1Regt	530	oct16

Fleet Air Arm (NY)

Last month we reported that the final Wildcat HMA2 helicopter was delivered to the Royal Navy. This month we can report that also the final Wildcat AH1 has been delivered. Tail-number ZZ527 had the honour of being the aircraft in question when it arrived at RNAS Yeovilton on 14 December 2016. This was not just the final Wildcat AH1 delivery, but also the last Wildcat delivery in general. The reason that this news is listed under the header "Fleet Air Arm" is that it was 847NAS which took charge of ZZ527.

Merlin HM2

ZH824/(5)83	QinetiQ	ex 824NAS/(5)83	RN04	nov16
ZH835	820NAS	ex 814NAS	RN15	dec16
ZH836	829NAS	ex 814NAS	RN16	nov16
ZH840	820NAS	ex QinetiQ	RN20	dec16
ZH847	814NAS	ex 820NAS	RN27	dec16
ZH853/(5)87	824NAS	ex QinetiQ/(5)87	RN33	nov16
ZH856	MDMF	ex 829NAS	RN36	nov16

Merlin HC3

ZJ124/H	846NAS	ex MDMF	50133	dec16
ZJ125/J	845NAS	ex MDMF	50137	oct16

Merlin HC3A				
ZJ995	MDMF	ex 845NAS/AD	50123	oct16
Sea King ASaC7				
XV671/(1)83	849NAS	ex SKMF	WA659	nov16
Wildcat AH1				
ZZ394	847NAS	ex WCM	492	oct16
ZZ398	847NAS	ex Leonardo	471	nov16
ZZ512	Leonardo	ex 847NAS	510	dec16
ZZ527	847NAS	ex Leonardo	534	dec16
Wildcat HMA2				
ZZ378	825NAS	ex 815NAS	497	nov16
ZZ379	std WST	ex 815NAS	498	dec16
ZZ516	815NAS	ex Leonardo	521	oct16
ZZ519	825NAS	ex Leonardo	525	dec16

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)
UIIR = Irkutsk-2, Russian Federation

Mi-26T-2

...	o/o as 06813	c/n upd.	34001212648/33-08	nov16
SL-24	ex 06809	c/n upd.	34001212644/33-04	feb16

Su-30MKA

...	o/o	f/n UIIR, photo	10MK4 508	dec16
KF-49	del.	f/n, photo	10MK4 510	dec16

On 14 December 2016, the first two aircraft were transported, inside An-124 RA-82046 from Volga Dnper, to Algeria. The same month another six aircraft should be delivered.

Angola

Força Aérea Nacional de Angola (AF)
FNLU = Luanda

An-32A

T-255 (2)	std FNLU			sep16
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An-72

D2-FEP	std FNLU	36572070688/07-04		nov16
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This aircraft was noted as T-703/D2-FEP, but since at least June 2013 and maybe even since March 2009 the serial T-703 was not noted anymore.

IAR316B

H-224	pres FNLU	at base museum	5416	mar15
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A photo of this Alouette 3 was found by Peter Weinert on the internet. Unfortunately the photo was not dated but looking at Google Earth the helicopter is at least in the museum since March 2015.

Mi-24

H-395		f/n, photo		
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SA342

H-400	pres FNLU	at base museum		2016
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Also this helicopter is in the base museum of Luanda. It is preserved here since June 2012.

Cameroon

Armée de l'Air du Cameroun (AF)

Cessna 208EX

TJ-XNE	GOA (B.I.R.)	serial update, photo		
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We assume this is the former N3101S with construction number **208B-5212**, but confirmation is required.

Chad

Armée de l'Air du Chad (AF)

MiG-29(9-13)

TT-OAP		c/n update	2960710839	
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Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo)

Force Aérienne (AF)

FZAA = Kinshasa, N'Djili Int.

HS748

9T-TCP		f/n FZAA, photo		dec16
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Egypt

al Quwwat Al Jawwiya II Misriya (AF)

HEAZ = Cairo-Almaza AFB	LEZL = Sevilla-San Pablo, Spain
LFMI = Istres-le Tubé, France	LMML = Luqa, Malta

C295M

...	d/d 13dec16	as EC-003, by LMML	164	dec16
1180/SU-BSY		f/n LEZL,		dec16
1196/SU-BTH	ex EC-005	c/n update	154	oct16
1197/SU-BTI		f/n LEZL, photo	156	oct16

Last month we reported already the sighting of the 1196/SU-BTH at Sevilla, Spain. Now we compared the colour schemes of all the delivered Casas with a photo of the 1196 and it seems that the only candidate that is matching is the **154**. This one was delivered to Egypt as EC-005 on 31 May 2016. The code of the 1197 is not confirmed yet. We compared also the colour scheme of this aircraft with the delivered C295s and this one match with the **156**. Please note that for both aircraft counts that confirmation is required.

PZL104-35A

...	pres HEAZ	as 101, at base museum		oct16
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We are not sure if this one has a fake serial or not. The known serials were the 251 till 260.

Rafale DM

...	o/o	f/n LFMI	DM16	dec16
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The DM16 arrived at Istres-le-Tubé, France, on 15 December 2016 and is the first Egyptian Rafale built from the beginning to the end, while the previous aircrafts, the DM01 till DM06 and the EM01 till EM03 were originally built for the French Air Force.

Su-7BMK

7770	pres HEAZ	f/n, at base museum		oct16
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Ghana

Ghana Air Force (AF)

MB339A

G80.	Accra University	f/n, photo		nov16
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The University of Ghana received a MB339 of the Air Force for their Department of Aeronautic and Space Technology. The serial is not completely readable on the pictures but it is the G802 or G803. The aircraft is outside the main building at 5°39'19.08"N, 0°10'58.31"W.

Guinea

Force Aérienne de Guinee (AF)

GUCY = Conakry

Mi-25

FAG-995		f/n, photo		
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MiG-21bis

552(rd)	std GUCY	f/n, photo		
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This MiG-21 is stored near 9°34'56.83"N, 13°36'35.33"W

Kenya

Kenya Air Force (AF)

According to the EDA (Excess Defence Articles) database, Kenya has requested the delivery of six C-145A Skytrucks (PZL M28) from the United States, however, according the same database, only three were allocated. Most likely this will be aircraft which are at the moment stored at AMARG, Arizona.

HKNY = Nanyuki/Laikipia AFB

UH-1H-II

1500	53sq,f/n HKNY	ex 69-15332/N464QA	11620	nov16
1501	53sq,f/n HKNY	ex 69-15579/N476YB	11867	nov16
1503	53sq,f/n HKNY	ex 67-17772/N464XA	9970	nov16
1504	53sn,f/n HKNY	ex 67-17155/N4491Z	9353	nov16
1505	53sq,f/n HKNY	ex 66-16572/N482SD	8766	nov16
1506	o/o	not yet noted		

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1507 o/o not yet noted

Last month we reported that Kenya received six new Hueys instead of five, now we received information that they will receive eight in total. The last two will arrive in May 2017. The first six were handed over to Defence Cabinet Secretary Ms. Raychelle Omamo at Laikipia Air Base by the US Ambassador of Kenya, Mr. Robert Godec, on 2 December 2016.

Libya

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

MiG-25P

2204 std Al-Jufra f/n, photo

Libyan National Army Air Force (AF)

HLLB = Benghazi/Benina

MiG-21MF

22 1021sq? c/n update **965202** nov16

MiG-23BN

8772 1070sq type update, photo oct16

We had this one in our database as a MiG-23UB but photos found on Facebook proofs it is a BN-model. Looks like this MiG-23 will be the next one that becomes operational. Technicians are overhauling the airplane at the moment.

MiG-23MLD

26144/144 std HLLB not 6144 **2960326144** nov16
Photoproof that this MiG-23 has serial 26144 instead of 6144.

MiG-23MS

1047 std HLLB f/n, photo oct16

Madagascar

Armée de l'Air Malgache (AF)

Joker J300

5R-MNK f/n, photo oct16

5R-MNQ f/n, photo

Mali

Force Aérienne de la République du Mali (AF)

SBBI = Curitiba-Bacacheri

A-29B

... o/o as PT-ZTJ f/n SBBI **31400230** dec16

... o/o as PT-ZTN f/n SBBI **31400231** dec16

TZ-01C o/o as PT-ZTF f/n SBBI **31400228** dec16

TZ-02C o/o as PT-ZTI f/n SBBI **31400229** dec16

AS332L

... del. 29dec16 as G-BWVG **2046** dec16

The second Super Puma for Mali was noted on 29 December 2016 at Perpignan Rivesaltes Airport, France, as G-BWVG.

The first one, the TZ-21H, is reported by Rotorspot.nl as former ZS-RTS with construction number **2122**.

C295M

TZ-11T d/d 15dec16 159 dec16

The Casa was on the 15th of December finally delivered to Mali, while it was first noted at Sevilla, Spain, on 29 July 2016. It made a tank stop at Las Palmas, Spain.

Mauritius

Coast Guard (CG)

SA316(HAL)

MPH-08 Gvmt f/n, photo **AH191** dec16

MPH-09 Gvmt f/n, photo **AH204** dec16

Both helicopters were noted during a small ceremony held at Port Louis at 10 December 2016. Both have the text "Govt OF Mauritius" stencilled on the doors, but most likely they will operated by the Police Helicopter Squadron.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

BAe146-RJ-100

CNA-SM Gvmt ex A6-AAB **E3387** jan17

We did not report this BAe146 before but it became part of the Government fleet of the Moroccans since May 2016.

Niger

Escadrille Nationale du Niger (AF)

In the EDA (Excess Defence Articles) public report of 2016, information was found that the Government of Niger had requested, and allocated, the delivery of one WC-130H. The acquisition value of the aircraft is US \$ 63,6 million but because it will be a second hand aircraft the current value is US \$ 12,72 million.

In the same report information about the delivery of a set wings for a C-130 Hercules was found. It is not clear if these are for the 'new' WC-130H or for the 5U-MBH, the only current C-130 in the inventory of the Niger Air Force.

Nigeria

Nigerian Air Force (AF)

Super Mushshak

260 401FTS d/d 5dec16, on loan dec16

On 5 December 2016 the first four aircraft were handed over by the Pakistan Aeronautical Complex (PAC) Kamra during a small ceremony held at Kaduna Air Base. The delivery of these aircraft came only six weeks after the contract was signed for ten aircraft in total. The delivered aircraft are however not new but temporarily on loan as interim solution until the new aircraft will arrive. A second batch of four aircraft is expected in the second quarter of 2017 and the first new aircraft are expected a few months later. In the past 301 Flying Training School at Kaduna Air Base was operating with the Air Beetle to teach the air cadets the first basics of flying. Since mid-2015 they have also an unknown number of Diamond DA40 aircraft operating here while most Air Beetles are withdrawn from use. However on photos made during the ceremony the text 401FTS is clearly visible above one of the hangar doors. It is also clearly visible they changed it from 301FTS into 401FTS, but if 401FTS is established as a new squadron and 301FTS is deactivated is unknown.

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

Mirage F1CZ

204 std Cape Town ex Ysterplaat nov16

This Mirage F1 was in the past stored at Ysterplaat but is nowadays stored on top of two containers at a local scrap dealer in Cape Town. It has just arrived, not yet visible on Google Earth, and can be found at 33°55'30.03"S, 18°28'31.46"E

Sudan

al Quwwat al_Jawwiya as-Sudaniva (AF)

Mi-2

345 f/n, photo

Mi-24P

918 to Libya as 918 **3532431724469**

While preparing the database of Sudan a photo of the 918, made at SAFAT in February 2014, was compared to known photos of the 918 of Libya and bingo, the colour scheme had a 100% match. The 918 was first noted in Sudan in August 1996 and last noted in 2009. The construction number came from the Russian website www.airforce.ru.

Tanzania

Jeshi la Wananchi la Tanzani (AF)

PT-6

JW9.../08 act f/n, photo aug15

JW9.../09 act f/n, photo aug15

JW9.../10 act not wfu aug15

Peter Weinert found some photos of these PT-6s made in August 2015. We had the 10 as wfu but the photo proofs that

was not true. The aircraft has only the last two of the serial on the nose, so we are not sure about the entire serial. Supposed to be JW91xx but this needs confirmation.

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

UH-1H

L81-908	31/32dq	w/o or dam.	26mar11
L81-921	31/32sq	w/o	02jan17

Asia

Afghanistan

Afghan Air Force (AF)

For more than a decade, the US Department of Defence (DoD) has supplied the Afghan Air Force with Russian-made Mi-17 helicopters, but ongoing sanctions have beleaguered the programme and halted the flow of aircraft, parts, and supplies. The DoD has announced its intention to replace the Mi-17 helicopters with upgraded UH-60A Black Hawk helicopters as part of the supplemental funding to support Overseas Contingency Operations recently submitted to Congress. It includes funding to procure and modernize 53 of a planned 159 UH-60A Black Hawks from the US Army.

The realignment of the funding also calls for procuring thirty additional armed MD530 helicopters, six Embraer A-29 and an unknown number of Cessna AC-208 fixed wing attack aircraft. The DoD will seek funding for additional Black Hawks and AC-208s in future fiscal years.

Bangladesh

Bangladesh Biman Bahini (AF)

PT-6

2701	11sq	f/n		dec16
2702	11sq	f/n		dec16
2707	11sq	f/n		dec16
5306	11sq	c/n update	5332006	dec16
5620	11sq	c/n update	5632020	dec16
6105	11sq	c/n update	6132005	dec16

Yak-130

15114	21sq	d/d	130.12.02-0114	dec16
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Bangladesh Army (AR)

In the second half of this year the Bangladesh Army is expecting the delivery of a single C295W transport aircraft that was ordered in October 2016.

Mi-171Sh

S3-BRJ		d/d		oct16
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S3-BRM		d/d		oct16
S3-BRP		d/d		oct16

Bangladesh Navy (NY)

In December 2016 the Bangladesh Navy issued a new tender for two new maritime helicopters. The two choppers will be new-built, twin-engined and fitted with wheels (not skids), and with anti-submarine warfare (ASW), anti-surface vessel warfare (ASuW), over-the-horizon targeting (OTHT), maritime search and rescue (MSAR), medical evacuation (MEDEVAC), casualty evacuation (CASEVAC) and special mission capabilities. Apparently delivery should be 'within months'.

China

People's Liberation Army Air Force (AF)

J7G

20566	15th Div/44th Reg		dec16
20567	15th Div/44th Reg		dec16
20568	15th Div/44th Reg		dec16

J10A

20131	12th Div/34th Reg		photo
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J10B

30021	21st Div/61st Reg		dec16
30026	21st Div/61st Reg		dec16
30027	21st Div/61st Reg		dec16
30028	21st Div/61st Reg		dec16
30029	21st Div/61st Reg		dec16
30122	21st Div/61st Reg		dec16
30125	21st Div/61st Reg		dec16
...	21st Div/61st Reg	J10B0137	dec16
...	21st Div/61st Reg	J10B0140	dec16
...	21st Div/61st Reg	J10B0146	dec16

In 2015 the Regiment was one of the first regiments to receive the J10B, replacing J7E. End 2016 the introduction was extensively covered on CCTV.

J20

78271	FTTC/176th Brig		dec16
78272	FTTC/176th Brig		dec16
78274	FTTC/176th Brig		dec16

On 11 December the first two J20s were delivered to the first operational unit. Rumour has it that after delivery of the first two aircraft to Dingxin, another six aircraft were delivered to 176th Brigade

Su-35S

....	h/o	0319	dec16
....	h/o	0320	dec16
....	h/o	0401	dec16
....	h/o	0402	dec16



The background reveals a lot about the country of origin, however this photo shows a nice Bangladesh Air Force Mi-171 with registration 748 on the tail. (Dhaka-International, 16 December 2016, J.Doe)

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Since 2013 the Bangladesh Navy operates two Dornier Do228-212NG out of Dhaka-International. The latest addition is seen here, 314-02 also on 16 December 2016 by J.Doe.



We continue with this Bangladesh Air Force AW139, 616 with full SAR markings. This helicopter is part of the 1squadron and has 613 as sister-ship. Both were delivered one year ago by AgustaWestland. (Dhaka-International, 16 December 2016, J.Doe)



The colourful and diverse fleet of the Bangladesh Air Force also houses three L-410UVP-E20 light transporters. Flying out of Tejgaon/Basar AB with 103sq 3014/S3-AVB visited the capital. (Dhaka-International, 16 December 2016, J.Doe)



Reinier Schreurs visited Naha on 11 December 2016 and captured this Japanese Coast Guard AW139 JA975A/MH975.

It has been a long wait for China, but at last on 25 December 2016 the first batch of the Su-35S Air Superiority fighters was delivered to China. The initial landing occurred with FTTC at Cangzhou, although the aircraft might have continued to Suixi, home of 2nd Division/6th Regiment. The four aircraft had been handed over to China at Komsomolsk-on-Amur on 20 December 2016. The line numbers mentioned are from earlier reports and need confirmation, with the full construction number still unknown for one digit (490835xx?yy). Reports mention serial numbers 23063 up to 23066, but no conclusive photos have been shown to support this out of sequence serial batch. In 2017 ten more Sukhois are expected.

Y8CB
30511 20th Div/59th Reg sep16

Y12IV
6653 15th AC dec16
6654 15th AC dec16
6655 15th AC dec16
6658 15th AC dec16

With a single Y12IV delivered a follow up of at least six aircraft were taken on charge by the 15th Aviation Corp. The Y12 is a replacement for the Y5 in the paradrop role.

People's Liberation Army (AR)

Y9
LH94010 del dec16

Just before New Year the army received its first Y9. It can be expected that the three venerable Y8s at Tongxian will be replaced soon. The aircraft is in white c/s with a non-characteristic red/white/green cheatline

Z10
LH92019 2nd Brig photo

People's Liberation Army - Navy (NY)

J15
119 Carrier Air Wing 0210 dec16
120 Carrier Air Wing dec16

KJ200
The KJ200 that first flew in 2005 has been upgraded. One of the visible changes include the modification of the small nose with small weather radar beneath has been replaced with a

normal looking Y9 nose, behind which a forward looking AEW radar has been attached.

KJ500H
85091 9th Div dec16
85092 9th Div dec16

Manufacturers

FC-31
... f/f dec16

On 23 December the second prototype of the AVIC FC-31 for the first time took to the air at Shenyang airfield. After the first proto flew on 23 October 2012, some changes have been incorporated including a more standardized stealth double vertical tail. In between a static test airframe was completed (and presumably broken apart at Xi'an).

India

Indian Defence (DF)

On 8 November, the Defence Acquisition Council (DAC) cleared some major defence proposals as the procurement of 83 LCA Tejas Mk1A fighter aircraft, fifteen Light Combat Helicopters (LCH) and about 600 mini-Unmanned Aerial Vehicles (UAV). These UAVs will be deployed to the Army and will be used for aerial surveillance.

Bharatiya Vayu Sena (AF)

G-III SRA1
K2960 ARC R&AW ex VT-ENR 420 feb16

The Gulfstream has been reregistered at an unknown date. The allocated serial has always been K2960, but in the period from September 1987 until April 2013 it was registered VT-ENR.

Mi-17V-5
ZP5243 f/n oct16

Bharatiya Nau Sena (NY)

The Defence Ministry has deferred a proposal for acquiring twelve ShinMaywa US-2 amphibious aircraft for the Indian Navy. More clarity has to be given by the navy on the requirements and the role set for these aircraft. The state visit from prime minister Modi to Japan early November 2016 may give more information on this future deal.

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On 23 November 2016, the Cabinet Committee on Security (CCS) approved the acquisition of twelve upgraded Dornier Do228 for the Indian Navy. Defence sources said the proposal was first given Acceptance of Necessity (AoN) by the Defence Acquisition Council in October 2014 and has finally being approved by the CCS, chaired by Prime Minister Narendra Modi.

The aircraft will be manufactured by Hindustan Aeronautics Limited (HAL) at its Transport Aircraft Division in Kanpur AFS, where over 120 of the type have been produced since 1984.

MiG-29K				
IN836	Mikoyan	f/n, INAS303 mks		oct16
SA316B (HAL)				
IN492	INAS321	f/n		nov16

Japan

The JASDF has selected the Cessna 680A as the next flight-check aircraft, succeeding the YS-11FC and U-125 of the Hiko Tenkentai. By 2020, three aircraft should have been acquired. This seems a rather small number of aircraft as at the beginning of 2016, six aircraft were performing this task, three U-125s and three YS-11FCs. Unfortunately, one U-125 was lost in April 2016.

Only one F-2B tsunami victim was repaired and re-delivered to the JASDF in 2016 (January), seven more were expected but until now not noticed. Has this program run into difficulties? Twelve aircraft are still unaccounted for, six aircraft were repaired.

We received quite a few trip reports containing information on wrecks and relics, spurring us to check this with Japanese info and to update the database.

RJFY = Kanoya	RJNA = Nagoya/Komaki
RJNG = Gifu	RJTC = Tachikawa
RJTU = Utsunomiya	ROAH = Naha
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jik.
ATS = Kyoiku Kokutai	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	HAS = Herikoputa Kuyutai
N-ADF = Hokubu Shien Hikohan	SWADF = Nansei Shien Hikohan
W-ADF = Seibu KHS Shien Hik.	
nmks = no tail unit-number	tdb = toned down badge

Nihon Koku-Jieitai (AF)

Ce680A				
..-3..1	winner next flight-check a/c			

F-2A				
13-8510	6 Hikotai	ex 8 Hikotai	1010	nov16
13-8513	3 Hikotai	nb/ex IRAN	1013	dec16
63-8534	o/h RJNA	nb, test, ex 3 Hikotai	1034	dec16
63-8538	3 Hikotai	nb, ex IRAN	1038	dec16
93-8550	ADTW	nb, ex IRAN	1050	dec16

F-4EJ Kai				
97-8426	301 Hikotai	nb, ex IRAN	M126	dec16
17-8439	302 Hikotai	nb, ex IRAN	M139	dec16

F-15DJ				
12-8052	? Hikotai	nb, ex IRAN	J1-0631	dec16
32-8059	23 Hikotai	ex 203 Hikotai	819?	dec16
82-8066	o/h RJNA	nb, ex 305 Hikotai		dec16
92-8069	23 Hikotai	ex 303 Hikotai		dec16

Dual 069 has been with 23 Hikotai since May 2016.

F-15J				
22-8815	305 Hikotai	ex IRAN/ex 203 Hikotai	015	dec16
52-8848	203 Hikotai	ex IRAN	048	nov16
52-8858	23 Hikotai	ex 204 Hikotai	058	oct16
72-8890	305 Hikotai	ex IRAN	090	dec16
82-8898	305 Hikotai	ex nb/IRAN	098	dec16
82-8902	204 Hikotai	nb, ex IRAN	102	dec16
82-8903	203 Hikotai	ex 204 Hikotai	103	dec16
82-8904	o/h RJNA	nb, ex 304 Hikotai	104	dec16
82-8905	203 Hikotai	ex 204 Hikotai	105	dec16

02-8919	204 Hikotai	tdb, ex IRAN	119	dec16
12-8925	204 Hikotai	tdb, ex 201 Hikotai	125	dec16
42-8949	304 Hikotai	tdb, ex nb/IRAN	149	dec16

F-86D				
04-8183	scrapped	ex Shizuhamu	190-382	mar16

F-86F
92-7905 Yufu-shi Iwashita museum **256-25** nov16
This Sabre was confirmed as still in the museum, fuselage only, painted in bogus USAF c/s as "32369". Pictures on a Japanese website showed the wings upside down, gear extended and overgrown by weeds, probably dumped somewhere outside the museum. It was an eye-catcher, at least in 1983 for some firm in Tosu-shi, Saga-ken, in the bogus USAF colours standing on a raised structure. A vertical-tail marked 92-7905 and with a 7 Hikotai fin-flash was seen at the café Hikohiyo in Hamamatsu-shi at least up to October 2010. Again a Japanese Sabre with a shady past.

F-104J				
36-8558	scrapped	ex Tachikawa	683B-3058	nov16
76-8696	scrapped	ex Shizuhamu	683B-3196	mar16

CH-47J				
57-4492	ROAH HAS	ex IRAN	5074	dec16

T-1A				
25-5840	scrapped	ex Shizuhamu	JT40	mar16

T-4				
06-5643	301 Hikotai	ex 302 Hikotai	1043	nov16
06-5650	o/h RJNG	nb, test, ex ADC	1050	jun16
16-5667	o/h RJNG	nb, ex 302 Hikotai	1067	dec16
36-5704	6 Hikotai	ex N-ADF	1104	oct16
46-5721	W-ADF	ex IRAN, 23 Hikotai	1121	nov16
86-5765?	305 Hikotai	ex 301 Hikotai	1165	dec16
96-5772	204 Hikotai	tdb, ex IRAN? 203Hik	1172	dec16
06-5790	11 Hikotai/BI	ex IRAN	1190	dec16
16-5801	SW-ADF	tdb, ex nb	1201	dec16
16-5807	13 FTW	special grey c/s	1207	dec16

T-4 765 was reported with 305 Hikotai and flying during the Nyutabaru Open House however no pictures were found on the net. This would be the sixth T-4 for the unit, which seems odd for an Eagle unit.

T-6G				
72-0131	Minobu-cho	Osozawa near river	NA182-4	dec16
				This Texan used to be preserved at the café Avion in Yokohama-shi.

T-7				
76-5944	12 FTW	ex IRAN, 11 FTW	44	nov16

T-33A				
51-5612	scrapped	ex Shizuhamu	580-8768	mar16
51-5652	scrapped	ex Tachikawa	580-9256	nov16

T-400				
41-5053	41 FTS	nb, IRAN at RJNA	TX-3	dec16

U-125A				
72-3005	o/h RJTU	ex Naha	258288	sep16
02-3014	o/h RJTU	ex Training Sq	258381	sep16

Rikujo Jieitai (AR)

AH-1S				
73466	VATH	ex IVATH	66	sep16

UH-1B				
41508	Nagi-cho	Camp Nihonbara	MH9	oct16
41567	Beppu-shi	Camp Beppu	MH68	nov16

Another unknown UH-1B or UH-1H was found on Google Earth when searching for the OH-6D at JGSDF Camp Yamaguchi. It is located at the training ground, on the east-side of the camp and perhaps visible from outside.

UH-1H				
41626	Hitachinaka-shi	Camp Katsuta	41626	nov16
41627	Hitachinaka-shi	Camp Katsuta	41627	nov16

UH-1J				
41869	MH	ex IX	1J69	nov16

41906 NH ex no code, nn RJTC **1J106** oct16
 JG-1869 was already seen with MH code in July 2015. JG-1906 was confirmed with NH code in August 2016.

OH-6D

31181/S Yamaguchi-shi Camp Yamaguchi **6487** nov16
 31204/SK? i/a Sendai Higashi Nihon School **6510** nov16
 31263 S ex VATH, ex XIII, ex I **6574** sep16
 31270/IVATH Misawa Avtn&ScienceMuseum, ex IX **6581** nov16
 31271 EH ex II **6582** oct16
 31279 X ex XIII **6591** sep16

JG-1181 replaced JG-1048, but the serial of 31181 did not seem in the correct font. Pictures on a Japanese website showed '311..' (last two painted out) on the engine and '81' on the nose, so should be correct.

OH-6J

31009 Nagi-cho Camp Nihonbara **6309** oct16
 31094/I removed, ex Sendai HigashiNihonSchool **6398** mar14

CH-47JA

52970 XVH ex WH **5078** dec16
 52972 no code at camp Asaka, ex IRAN **5082** oct16

UH-60JA

43110 no code at Yokota, ex IRAN **4010** sep16
 43130 IHB ex IRAN, surmised **4030** sep16
 43131 o/h RJNA nb, ex WH **4031** dec16
 43140 MitsubishiHI f/n, for WH? **4040** dec16

KV107 IIA-4

51803/IB Minobu-cho Osozawa, near river **4088** dec16
 This helicopter used to be preserved at the flowerpark in Ishioka-shi and is still in the orange/black colours of the Naha unit.

LR-1

22020/LR wfu Kisarazu eastern perimeter **466/820** nov16
 Kaijo Jieitai (NY)

SH-60J

8285 211 ATS ex 21Kok, unit surmised **1210** nov16

UH-60J

8962 wfu Tateyama western end **70-1378/3002** nov16
 8963 wfu Tateyama western end **70-1395/3003** nov16

SH-60K

8405 51 Kokutai ex 211ATS/IRAN **5005** oct16
 8406 22 Kokutai ex IRAN, 211ATS **5006** aug16
 8407 211 ATS ex IRAN **5007** nov16
 8413 22 Kokutai ex 211ATS, at RJNA **5013** may15
 8447 21 Kokutai ex MHI **5047** sep16
 8451 51 Kokutai ex MHI **5051** dec16

8452 51 Kokutai ex MHI, not 21Kok **5052** oct16
 8405 was seen at Atsugi with 51 Kokutai in September, however in October seen at Kanoya, unit not noted.

MCH-101

8659 KawasakiHI f/n, for 51 Kokutai **KHI11** nov16

P-3C

5036 2 Kokutai ex 203ATS, nn RJFY **9033** oct16
 5040 5 Kokutai ex IRAN **9037** dec16
 5055 3 Kokutai NOT 5 Kokutai **9052** dec16
 5056 203 ATS ex nmks **9053** nov16
 5057 5 Kokutai ex 3 Kokutai **9054** dec16
 5060 ? Kokutai nmks, ex 203 ATS **9057** sep16
 5076 5 Kokutai ex nmks/51Kok **9073** dec16

SNJ-5

(6198) Asahi-shi Ryokuchi park **88-16569** nov16
 This Texan is still preserved at the former Imperial Navy Katori Air Base underneath a roof. It has no serial and used to be an instructional frame marked 3MSS-03.

Myanmar

Tamdaw Lay (AF)

Various aviation related news items came to our attention during the final weeks of 2016. Myanmar Air Force is quite active in acquiring new aircraft.

Early November 2016, officers of the Myanmar Air Force confirmed that the purchase of the JF-17 was approved. Rumours on the purchase appeared for the first time in February 2016, where press reports suggested that Myanmar was the mystery launch customer of the AVIC/PAC JF-17 Thunder with an order for 10-12 aircraft. Then it became silent for many months. According to the Pakistan TV Channel Dunya News, Myanmar will acquire sixteen aircraft, but the total figure could exceed two dozen. Myanmar will become the first country to buy the JF-17 Thunder, jointly manufactured by Pakistan and China.

On 28 November 2016 it was officially announced that Myanmar agreed to buy a new Chinese-built Y9E transport aircraft. The Y9E is an export version of Chinese Y9 medium-range transport aircraft produced by Shaanxi Aircraft Company. Myanmar Air Force will be the first foreign customer of the Y9E transport aircraft.

During a ceremony to mark the service's 69th anniversary at Meiktila Air Base on 15 December 2016, the air force commissioned four Airbus Helicopters H120 (formerly designated EC120B) Colibri helicopters and four Beech 1900D utility



Not much is known about the history of this Myanmar Air Force F-7M 1660. Thanks to Peter Heeneman we can show you the first known photo of this Chinese-made MiG-21 version prior to landing at Yangon International on 15 november 2016.

transport aircraft. According to *IHS Jane's* the air force now has between seven and ten Beech 1900D aircraft in service.

Reported by *MAR* were the first flight dates of three Yak-130s in November 2016.

ATR72-212A
0006 tie-up to be confirmed **781** oct16

F-7M
1620 f/n oct16
1636 f/n oct16
1660 f/n nov16
1662 f/n oct16

Yak-130
... o/o f/f 17nov16 **130 12 03-0101**
... o/o f/f 22nov16 **130 12 03-0102**
... o/o f/f 27nov16 **130 12 03-0103**

Y12-IV
45.. seen in China as B-00JD nov15
45.. seen in China as B-00JE nov15

Z-9
6903 f/n jun15
Unconfirmed reports suggest the Dauphin is flying with the Navy.

Pakistan

Pakistan Fiza'ya (AF)

The Pakistan Aeronautical Complex (PAC) announced in December 2016 that it had delivered a total of 70 JF-17s to the Pakistan Air Force. The aircraft are all of the Block 1 and Block 2 versions, serving with four different units (2sq, 16sq, 26sq and the CCS). The requirement for the aircraft is still a total of 150 (while 250 is being mentioned as well) with the remaining 80 to be built as Block 2 (30) and Block 3 (50) aircraft.

The first JF-17B, a combat-capable trainer-variant, is expected to fly soon. This variant is mentioned as the future lead-in fighter-trainer (LIFT) for the PAF.

F-7PG
01-803 17sq f/n oct16
02-821 17sq f/n oct16

JF-17
12-139 2sq f/n nov16
15-209 16sq f/n 16
15-211 16sq f/n 16

Mirage 3EL
00-910 22(OCU)sq w/o 18oct16

T-37B
68-8016/TE/2-016 ex TuAF f/n **41121** 16
Pakistan Fauj (AR)

AW139
16-062 new **31707** aug16

H125M
2820 Airbus helic. f/n **8323** nov16
2823 Airbus helic. f/n **8333** nov16
2825 Airbus helic. f/n dec16

The sighting of new Fennecs for the Pakistan Army suggests/ confirms that an additional order was placed.

Mi-171E
58656 c/n and type update **171E 00 06 586 2909U** jul16

Mi-8MT?
58666 as UNO-318P jun16

Sri Lanka

Sri Lanka Air Force (AF)

Mi-171E
SMH-4416 as UNO-315P 16
SMH-4420 f/n oct16
SMH-4422 f/n oct16

Taiwan

Chung-Hua Kong Jun (AF)

F-5E
5119/40976 pres Taitung as 5119/00976 **V1019** jan16
5253/80028 pres Haulien ex wfu Pingtung **VE1005** 16

F-CK-1C
1407/83-8016 7th TFG/3rd TFW ex F-CK-1A **A-10** nov16
1415/83-8028 7th TFG/3rd TFW ex F-CK-1A **A-18** nov16
1418/83-8032 28th TFG/3rd TFW ex F-CK-1A **A-21** nov16
1423/84-8040 7th TFG/3rd TFW ex F-CK-1A **A-26** nov16
1430/84-8048 28th TFG/3rd TFW ex F-CK-1A **A-33** nov16
1437/84-8056 7th TFG/3rd TFW ex F-CK-1A **A-40** nov16
1450/85-8071 28th TFG/3rd TFW ex F-CK-1A **A-53** nov16

F-CK-1D
1606/83-8017 28th TFG/3rd TFW ex F-CK-1B **B-7** nov16
1607/83-8019 7th TFG/3rd TFW ex F-CK-1B **B-8** nov16
1609/83-8027 7th TFG/3rd TFW ex F-CK-1B **B-10** nov16

Chung-Hua Lu Jun (AR)

UH-1H
363 to Belize as BDF-12

UH-60M
918/27297 602nd AirBgd f/n nov16

Chung-Hua Hai Jun (NY)

P-3C
3311 34sq new **5552** aug16

National Airborne Service Corps (GV)

UH-60M
NA-705/27292 NASC d/d nov16
Another Skittlehawk (named as such by the producer after the multi-colored candy that comes in a box) was noted in Taiwan after delivery.

Thailand

Royal Thai Air Force (AF)

SSJ100-95LR
L18-3/?? o/o **95132**

In December the contract for this third Superjet was signed. The aircraft will be delivered in 2018. In contrast to the two earlier aircraft that both have a 4 seat, a 6 seat and a 50 seat cabin this aircraft will feature 75 seats, divided in two sections.

Royal Thai Army (AR)

AW149
49026 o/o ex I-RAIU 9dec16
This helicopter from a yet unannounced order was noted flying 9 dec16 on pre-delivery test flight with Thai flag on the tail and Italian registration.

Vietnam

Khong Quan Nhan Dan (AF)

Some recent trips to Vietnam have added to our knowledge of the Su-22 Fitter in Vietnamese service. A total of 92 aircraft were received. 923 FBR at Thọ Xuân has converted to the Su-30MK2V and only about 42 aircraft have been spotted active over the past five years; just enough for three single-squadron-sized regiments. Current confirmed users are:

Trung đoàn Tiêm kích 921 [921st Fighter Regiment] at Nội Bài (VVNB)

Trung đoàn Tiêm kích 929 [929th Fighter Regiment] at Đà Nẵng (VVVDN)

Trung đoàn Tiêm kích-Bom 937 [937th Fighter-Bomber Regiment] at Thành Sơn (Phan Rang) (VVPR)

Not quite convinced that 921 and 929 Regiments are actually still Fighter Regiments (both ex-MiG-21bis), we maintain 921 and 929 FBR in our database.



There is no excuse to skip a Su-22 Fitter from publication. Marc van Zon visited Vietnam and spent one day near Phan Rang airbase on 29 September 2016 and saw a variety of four different colour schemes on the Su-22s in service. We picked Su-22UM-3K 8560 as it sports a five-tone jungle camouflage with seaside underside.

Su-22M3				5857	937 FBR	w/o 16apr2015	38920
5801		status?		5858	921 FBR		39717 oct16
5802		status?		5859	937 FBR		39818 sep16
5803		status?		5860	937 FBR	status?	39919
5804	Nha Trang	i/a	jul16	5861	929 FBR		40819 aug16
5805		status?		5862	937 FBR	status?	40920
5806		status?		5863	937 FBR	w/o 16apr2015	41201
5807		status?		5864	929 FBR		41702 aug16
5808	923 FBR	status?		5865	937 FBR	status?	41703
5809	923 FBR	status?	41509	5866	929 FBR		41304 sep15
5810	921 FBR		mar13	5867	929 FBR		41305 aug16
5811		status?		5868	921 FBR		41306 jul14
5812		status?		5869	937 FBR		41707 aug98
5813	921 FBR		mar13	5870	937 FBR		41408 jun13
5814	921 FBR		47812 oct16	5871	929 FBR		41920 aug16
5815	Tho Xuan	preserved	feb13	5872	929 FBR		42701 aug16
5816	921 FBR		mar13	5873	921 FBR		42302 oct16
5817		status?		5874	937 FBR		42303 sep16
5818	921 FBR		49201 aug16	5875	937 FBR	status?	42704
5819	921 FBR		49302 aug16	5876	937 FBR		42705 may07
5820	923 FBR	status?		5877	921 FBR		42706 aug16
5821	Hanoi	preserved	aug16	5878	929 FBR		42707 aug16
5822	Da Nang	scrapyard	aug16	5879	937 FBR		42716 may07
5823	Da Nang	scrapyard	aug16	5880	937 FBR		42717 sep16
5824		status?		5881	937 FBR		42718 aug98
5825	921 FBR		49410 oct16	5882	937 FBR		42919 jun13
5826		status?		The 32 above were delivered in 1988-1990.			
5827		status?		Su-22UM			
5828	Son Tay	preserved	may15	8501	Nha Trang	pres	jul16
5829		status?		8502	921 FBR		86609 oct16
5830	923 FBR	status?		8503		status?	
5831	Hanoi	preserved	aug16	8504	921 FBR		aug16
5832	923 FBR	status?		8505		status?	
5833	Son Tay	preserved	may15	8506		status?	
5834		status?		The six above were delivered in 1979-1980.			
5835	Da Nang	preserved	aug16	Su-22UM-3K			
5836		status?		8511	937 FBR	d/d 1988	17532373001 (tbc) aug98
5837		status?		8512	929 FBR	d/d 1988	17532373702 (tbc) aug16
5838		status?		8513	937 FBR	d/d 1989	17532374704 (tbc) nov98
5839	923 FBR	status?	49409	8514	937 FBR	d/d 1989	17532374706 (tbc) sep16
5841	921 FBR		aug16	8515	929 FBR	d/d 1989	17532374707 (tbc) feb15
The 41 (not forty?) above were delivered in 1979-1980.				Su-22UM-3			
Su-22M4				8551	921 FBR	d/d 14apr06	17532365611 oct16
5851	Nha Trang	i/a	38714 jul16	8552	921 FBR	d/d 2005	17532365612 nov12
5852	937 FBR	status?	38715	8553	921 FBR		jul14
5853	929 FBR		38816 aug16	8554	921 FBR		jul13
5854	929 FBR		38817 aug16	8555	921 FBR		oct16
5855	937 FBR		38818 sep16	8556	Zapo ARZ	n/n in Vietnam	06
5856	937 FBR	status?	38719	8557	Nha Trang	i/a	jul16

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Distribution to a third party is not allowed

8558 n/n in Vietnam

The eight above are ex-Ukraine, delivered in 2005-2006 by Zapó ARZ. The six missing c/n should be:

85xx	d/d 12sep06	17532363410
85xx	d/d 12sep06	17532365203
85xx	d/d 14apr06	17532363308
85xx	d/d 14apr06	17532365405
85xx	d/d 2005	17532362814
85xx	d/d 2005	17532365204

Su-22UM-3K

8559	937 FBR	ex 6602	17532366102	sep16
8560	937 FBR	ex 7103	17532371703	sep16
8561	937 FBR	ex 7104	17532371704	sep16
8562	929 FBR	ex 7309	17532373609	aug16
8563	929 FBR	ex 7310	17532373610	aug16

The five above are ex-Czech AF from Prerov storage in May 2005. They were sold to Vietnam via Belarus in June 2005.

Latin America

Argentina

Argentina has acquired a second hand B737 BBJ, said to be a aircraft formerly operated by a Korean corporation and based in the USA.

As you may have noticed, the Argentinians are effectuating a multi-year investment program for all branches of the armed forces. For the 2017-2019 period; the following programs and budgets are allocated:

Force	Objective	Budget	2017	2018	2019	Total*)
MinDef	Flightline maintenance		6.5	7.2	7.6	21.3
MinDef	Airframe maintenance *)		54.5	66.0	70.1	307.7
MinDef	Pucará re-engining *)		105.0	52.8	39.4	243.5
AF	Primary trainer *)		58.8	64.7	67.9	352.8
AF	Supersonic aircraft *)		102.7	113.0	118.7	368.5
AF	Medium transp. aircraft *)		88.6	97.5	48.1	234.4
NY	Maritime patrol aircraft		106.9	106.8	0.0	213.7

In million US\$. *) = As you can see, in many cases the total amount of the project is higher and will require investments after 2019 too.

Fuerza Aérea Argentina (AF)

CELPA = Centro de Experimentación y Lanzamiento de Proyectiles Autopropulsados

FAdeA = Fábrica Argentina de Aviones

SAZT = Tandil/Héroes de Malvinas, BA

During a ceremony held 24 November, the second air brigade said farewell to the F27. The last one, TC-79, was withdrawn, two years shy of the 50th anniversary of the type within FAA. It is adorned with badges of all operating units and special tail markings.

We are still a bit reluctant to report on unmanned aerial vehicles but they are becoming a key asset integrated in various orders of battles. The Argentinians have developed the Vigía, a class II Medium Altitude, Long Endurance (MALE) vehicle. It has an endurance of eleven hours, a ceiling of 15,000 feet and a maximum take-off weight of 300 kg and is currently in the test phase. CELPA is the test unit for anti-aircraft missiles of the Air Force, it has a missile launch facility at Chamental, La Rioja province. Meanwhile the first six operators have been trained at the Escuadrón de Sistemas Aéreos No Tripulados (SANT) at Córdoba, Cba. Employment will eventually take place with a 'SANT' surveillance squadron resorting under the II Brigada and an unmanned combat air vehicle (UCAV) squadron under the V Brigada.

After the withdrawal of the Mirage November 2015, Grupo Aéreo 6 de Caza was devoid of jet aircraft but that was alleviated in 2016 with the arrival of four IA-63 Pampas. Last month these were augmented by the arrival of three re-engined IA-63 Pampa. Two more re-engined IA-63 Pampa IIs will be

delivered in 2017. These are being used until the completely upgraded Pampa IIIs become available after 2017.

IA-63 Pampa II (re-engined)

E-804	G6C	ex Pampa II, G4C	1009	dec16
E-806	G6C	ex Pampa II, G4C	1011	nov16
E-807	G6C	ex Pampa II, G4C	1012	nov16
E-818	G6C	ex Pampa II, G4C	1022?	nov16

As far as we know seven aircraft were re-engined; the others being E-817, E-819 and E-822.

IA-63 Pampa III

EX-04	FAdeA	f/f 29mar16	1027	nov16
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This is the prototype for a more comprehensive updated Pampa. We suspect this is actually E-822 re-serialised to EX-04. Three aircraft with this configuration are slated to be delivered in 2017. In total eighteen aircraft, beside this prototype, will be delivered. These have been mothballed in various stages of (pre)production over the past five years and have serials E-823 to E-840 allocated to them.

IAI M5 Finger

C-408	pres SAZT	ex G6C	S-09	nov16
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IAI M5 Dagger T

C-426	pres SAZT	ex G6C	B-05	nov16
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Vigía 2A

UX-01	CELPA	f/n		oct16
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Comando de Aviación de Ejército Argentino (AR)

Ce208EX

AE-227	f/n 11dec16	ex N997AR	208B-5319	dec16
AE-228	f/n 11dec16	ex N998AR	208B-5321	dec16

Both were cancelled from USCAR 15 December 2016. They arrived at Campo de Mayo on 27 December 2016.

Bolivia

Fuerza Aérea Boliviana (AF)

MAFAB = Museo Aeroespacial de la FAB

SLCH = Chimoré/Chapacura

SLET = Santa Cruz de la Sierra/El Trompillo

SLLP = La Paz/Kennedy Inti; El Alto

By presidential decree, TAM was summoned to stop all passenger flight operations on 8 December 2016. The impact of this on the transport fleet of the Air Force is huge, as most types are operated by TAM for joint military and civil use. In fact, only the C-130s remain active as they are part of Grupo 71 / Black Devils Task Force. Also, the presidential aircraft are not affected. Reason for the suspension is that the military operated airline does not comply to international and national civil aircraft regulations. Until the certification is completed, the aircraft may not park at civil terminals or commercial passengers transport. Cargo and military tasks may still be performed, but TAM is no longer the Air Force's money making machine...

The year 2016 saw the training units move in at Chimoré-Chapacura. Here, Grupo Aereo de Entrenamiento 21, formerly at Sant Cruz-El Trompillo, operates the fixed wing assets (DA40CS, T-25), whereas GAE 22 uses the helicopters (R44). Having said that, some GAE21 aircraft have remained at Santa Cruz as well.

Yes, it is that time of the year: insurance tenders! Amidst the ever increasing lack of transparency in South America, Bolivia still sets the example for openness. Most of the construction number updates stem from that, alas the list is not without clerical mistakes. Apart from those, the tender process was halted because the insurers do not want to insure the impounded aircraft because they have no, or not sufficiently, documented histories. We just have to wait and see if the FAB wants to alter their tender requirements or the insurers can find a work around for this...

BAe146

FAB-103	pres MAFAB	ex std SLLP	E2040	nov16
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MAR published a very welcome report of this museum. The updates come from that log, although they also pose some new questions, refer below.

C-130H

FAB-81 TAB ex CP-1376 **4759** nov16
In grey livery with large TAB title on the fuselage and logo on the tail.

CeA152

FAB-130 GAE21 SLCH **A152-1036** nov16
FAB-134 GAE21 SLCH **A152-1040** nov16
FAB-136 GAE21 SLCH **A152-1042** nov16
FAB-137 SMA3 SLET (GAE21) **A152-1043** nov16

These are all construction number confirmations.

CeU206A/E/G

FAB-398 (U/A) GA72 c/n update **U206-0469** nov16
FAB-399 (U/G) GA83 f/n **(no plate)** nov16
FAB-402 (U/G) GA64 f/n **U206-05066** nov16
FAB-403 (U/G) GA62 f/n **U206-06888** nov16
FAB-404 (U/E) GA61 f/n **U206-01464** nov16
FAB-405 (U/G) GAC31 f/n **U206-04537** nov16

These were all taken up in 2015 and 2016, they are impounded drug-runners. The construction number of 'U206G' FAB-398 was listed as **0469**, a rather ancient U206A model. However, this 1966-built machine was indeed exported to Bolivia and cancelled 6 October 2014! FAB-404 was listed as a U206G model whereas the construction number indicates it is an E. Likewise, FAB-405 is listed as TU206H while it is a U206G. They, and the Centurions below, are spread out over a variety of FAB units as you can see, to support the dissemination of medication and for medical evacuations in remote areas.

Ce210G/L

FAB-400 (G) GA63 f/n **210-58879** nov16
FAB-401 (L) GAE22 SLCH f/n **210-59902** nov16
FAB-406 (L) GAE21 f/n **210-59993** nov16

DA40CS

FAB-520 GAE21 SLET **40-771** nov16
FAB-521 GAE21 SLET see notes **40-772?** nov16
FAB-522 GAE21 SLCH **40-773** nov16
FAB-523 GAE21 SLCH see notes **40-774?** nov16
FAB-524 GAE21 ex C-FZJR **40-785** nov16
FAB-527 GAE21 ex C-FZJV **40-802** nov16

The type is given as DA40-180. All are construction number updates, strangely number **772** was read from the plate of FAB-523 in 2012. This could be a mistake in the tender papers; not uncommon because a cockpit shot of FAB-525 showed N588DS that should be **40.926** while the document ties **40.786** to both FAB-525 and FAB-526 and **40.926** to FAB-528! Also the construction number **40.785** is assumed because it is listed as **40.485** that is still active in the USA, whereas **40.785** was cancelled from the Canadian register on the same data as **40.802**. So we still have to sort some things out!

F27-400M

FAB-93 stored SLLP not in MAFAB **10599** oct13
TAM-95 pres MAFAB **10601** nov16

We previously had these the other way around.

L-188A

TAM-69 pres MAFAB ex TAM-01, TAM-69 **1125** nov16
It reverted to its original serial and has a new paint job.

RC690

FAB-028 pres MAFAB ex stored SLLP **11067** nov16

T-33

FAB-607 pres MAFAB inside, not ex FAB-636 **530** nov16
"612" pres MAFAB inside, hulk nov16
FAB-636 pres MAFAB on pedestal **436** nov16

The real FAB-612 was flying as late as August 2015 in a grey colour scheme, which makes the camouflaged hulk marked '612' suspicious. FAB-607 was thought to be FAB-636 painted up as 607 before, but they are actually both present. Having

said that, the colour scheme of FAB-607 does not match the one it wore on operational 2013 photographs. Still, all aircraft in the museum are freshly painted so they could have let their phantasies run wild on this one...

Zlin 242L

FAB-510 GAE21 c/n update **0817** nov16

Brazil

Força Aérea Brasileira (AF)

Brazil found a way to get more light transport aircraft at a bargain to offset the costly Ce208 acquisitions and augment the elderly C-95 Bandeirante and fleet of C295s, they have requested four second hand C-23B Sherpas from the United States! We can imagine that Embraer, Raytheon and Airbus are not entirely happy with this...

Economic headwind also affected the AMX upgrade programme. Once an ambitious project to thoroughly update no less than 43 A-1s in a five year period, only a handful have been modified yet. We have confirmed deliveries for three A-1M (5506, 5520, and 5525) and three that were seen at Gavião Peixoto back in 2012 presumably under conversion (5507, 5526, and 5530). Luckily, the shoestring budget was increased by US \$28 which should see some more upgraded airframes entering the FAB ranks over the coming years.

Further news on the type is the deactivation on 19 December 2016 of 1°/16°GAv *Adelphi* at Santa Cruz, RJ. They will relinquish their aircraft to the other squadrons which means that all A-1 operations will now be concentrated at Santa Maria, RS. This may sound sad for this renowned squadron, however, *Adelphi* will be stood up at their new home base Anápolis, GO, as the first F-39 (JAS-39) squadron in the future!

R-35AM

2710	reregistered	as 6003	35A-631	2014
6003	1°/6°GAv	ex 2710	35A-631	2016
6004	1°/6°GAv	ex VU-35A 2711	35A-632	2016
2712	reregistered	as 6005	35A-633	2014
6005	1°/6°GAv	ex 2712, c/n update	35A-633	2016

We reported on the modification of some of the VIP Learjets to recce configuration quite a while ago. Now, we can tie up all three. Of these, 2710 and 2712, at least, have been flying around as R-35AM in 2013 with their old serials, see Scramble 412 - Page 103 and, Scramble 418 - Page 83. In 2014, 6005 was the first to be noted with the new more appropriate serial, see Scramble 425 - Page 80 for this and a photo of the machine too.

VU-35A

2711	GTE	cvtd to R-35AM 6004	35A-632	2014
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TZ-20 (DG-1001 Club)

8121/21	CVV-AFA	f/n	aug15
8122/22	CVV-AFA	f/n	aug15
8123/23	CVV-AFA	f/n	2015
8124/24	CVV-AFA	f/n	sep16
8126/26	CVV-AFA	f/n	2016
8127/27	CVV-AFA	f/n	2016
8129/29	CVV-AFA	f/n	aug16
8130/30	CVV-AFA	f/n	2016

Late 2014 some DG-1001 gliders were acquired by the Air Force Academy, see Scramble 425 - Page 78. As it turns out, the first two were already delivered in August 2015. These are not the most reported aircraft, so they remained under the radar. Anyway, the total order was for ten aircraft and they are dubbed 'TZ-20' in the FAB system. They are operated by the *Clube de Vôo a Vela* (CVV, gliding club) of the *Academia da Força Aérea* (AFA, Air Force Academy) out of Pirassununga. Above identities come from various Facebook, Youtube and Instagram imagery. As you can see, we still seek confirmation of the, obviously existing, 8125 and 8128.

Chile

Fuerza Aérea de Chile (AF)

FACH has increased their S-70i order, see Scramble 449 - Page 76, to eight aircraft. Delivery is slated to start in 2018. The extra set is for search and rescue purposes and will likely be stationed at Rapa Nui (aka Isla de Pascua, or Easter island).

Colombia

Fuerza Aérea Colombiana (AF)

ATR42-512
FAC1183 HK-4748 to OY-PCB **522** sep16

ATR72-212A
FAC1188 HK-4863 to F-WTDC **552** jul16

Both ATRs were last noted at Billund (DK).

UH-1H
FAC4500 as FAC4418 reregistered mar16

UH-1H-II
FAC4420 upgraded ex FAC4500 & 4508 **11166** mar16
FAC4423 upgraded ex UH-1H FAC45.. dec16

CAMAN at Madrid is certified for UH-1H-II upgrades. FAC4420 was mainly rebuilt from FAC4500, but also parts of crashed FAC4508 have been used, including its construction number!

Armada República de Colombia (NY)

AS555SN
ARC204 GANCA w/o 09dec16 **5613**

Policía Nacional de Colombia (PO)

AT-802
PNC-4009 Burns Flat (OK) for auction **802-0184** nov16
PNC-4016 Burns Flat (OK) for auction **802-0489** dec16

DOSAW AT-802s deployed to Colombia have been returned to the USA; both are construction number updates.

ATR42-300
PNC-.... as T7-LBA d/d 02jan17 **255** dec16
This ATR was prepared for delivery at Mönchengladbach (D).

Bell 206B-3
PNC-0906 ex N206HA c/n update **3879**

Dominican Republic

Ejército de República Dominicana (AR)

The army changed its name from National Army (Ejército Nacional) to Army of the Dominican Republic, as the new prefix ERD on these new acquired Piper 28s shows. The old

prefix was EN.

PA-28
ERD-1910 f/n, photo dec16
ERD-1911 f/n, photo dec16

Armada de República Dominicana (AR)

Surprisingly, the navy resurrected its air arm, a Seneca was seen adorned with large Armada titles, an Aviación Naval badge and a new prefix. The new name translates to Navy of the Dominican Republic replacing War Navy (Marina de Guerra), prefix MdeG.

PA-34
ARD-1544 f/n, photo nov16

Ecuador

Policía Nacional (PO)

PA-34-220T
PNE-222 SAP c/n update **34-7970097**

Thanks to MAR for this one.

El Salvador

Fuerza Aérea Salvadoreña (AF)

CAMAN at Madrid (Colombia) has been chosen to upgrade the remaining active UH-1Hs to UH-1H-II standard. In El Salvador, a limited upgrade was already done in 2009-2011, also on the two remaining UH-1Ms!

Bell 407
001 as 002, reregistered **53508**
002 f/n, ex 001 **53508** 2005

The serial is not carried externally; the change comes from FAS sources.

Bell 412EP
254 as 001, reregistered **36287**
001 f/n, ex 254 **36287** 2005

Our last sighting of 254 was in December 2003, so this seems to make sense. Unsure if this serial is carried externally, the change comes from FAS sources.

Mexico

Major updates to the online Mexican navy Orbat and Mexican database have been made over the holidays, making the search for former serials and codes, and what became of them, a lot easier. Also, governmental XC-registrations have been added for state governments and security forces. Go check it out!



Slowly, but steadily, the Colombian National Police (PNC) is expanding its fleet of ATRs. The fourth example is seen here landing at Monchengladbach (Germany) still as T7-LBA. It left Germany on the second day of the new year for Colombia. (T7-LBA, ATR42-300, 30 December 2016, Bill de Koning).



We don't publish photos from Guatemala very often, but this is one of many Cessna light aircraft used by the Fuerza Aerea Guatemalteca over the years. 038 was impounded on 21 March 2009, and pressed into service some time later. The air force operates a varied assortment of light aircraft, most are impounded drug-running aircraft. (Guatemala City-La Aurora, 4 December 2016, Carlos Rubio Herrera)

Fuerza Aérea Mexicana (AF)

The FAM has launched a project to construct a light aircraft, as has been done by other air forces in the region. "Proyecto Azteca" is aimed to have three kit-planes flying in the 2018 September parade, with about 35 more to be delivered as basic trainers to the Colegio del Aire in 2019 and 2020. Next to follow is a four seat liaison aircraft. MMSM = Santa Lucia (MEX).

B727-264
3506 pres MMSM ex EA.502 **22662** jan17

Bell 206B-3
1621 pres MMSM ex EA.104 jan17

Above are two new inmates for the Museo Militar de Aviación, although the 727 is parked outside.

Ce310
1975 pres Piedras Negras (COA) oct16

This 310 was installed on a roundabout on 4 October 2016, its serial may well be fake.

CH-53-2000
1581 pres Ecatepec (MEX), ex std MMSM **65-238** oct16

A Yasur found a new home, together with an as yet unknown Hercules, on 9 October 2016. The park is 8kms NE of Mexico City-Juarez airport.

PC-7
2532 pres Cozumel (ROO), ex EA.201 **217** dec16

This PC-7 was moved from the base to the city of Cozumel to be preserved in an unknown local park.

T-6C+
2015 EA.204 w/o 09dec16 **PM-64**
2034 EA.203 f/n dec16

T-28A
931 Millsboro (DE) pres, fake serial? sep16

Another 931 is preserved in Guadalajara (JAL). Armada de México – Fuerza Aeronaval (NY)

AS565MBe
ANX-2157 d/d 26nov16 ex F-ZWCM **7024**
ANX-2158 d/d 26nov16 ex F-ZWBG **7028**

Correcting last month's entry: on 26 November, this pair were delivered, along with the second H225M for the navy.

L-90TP
MAT-049 w/o 05jun98 **028**

MD902
AMHP-132 as ANX-2132, reregistered mar16
ANX-2132 f/n, ex AMHP-132 mar16

Mi-17-1V
AMHT-205 as ANX-2205, rereg. **96042** oct15
AMHT-207 as ANX-2207, rereg. **95883** oct15
AMHT-209 as ANX-2209, rereg. **96020** oct15
AMHT-214 as ANX-2214, rereg. **96027** jul16
ANX-2205 f/n, ex AMHT-205 **96042** oct15
ANX-2207 f/n, ex AMHT-207 **95883** oct15
ANX-2209 f/n, ex AMHT-209 **96020** oct15
ANX-2214 (Tampico) f/n, ex AMHT-214 **96027** jul16

T-6C+
ANX-1315? known delivery **PM-77**
ANX-1318 (Wichita) f/n nov16

Procuraduría General de la Republica (PO)

A109S
XC-LON DGAS f/n, ex XA-EUC **22055** nov16

Gobiernos Estatales Mexicanos (GV/PO)

Beech B200
XC-CLQ to N80LP ex Colima **BB-1958** oct16

Bell 412EP
XC-PNL Nuevo Leon for sale **36251** mar16

Panama

Servicio Nacional Aeronaval (CG)
DHC-6-400
AN-261 as C-GVVA f/n, pre-delivery **946** sep16

Peru

Fuerza Aérea del Perú (AF)
Peru is not Bolivia. Maybe they experienced one scandal too many, but they have now sanitized their insurance tender process in such a way that no serial details are disclosed, safe for the tenderers themselves.

Uruguay

Fuerza Aérea Uruguaya (AF)
SUGA = Pando/ General Artigas/Escuela Militar de Aeronáutica
SUMU = Montevideo/Intl Carrasco 'Gral. Cesareo L. Berisso'

T-41D(F)
604 pres SUGA ex std SUMU **R172-0396** nov16

MAR report a new gate guard joining AT-6D 340.

T-260 (SF260EU)
622 EMA ex std SUGA **6935/2013** nov16

Venezuela

Aviación Militar Nacional Bolivariana (AF)

Ce550
1606 Grupo 5 ex YV2766 **550-0719** dec16

Middle East

Israel

Heyl Ha'Avir (DF)

After 36 years of stellar service, the IAF retired its last F-16A/B *Netz* at Ovda on 26 December 2016. The first four aircraft; F-16A 105 and 107, and F-16B 008 and 015 arrived at Ramat David for 117sq on 2 July 1980. Within a year the first air-combat success was achieved. On 28 April 1981, 117sq started Operation Locomotive I with the objective to hunt Syrian Mi-8s over Lebanon, carrying Syrian troops for operations against Christian bases. Rafi Raz in F-16A 112 got the world's first F-16 kill when he shot down a Mi-8 over Lebanon at 12:14 hrs using his M61 gun. Later that day, pilot Dubi Yoffe got another one in F-16A 126 at 17:29 hrs using an AIM-9. Some 50 kills are attributed to IAF F-16As. 115sq was the last unit operating the type from Ovda in the aggressor role. In recent years, the *Netz* was primarily used for training combat pilots and WSO's in the Combat Training Course and Advanced Combat Training Course. This role is now transferred to 102sq with the M346i at Hatzetim, the last of which arrived on 22 June 2016, see below.

C-130J-30
667 103sq ex 103, d/d oct2016 **5781** dec16

F-15D
78-0561 ex 114th FS **0450/D001** sep16
78-0563 ex 114th FS **0463/D003** sep16
78-0572 ex 114th FS **0523/D012** sep16
78-0573 ex 114th FS **0530/D013** sep16
79-0008 ex 114th FS **0583/D019** sep16
80-0055 ex 114th FS **0641/D027** sep16
80-0057 ex 114th FS **0698/D029** sep16
81-0065 ex 114th FS **0785/D038** sep16

Eight former 114 FS Oregon ANG F-15Ds arrived at Tel Nof in a ramp-to-ramp transfer on 15 September 2016. They will go to 22 MU first to check their suitability for IAF service. Two more are expected by air- or sea-freight for spares use. We all remember 81-0065; an old 32nd TFS bird from Soesterberg.

F-35i
901 140sq d/d 12dec2016 **AS-1** dec16
902 140sq d/d 12dec2016 **AS-2** dec16

The first two *Adirs* for 140sq arrived at Nevatim on 12 December 2016, staging through Lajes and Cameri on their delivery flight. A total of fifty aircraft are now on order.

M346i
152 102sq d/d mar16 **D0026** mar16
154 102sq d/d 30mar16 **D0027** mar16
159 102sq d/d may16 **D0028** may16
160 102sq d/d 17may16 **D0029** may16
164 102sq d/d 22jun2016 **D0030** jun16

As mentioned earlier, the last of thirty M346i *Lavi* trainers on order arrived at Hatzetim on 22 June 2016. They are ex-CSX55201/55205 respectively. We need two exact delivery dates.

North America

Canada

Royal Canadian Air Force (AF)

After what is probably the most lengthy aircraft procurement saga in Canadian history, bar the F-35, the Government announced Airbus as the winner of the FW-SAR (fixed wing SAR) program. From 2019, sixteen C295Ws will replace the aging CC-115 Buffalos and remaining CC-130H (SAR) Hercules. The aircraft will be fitted with state-of-the-art search equipment, including radar and sensors, and a training centre will be built at Comox (B.C.). Other bases will be Trenton (Ont.) and Greenwood (N.S.).

CYTR = Trenton (Ont.)
CYWA = Petawawa (Ont.)

CH-147D (CH-47D)
147201 CYTR arr 17nov16 **M3284**
147204 CYWA arr 18nov16 **M3156**

Both Chinooks had left AMARG and were last noted on trailers near Texarkana, yes, on the state line of Texas and Arkan-



One of the last M346i deliveries to Israel, 149 is pictured here at Varese-Venegono still with its Italian test serial. It flew one acceptance flight in these full markings in the morning of 1 March 2016 before delivery to Israel on the same day in the afternoon. (Marco Muntz)

sas, on 13 November 2016. Both will be put on display.

North America

United States

United States Air Force (AF)

The Gunfighters of the 366th Fighter Wing had the honor being the USAF Wing supplying the most aircraft for an overseas deployment in 2016. The first half of October saw F-15E Strike Eagles from within USAFs Air Combat Command being swapped for duties under the command of the 332rd Air Expeditionary Wing in support of Operation Inherent Resolve (OIR) in the Middle East. Transiting through Morón Air Base in the South of Spain from the 3rd of October till the 7th of October were 18 MO tail coded F-15Es from Mountain Home AFB (ID). The final destiny was believed to be an undisclosed Air Base in Jordan. Although the main component comprised of the 389thFS Thunderbolts, aircraft and personnel from the 391stFS Bold Tigers, were also involved. The following F-15Es were noted from the 389thFS: 87-0169, 87-0170, 87-0173, 87-0183, 87-0198, 87-0204, 88-0506, 88-1697 and 88-1707 marked 366FW. The 391stFS consisted of the following aircraft: 90-0234, 90-0240, 90-0243, 90-0250, 90-0253, 90-0255, 91-0319, 91-0323 and 91-0333. Going the other way around returning to the United States were fourteen SJ tail coded F-15Es, eventually arriving at their home base Seymour Johnson AFB (NC) on October the 12th. The following Strike Eagles from the 335thFS, named the Chiefs, being part of the 4th Fighter Wing, returned home: 87-0174, 87-0175, 87-0189, 87-0192, 87-0197, 88-1670, 88-1683, 89-0476, 89-0486, 89-0487 marked 335FS, 89-0493, 89-0496, 89-0498 and 90-0232.

During mid-October, the USAF selected Holloman AFB (NM) as the preferred air base to become one of the largest F-16 Fighting Falcon operating bases in the world. Within the USAF, both Luke AFB (AZ) and Hill AFB (UT) did house large numbers of F-16s until recently. While the introduction and deliveries of the F-35A Lightning-II are on schedule at Luke and Hill, the F-16 will be dwindling rapidly at those bases. With the intention to base more F-16s at Holloman, the USAF has made a move to create an increase of new fighter pilot production. The USAF has to tackle the predicted growing shortage of fighter pilots in the near future. At this moment Holloman houses the 311th FS and 314th FS. Part of the 54th FG both squadrons operate the HO coded F-16C and F-16D Fighting Falcon. Also residing at Holloman, at another part of the base, Detachment-1 from the 82nd Aerial Targets Squadron handles the QF-16 Aerial Target version. As the QF-4 was phased out during the end of 2016 more QF-16s will be delivered to the 82nd ATS at Holloman once they are converted from F-16 to QF-16. As for the proposed new based F-16s at Holloman the final decision will be made after a thorough Environmental Impact Analysis Process (EIAP). At this moment the future is looking bright for Holloman as USAF survey analysis concluded that the base has the capacity and existing command structure to begin producing pilots faster than any other proposed locations. As the decision is pending it became known that some 45 F-16s will have to make a move from Hill AFB to Holloman AFB. At this moment it is not known which Squadrons will make the move or will resurrect at Holloman. Besides the F-16, Holloman AFB housed a variety of jet aircraft in the past. The (Q)F-4 Phantom, F-15 Eagle, F-117A Nighthawk, QF-106A Delta Dart, German Tornado (Still current and they will continue operating until 2019) and F-22A Raptor aircraft are all part of three decades of recent history.

At the end of October, the USAF Air Combat Command deployed twelve 20thFW F-16Cs from Shaw AFB (SC) to Bagram Air Base in Afghanistan. The Shaw F-16s from the 79thFS Tiger squadron, all coded SW, were assigned to the

455th Air Expeditionary Wing at Bagram in support of Operation Freedom's Sentinel (OFS). The following F-16Cs made the journey to Afghanistan: 91-0372, 91-0379 marked 79FS, 92-3904, 94-0039, 97-0108, 97-0109, 99-0082, 00-0218, 00-0220 marked 200G, 00-0222, 00-0224 and 01-7051.

On 20 December 2016, the first twin-tailed Boeing-Saab T-X with registration N381TX made its maiden flight from the St Louis (MO) Boeing factory in a smart USAF training livery. A second flight was made soon after. The new Boeing T-X Jet Trainer was just rolled out months before on September 13th. The Boeing T-X is one of the contenders for the next generation new jet trainer, replacing the Northrop T-38 Talon in USAF service. The other T-X contenders are the Northrop-Grumman Model 400, the Lockheed-Martin T-50A and the Raytheon-Leonardo M-346. It is anticipated that, once chosen, some 350 T-X aircraft will be purchased by the USAF's Air Education and Training Command (AETC). To be continued.

It was not uncommon to see people wipe away a tear during the Phantom Pharewell at Holloman AFB (NM). Wednesday the 21st of December 2016 marked the end of a special era. This day four smokey USAF McDonnell Douglas QF-4E Phantoms made a final farewell in greyish New Mexico skies for more than 500 spectators. This year it was more than 20 years ago, since 20 April 1996, when the USAF withdrew the last F-4 Phantom II from active service. From the beginning of the nineties till the end of 2013 some 314 F-4/RF-4 were converted to QF-4/QRF-4 full-scale (unmanned) aerial targets. After 53 years in USAF service the final USAF F-4 operator, Det. 1, 82nd Aerial Target Squadron, part of 53rd Wing, held a ceremony at Holloman to mark the end of the F-4 Phantom II in USAF service. On the ground Southeast Asian camouflaged QF-4E 72-0162/HD/AF-310, marked 82ATRS, was used as a backdrop during the final farewell hangar ceremony. Both Egypt One camouflaged QF-4Es 73-1167/TD/AF-310 and 74-1625/-/AF-350 marked 53WEG acted as spare aircraft for the flying ceremony. The final Phantom four formation consisted of the following aircraft: QF-4E 74-0643/TD/AF-351 Europe One/Lizard camouflage marked 82ATRS, QF-4E 74-0645/-/AF-336 Egypt One/ Grey camouflage, QF-4E 74-1043/-/AF-338 Texas-ANG grey camouflage, QF-4E 74-1638/TD/AF-349 Southeast Asian camouflage marked 82ATRS and also the last F-4 to shut down the two J-79 engines.

As you read this Scramble, Donald J. Trump, will be (or has been) sworn in as the 45th President of the United States on the 20th of January 2017. Soon after he became President-elect on 8 November 2016 Donald Trump started to seek media attention about the high costs for new and future defense projects. The USAF is heavily involved into new projects like the Lockheed-Martin F-35A Lightning-II and the new Boeing Air Force One Boeing 747-800. As a replacement for the ageing F-15s and F-16s the USAF has the intention to acquire 1.763 F-35A Lightning-II aircraft. As for the intended two new Air Force One B747-800 Jumbo-Jets. They should be replacing the two relatively old VC-25A (B747-200) aircraft now acting as Air Force One. It is highly likely that things will be changing after 20 January 2017. At this moment it is not known what the effects will be on the (proposed) procurements for the USAF.

United States Air Force Air National Guard Unit News

Almost three years after the last 120th Fighter Wing F-15C and F-15D Eagle jet fighters left Great Falls International Airport, the Montana Air National Guard 120th was declared Fully Operational Capable (FOC) again on 1 October 2016. This time as the 120th Airlift Wing, operating the C-130H Hercules. Soon after that, from the beginning of October, Airmen and C-130H aircraft from the 186thAS/120thAW, were tasked to support Operation Inherent Resolve (OIR) in the Middle

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East.

On 9 December 2016, the Arizona Air National Guard Base adjacent to Phoenix Sky Harbor International Airport was renamed Goldwater Air National Guard Base after the late Senator Barry M. Goldwater. Sen. Goldwater was one of the members of the state's first Air Guard squadron which later became today's 161st Air Refueling Wing. The 197thARS/161stARW now call their home Goldwater and already fly the KC-135 Stratotanker for more than three decades from the base. More military establishments have been named after Sen. Goldwater, such as the Barry M. Goldwater Range Complex. The USAF is using the Goldwater Range extensively.

On 8 December 2016, twelve Air National Guard F-16C Fighting Falcon aircraft arrived at Morón Air Base (Spain) as Tabor Flights. The F-16s mainly consisted of the 134thFS/158thFW from the Vermont ANG. The F-16s transited Morón towards Ahmed Al Jaber Air Base in Kuwait. Becoming the 134th Expeditionary Fighter Squadron, part of the 407th Air Expeditionary Group, the F-16s arrived in Kuwait on 10 December. Within fifteen hours, after arriving, the first 134thEFS F-16s, supporting Operation Inherent Resolve (OIR), commenced their first sorties. The following Vermont ANG F-16Cs carried the Green Mountain Boys titles in the tail: 86-0276, 86-0288, 86-0306, 86-0328, 86-0336, 87-0223, 87-0322, and 87-0326. On loan or just assigned to the Vermont ANG were 86-0352/AC with New Jersey ANG markings, 88-0399/AL with Alabama ANG markings and two unmarked examples being 87-0343 and 87-0346, both last noted with the Wisconsin ANG.

United States Air Force Special Operations Command News

An unique event happened on the 3rd of December 2016 at Will Rogers Air National Guard Base (OK). On this day a ceremony was held to commemorate the official name of the 137th Special Operations Wing as part of being an Air National Guard unit subordinating to the Air Force Special Operations Command. Flying the MC-12W since July 2015, the 137th SOW (Back then named 137th Air Refueling Wing) and under command placed 185th Special Operations Squadron have steadily received more MC-12W Intelligence, Surveillance and Reconnaissance (ISR) aircraft. It has been stated that eventually thirteen aircraft will make up the number of MC-12Ws assigned to the 185thSOS/137thSOW. Being the only USAF unit to operate the MC-12W, it is anticipated that Airmen and aircraft from the 137thSOW will be tasked more for overseas duties in the future. At this moment a few aircraft and components of the unit are deployed to Afghanistan. They operate mainly from Bagram and Kandahar Air bases in support of Operation Freedom's Sentinel (OFS). An overview of the MC-12Ws operated by the 137thSOW noted the past year have been: 09-0623, 09-0628, 09-0635, 09-0639, 09-0647, 09-0654, 09-0656, 09-0661, 09-0681, 09-0685 and 09-0686.

Operational testing with the AC-130J Ghost Rider commenced on December the 13th 2016 above White Sands Missile Range (NM) with multiple weapons systems. For this tests the 1st Special Operations Group/Detachment 2 detached the AC-130J from Hurlburt Field (FL) to Cannon AFB (NM). The AC-130J has been in the operational testing phase for the last 15 months and is outfitted with multiple weapons systems to include a 30mm and 105mm cannon, GBU-39 Small Diameter Bombs (SDB) and AGM-176 Griffin missiles. In a surprise move the USAF chose to modify new built MC-130J Commando-II to become AC-130J Ghost Rider gunships instead of building new ones. Only a few have been inducted into service since July 2015 with the 1stSOG/Det.2. Two AC-130Js have been noted recently with the 1stSOG/Det.2 namely 12-5753 and 12-5772. Special worth mentioning is that the first AC-130J 09-5710 became unserviceable, pulling to many Gs, whilst on a test flight from Eglin AFB in April 2015. It is expected that a total

of 37 AC-130Js will be replacing the older gunship models, the AC-130U Spooky and AC-130W Stinger-II aircraft.

A-10A	78-0666/MB	scrapped	scrapped 15dec15	A10-0286	dec15
	80-0206/DM	scrapped	ex i/a Moody AFB	A10-0556	dec16
A-10C	78-0598/IN	163rd FS	not FT/75th FS	A10-0218	aug16
	80-0186/-	McMinnville	ex DARPA	A10-0536	dec16
	80-0195/DM	357th FS	ex DM/358th FS	A10-0545	jun16
C-12C	76-0160		ex USE Budapest	BD-17	nov16
	76-3239	USE Budapest	ex USE Ankara	BD-24	nov16
	76-0160 left Budapest for the USA and was replaced by 76-3239.				
C-12D	83-0499	USE Ankara	ex USE Rabat	BP-45	nov16
C-5B	87-0041	Marietta	ex 337th AS	500-127	nov16
	87-0043	Marietta	ex 337th AS	500-129	jan17
	These were the final two C-5Bs in the Air Force Inventory. 87-0041 was transferred to Marietta on 22 November, while 87-0043 went there in January 2017				
C-130E	62-1798/98	Fort Knox	ex i/a Alpena ANGB	382-3752	dec16
	63-7852	Fort Bliss	ex i/a Little Rock AFB	382-3922	nov16
C-130H	82-0059	144th AS	not 164th AS	382-4977	aug16
HC-130N	69-5830	39th RQS	ex 550th SOS	382-4379	sep16
	69-5833	39th RQS	ex 550th SOS	382-4382	sep16
HC-130P	66-0221	39th RQS	ex 550th SOS	382-4183	sep16
MC-130H	86-1699	15th SOS	ex 550th SOS	382-5026	aug16
	88-0194	15th SOS	ex 550th SOS	382-5133	jul16
	89-0282	15th SOS	ex 550th SOS	382-5243	nov16
	The 550th SOS was disbanded at Kirtland AFB on 27 September 2016 an all its aircraft were send out to Florida (Eglin and Patrick AFB).				
C-130J-30	14-5802	LMTAS-Marietta	for 61st AS	382-5802	nov16
	14-5804	LMTAS-Marietta	for 61st AS	382-5804	nov16
	14-5810	LMTAS-Marietta	for 36th AS	382-5810	dec16
MC-130J	14-5800	LMTAS-Marietta		382-5800	nov16
	14-5803	LMTAS-Marietta		382-5803	nov16
	14-5805	LMTAS-Marietta		382-5805	nov16
	14-5806	LMTAS-Marietta		382-5806	nov16
	14-5809	LMTAS-Marietta		382-5809	nov16
KC-135R	57-1439	91st ARS	ex 22nd ARW	17510/T0119	oct16
	57-1474/ZZ	909th ARS	ex 54th ARS	17545/T0154	oct16
	58-0128/ZZ	909th ARS	ex 54th ARS	17873/T0343	oct16
	59-1472	314th ARS	ex HH/203rd ARS	17960/T0375	dec16
	60-0351/ZZ	909th ARS	ex 54th ARS	18126/T0465	oct16
	60-0360/ZZ	909th ARS	ex 54th ARS	18135/T0474	oct16
	61-0314	91st ARS	ex 91st ARS	18221/T0536	dec16
	61-0323	314th ARS	ex 91st ARS	18230/T0545	dec16
	62-3507/ZZ	909th ARS	ex 22nd ARW	18490/T0558	oct16
	62-3524/AK	168th ARS	ex 22nd ARW	18507/T0575	aug16
	62-3529	314th ARS	ex 91st ARS	18512/T0580	dec16
	62-3541	92nd ARW	ex 22nd ARW	18524/T0592	dec16
	62-3561/ZZ	909th ARS	ex 54th ARS	18544/T0612	oct16
	63-7997/ZZ	909th ARS	ex 22nd ARW	18614/T0653	oct16
	63-8020/ZZ	909th ARS	ex 22nd ARW	18637/T0676	oct16
	63-8878/ZZ	909th ARS		18726/T0709	oct16
KC-135T	58-0050	92nd ARW	ex 91st ARS	17795/T0265	dec16
	59-1480	91st ARS	ex 92nd ARW	17968/T0383	dec16



Not a very common sight, but F-16C 91-0376 actually displays its full serial on the tail, although it is missing a dash. The Viper is part of the F-16 Demo Team from Shaw AFB, and was participating in the show at MCAS Miramar. (25 September 2016, Ramon Berk)

60-0336 22nd ARW ex 91st ARS **18111/T0450** aug16

C-146A

16-3020 524th SOS ex N524AW **3020** oct16
 16-3025 Dornier new ex D-CAAO **3025** nov16

QF-4E

The final four QF-4Es in inventory made their final flight on 21st December 2016. More on this in the article elsewhere in this magazine.

F-15C-22-MC

78-0518/WA 18 159th FS ex WA 18 64th AGRS **505/C051** oct16
 Finally the destination of this former Nellis aggressor is known. It was noted in October 2016 still in full Aggressor c/s and Nellis markings. Only 78-0515 and 78-0532 haven't been noted since the aggressors left Nellis AFB.

F-15C-30-MC

81-0022 194th FS ex 122nd FS CA ANG **738/C205** dec16

F-15E-49-MC

90-0239/WA 17th WPS ex MO/391st FS **1171/E141** nov16

F-15SA

12-1006 to RSAF d/d dec16 dec16
 12-1010 to RSAF d/d dec16 dec16

Both were delivered through RAF Lakenheath in mid December

F-15E-46-MC

88-1703/SJ 334th FS ex SJ/335th FS **1112/E087** jun16

F-16V-20-CF

93-0822 LMTAS ex 6801 **TB-1** dec16

Also the first Taiwanese F-16B has been converted to F-16V standard. At the moment we do not know if this former F-16B is designated F-16BV.

F-16CM-40-CF

88-0436/HL 24th TASS ex HL/4th FS **1C-38** sep16
 88-0439/HL 24th TASS ex HL/421st FS **1C-41** nov16
 88-0460/HL 421st FS still 4th FS mks sep16 **1C-62** sep16
 88-0466/HL 421st FS ex HL/4th FS '466 FS' **1C-68** sep16
 88-0486/HL 24th TASS ex HL/4th FS **1C-88** aug16
 88-0503/HL 24th TASS ex HL/421st FS **1C-105** jul16
 88-0528/HL 421st FS ex HL/4th FS **1C-130** sep16

88-0533/HL 24th TASS ex HL/4th FS **1C-135** oct16
 89-2015/HL 24th TASS ex HL/4th FS **1C-168** jul16
 89-2083/HL 24th TASS ex HL/4th FS **1C-236** jul16
 89-2092/HL 24th TASS ex HL/4th FS **1C-245** jul16
 89-2119/HL 24th TASS ex HL/421st FS **1C-272** aug16
 89-2149/HL 24th TASS ex HL/421st FS **1C-302** nov16

The new F-16 Close Air Support unit at Nellis AFB is designated 24th TASS. The F-16s have started flying missions from Nellis AFB, although still in full Hill AFB markings. As the 4th FS was disbanded awaiting formation as a F-35A unit, all their remaining F-16s are operated by the 421st FS these days.

F-16CM-52-CF

92-3890/6 USAF ADS w/o 02jun16 **CC-132** jun16

F-16DM-40-CF

87-0393/HL 421st FS ex HL/4th FS **1D-3** sep16

F-16DM-42-CF

89-2157/HO 311th FS ex LF/311th FS **1D-32** nov16

QF-16C-30-CF

85-1503/QF-... Cecil Field ex 309th AMARG **5C-283** jul16
 85-1562/QF-013 82nd ATRS D1 ex 82nd ATRS **5C-304** dec16

85-1562 was officially transferred to the 82nd ATRS Det.1 during the QF-4E farewell ceremony on 21st December 2016, being the first of ten QF-16s for this detachment at Holloman AFB (NM).

F-35A-2A

10-5009/OT 422nd TES '422 TES' aug16-06mar13 **AF-21** nov16
 This F-35A returned to Nellis after a being operated by the 31st TES out of Edwards for more than two years. It still wore its 422nd TES commander markings when returned to Nellis.

F-35A-3I

13-5081/HL 34th FS d/d unknown **AF-87** jun16
 13-5083/HL 34th FS d/d unknown **AF-89** jun16
 13-5084 to Italy as MM7335 **AL-4**
 13-5085 to Italy as MM7336 **AL-5**
 13-5086 to Italy as MM7337 **AL-6**
 13-5087 to Norway as 5087 **AM-1**
 13-5088 to Norway as 5088 **AM-2**
 14-5103/LF 62nd FS d/d 21dec16 **AF-104** dec16
 14-5108 for Italy as MM73.. **AL-7**

14-5109	for Italy	as MM73..	AL-8	16-5183	on order	AF-159		
14-5110	to Norway	as 5110	AM-3	16-5184	on order	AF-160		
14-5111	to Norway	as 5111	AM-4	16-5185	on order	AF-161		
14-5112	for Japan	as 69-8701	AX-1	16-5186	on order	AF-162		
14-5113	for Japan	as 69-8702	AX-2	16-5187	on order	AF-163		
14-5114	for Japan	as 69-8703	AX-3	16-5188	on order	AF-164		
14-5115	for Japan	as 69-8704	AX-4	16-5189	on order	AF-165		
14-5116	to Israel	as 901	AS-1	16-5190	on order	AF-166		
14-5117	to Israel	as 902	AS-2	16-5191	on order	AF-167		
15-5118/OT	Fort Worth	for 422nd TES	AF-109	dec16	16-5192	on order	AF-168	
15-5118	on order		AF-109		16-5193	on order	AF-169	
15-5119	on order		AF-110		16-5194	on order	AF-170	
15-5120	on order		AF-111		16-5195	on order	AF-171	
15-5121	on order		AF-112		16-5196	on order	AF-172	
15-5122	on order		AF-113		16-5197	on order	AF-173	
15-5123	on order		AF-114		16-5198	on order	AF-174	
15-5124	on order		AF-115		16-5199	on order	AF-175	
15-5125	on order		AF-116		16-5200	on order	AF-176	
15-5126	on order		AF-117		16-5201	on order	AF-177	
15-5127	on order		AF-118		16-5202	on order	AF-178	
15-5128	on order		AF-119		16-52..	for Italy	as MM73..	AL-9
15-5129	on order		AF-120		16-52..	for Italy	as MM73..	AL-10
15-5130	on order		AF-121		16-52..	for Norway	as 52..	AM-11
15-5131	on order		AF-122		16-52..	for Norway	as 52..	AM-12
15-5132	on order		AF-123		16-52..	for Norway	as 52..	AM-13
15-5133	on order		AF-124		16-52..	for Norway	as 52..	AM-14
15-5134	on order		AF-125		16-52..	for Norway	as 52..	AM-15
15-5135	on order		AF-126		16-52..	for Norway	as 52..	AM-16
15-5136	on order		AF-127		16-52..	for Turkey	as 16-52..	AT-1
15-5137	on order		AF-128		16-52..	for Turkey	as 16-52..	AT-2
15-5138	on order		AF-129		16-52..	for Australia	as A35-003	AU-3
15-5139	on order		AF-130		16-52..	for Australia	as A35-004	AU-4
15-5140	on order		AF-131		16-52..	for Australia	as A35-005	AU-5
15-5141	on order		AF-132		16-52..	for Australia	as A35-006	AU-6
15-5142	on order		AF-133		16-52..	for Australia	as A35-007	AU-7
15-5143	on order		AF-134		16-52..	for Australia	as A35-008	AU-8
15-51..	for Israel	as 9..	AS-3		16-52..	for Australia	as A35-009	AU-9
15-51..	for Israel	as 9..	AS-4		16-52..	for Australia	as A35-010	AU-10
15-51..	for Israel	as 9..	AS-5		MQ-1B-10			
15-51..	for Israel	as 9..	AS-6		05-3136	20th ATKS	w/o 17oct15	P136 oct15
15-51..	for Israel	as 9..	AS-7		RQ-4A-10			
15-51..	for Israel	as 9..	AS-8		02-2008	McMinnville		AF-1 sep16
15-51..	for Israel	as 9..	AS-9		U-2S			
15-51..	for Norway	as 51..	AM-5		80-1070/BB	99th RS	ex WR/Warner Robins	8-070 aug16
15-51..	for Norway	as 51..	AM-6		UC-12M			
15-51..	for Norway	as 51..	AM-7		163843	586th TSS	ex 309th AMARG	BV-8 sep16
15-51..	for Norway	as 51..	AM-8					
15-51..	for Norway	as 51..	AM-9					
15-51..	for Norway	as 51..	AM-10					
15-51..	for Japan	as .9-8705	AX-5					
15-51..	for Japan	as .9-8706	AX-6					
F-35A-3F								
16-5159	on order		AF-136					
16-5160	on order		AF-135					
16-5161	on order		AF-137					
16-5162	on order		AF-138					
16-5163	on order		AF-139					
16-5164	on order		AF-140					
16-5165	on order		AF-141					
16-5166	on order		AF-142					
16-5167	on order		AF-143					
16-5168	on order		AF-144					
16-5169	on order		AF-145					
16-5170	on order		AF-146					
16-5171	on order		AF-147					
16-5172	on order		AF-148					
16-5173	on order		AF-149					
16-5174	on order		AF-150					
16-5175	on order		AF-151					
16-5176	on order		AF-152					
16-5177	on order		AF-153					
16-5178	on order		AF-154					
16-5179	on order		AF-155					
16-5180	on order		AF-156					
16-5181	on order		AF-157					
16-5182	on order		AF-158					

United States Army (AR)
With reference to last month's overview of MC-12S aircraft on strength with the United States Army, additional information has come to light concerning the sub-variant designations MC-12S, MC-12S-1, MC-12S-2 and MC-12S-3. Also we can present several updates on the current status and unit allocations. Several of the MC-12S aircraft were already in use prior to being converted in the EMARSS programme, hence a number of these changes and the more or less fluent situation.

MC-12S EMARSS-S: The four aircraft ordered in this configuration are confirmed to be 11-00265, 11-00266, 11-00267 and 11-00268. All four are assigned to B/224th MI Bn at Hunter AAF, Fort Stewart (GA).

MC-12S-1 EMARSS-G: It is still believed that eight aircraft in this configuration are planned, although some sources now claim that twelve will be delivered. Beech 11-00283 has been mentioned as the first full MC-12S-1 conversion, followed by 12-00280. The latter is currently in use by B/305th MI Bn at Libby AAF, Fort Huachuca (AZ). The other six aircraft which will be converted to MC-12S-1 standard are: 11-00282, 11-00284, 11-00285, 12-00278, 12-00279 and 12-00281. At least some of these are currently undergoing conversion.

MC-12S-2 EMARSS-M: As per last month's item, the first aircraft to undergo MC-12S-2 conversion was indeed 10-00737.

No further news at this point in time about the identity of the remaining seven aircraft planned. Most, if not all are currently undergoing conversion.

MC-12S-3 EMARSS-V: The first of four conversions was 11-00287, which was re-delivered in October 2016. It currently is in use by B/305th MI Bn at Libby AAF, Fort Huachuca (AZ). The other three future MC-12S-3 aircraft are: 11-00286, 13-00282 and 13-00283. The status on these three is somewhat unclear. 11-0286 is believed to be currently deployed on operations and has not yet been converted. 13-00282 arrived at Hagerstown (MD) in May 2016. Conversion to MC-12S-3 status has probably started for this aircraft. Finally 13-00283, which has been mentioned both as deployed on operations and with AFTD at Redstone Arsenal (AL) undergoing post-modifications tests. We tend to believe the latter, so that 13-00283 is the second conversion and currently undergoing testing with AFTD.

United States Army Unit News

MAR reports that the UC-35 aircraft at Wiesbaden (Germany) (E/1-214th AVN) started to wear unit badges. This consists of a star with below it "US Army Europe". Three aircraft have been reported with these markings by end-November 2016: 95-00123, 97-00102 and 97-00105.

BEST = BEST Aircraft Consolidation Facility, Huntsville (AL)

Units

- Det.1 C/1-111th AVN GA ARNG, AASF Dobbins AFB, Marietta (GA)
- 1-183rd AVN ID ARNG, AASF Boise Airport-Gowen Field (ID)
- 1-223rd AVN Knox AHP, Fort Rucker (AL)
- B/2-227th AVN Hood AAF, Fort Hood (TX)
- AFTD Aviation Flight Test Directorate, Redstone AAF (AL)
- ATEC WSMR United States Army Test and Evaluation Command,
- White Sands Missile Range at McAfee AHP, Holloman AFB (NM)
- Yuma PG AOD Yuma Proving Grounds Aviation Operations Detachment at Laguana AAF (AZ)

Beech 300LW

07-61015 B/3-214th AVN, ex N906EA **FA-177** dec16
 This is the third former civil registered Beech which is not confirmed to carry a military registration. It is believed that the aircraft is still assigned to B/3-214th AVN, but confirmation would be appreciated. This is the third aircraft to be confirmed in this range, others being 07-61016 and 07-61017. Proof has been found that at least also 07-61011, 07-61012 and 07-61018 exist, but no tie-ups are known.

C-23C

- 88-01865 for sale by tender as N865AW **SH3205** nov16
- 88-01866 for sale by tender as N186AW **SH3206** nov16
- 90-07013 for sale by tender as N7013 **SH3213** nov16

These aircraft have been offered for sale via the General Services Administration (GSA). Interestingly, they are listed as C-23B on their website. All three are stored inside hangars at San Antonio (TX) pending sales. The closing of the tender was 7 December 2016.

UH-1H

74-22479 to N797ZM ex AFTD **13803** nov16
 At Holloman AFB (NM), former ATEC WSMR Huey 74-22478 was seen with a green tailboom, red/white cabin and registered as N670SP. By end-December 2016 that registration was not yet in the FAA database.

UH-1V

- 73-22097 to N796YV ex ATEC WSMR **13580** dec16
- 74-22430 to N269SP ex Yuma PG AOD **13754** dec16

CH-47F

- 08-08056 B/2-227th AVN ex 1-223rd AVN **M8056** sep16
- 12-08099 B(-)/1-111th AVN, ex Det.1 B/3-239th **M8099** nov16

MH-47G

..-02903 160th SOAR f/n **M2903?** dec16
 After "02905" now a second new MH-47G has been reported. Possibly the eight newly built helicopters were allocated reg-

istration 02901 until 02908, with the first one being FY12 and the remaining seven FY13. But confirmation is required!

OH-58A

72-21263 for sale by tender, std Blountstown (FL) **41929** nov16
 Another Kiowa for sale as scrap, this helicopter is ex N2748C (canx may15).

OH-58D

In total forty-five Kiowa Warriors left 309th AMARG in October and November 2016. Reason for this move was that all of them were scrapped by HVF. The first helicopter to leave was 94-00157 which was listed in error on the 309th AMARG inventory list as "01-0140U".

94-00157 in September 2016.

90-00355, 91-00539, 92-00526, 93-00954, 97-00127, 11-01338 all in October 2016.

90-00347, 90-00363, 90-00365, 91-00546, 91-00563, 91-00564, 91-00566, 92-00524, 92-00574, 92-00584, 92-00590, 92-00592, 92-00595, 92-00599, 93-00943, 93-00966, 93-00970, 93-00971, 93-00980, 93-00981, 93-01006, 94-00152, 94-00179, 94-00183, 95-00005, 95-00014, 95-00020, 95-00036, 95-00083, 96-00026, 96-00031, 96-00032, 96-00034, 96-00113, 96-00124, 97-00132, 97-00134, 97-01330 all in November 2016.

EH-60A

- 86-24568 to N802TB ex std BEST **70-1110** dec16
- 87-24673 to N802SB ex std BEST **70-1296** dec16

UH-60A

- 80-23444 to N942AA ex std BEST **70-202** dec16
- 80-23455 to N60DK ex std BEST **70-213** nov16
- 80-23495 to N941AA ex std BEST **70-253** dec16
- 80-23501 to N940AA ex std BEST **70-259** dec16
- 81-23609 to N938AA ex std BEST **70-331** dec16

UH-60L

- 86-24537 1-183rd AVN ex nb **70-1044** sep16

HH-60M

- 08-20138 Det.1 C/1-111th AVN, c/n update **70-3271**

AH-64E

- 16-03105 nb f/n dec16

United States Navy (NY)

President-elect Donald Trump suggested that the Boeing Super Hornet is an alternative to the Lockheed-Martin F-35 after finding out that there are tremendous cost and cost overruns of the Lightning II. Trump recently asked Boeing to price-out a comparable F/A-18E/F Super Hornet. What this means for Lockheed Martin and its top competitor Boeing in the long term is not exactly clear. As known, the F-35 has been plagued with massive cost overruns, delays in the program and technical issues. The F/A-18E/F is of course a fourth-generation plane that lacks many of the capabilities of the fifth generation F-35, such as stealth and sensor fusion. Redesigning a Super Hornet with fifth generation qualities would require years of development and engineering time and probably billions of dollars. The US Navy has limited its F-35C buys, mostly because of the delay in the F-35C program that resulted in a fighter gap. In the meantime, the Navy continuously added money into its budget for Super Hornets and its electronic warfare-capable brother, the E/A-18 Growler, which is manufactured on the same production line. But eventually somewhere in the near future the Navy will have to shift to the Lightning II too.

On 16 December 2016, Northrop Grumman completed the first flight of an E-2D Advanced Hawkeye (166501, **AA-1**) of VX-23 equipped with aerial refueling probe on top of the nose. Under a 2013 engineering, manufacturing and development contract award, Northrop Grumman designed, developed, manufactured, and tested several sub-system upgrades necessary to accommodate an aerial refueling capability. The aerial refueling capability will allow the E-2D to provide longer on-station times at greater ranges, extending its

mission time. Because of the probe modification, new fuel piping, electrical and lighting upgrades and long endurance seats were built in. The seats because reducing the fatigue of crews over longer missions. The aerial refueling program will modify three aircraft for testing planned through 2018. Production cut-in and retrofit plans are scheduled to begin in 2018.

Unmanned is the word for the upcoming years... By mid-October 2016 the Navy had selected four companies to refine concepts for the future MQ-25 unmanned carrier-based aerial refueling aircraft. Naval Air Systems Command (NAVAIR) awarded a \$35,8 million contract to Northrop Grumman, a \$43,6 million contract to Lockheed Martin, a \$43,4 million contract to Boeing and a \$43,7 million contract to General Atomics in support of the MQ-25 unmanned carrier aviation air system. The four companies must refine the concepts and develop an engineering and manufacturing development phase of the program. The ability of an unmanned jet aircraft to launch from and recover aboard an aircraft carrier already has been demonstrated by the X-47B, which was developed by Northrop Grumman. The work for all four contractors is due for completion by October 2017.

The US Navy spend some US\$13,7 million for one new Beechcraft King Air 350C Cargo Slick aircraft that is modified to a C-12W on 21 December 2016. The aircraft will be built in Wichita (KS) and is expected to be airworthy in November 2018. The US Navy purchased six UC-12Ws with an option for another six. The first six are already delivered to the US Marine Corps as a replacement of the UC-12B/Fs. It looks like this new order is the second one capitalized of the six aircraft from the option. The first one converted into a firm order from the option was awarded on 25 March 2015. The six Beech 350s already delivered are the following uncoded ones (BuNo, c/n, unit, last-noted):

168204	FM-27	SP-MAGTF-CR A	apr15
168205	FM-28	VMR-4	jan16
168206	FM-30	MCAS Iwakuni	jul15
168207	FM-31	MCAS Miramar	oct15
168208	FM-32	MCAS Miramar	oct16
168209	FM-34	MCAS Iwakuni	oct16

United States Navy unit news

After some research, the following Patrol Squadrons (VP) are currently deployed around the globe: VP-1 *Screaming Eagles*

(‘YB-xxx’) from NAS Whidbey Island (WA) deployed their P-3Cs to Bahrain and Kadena, Japan from September 2016. VP-10 *Red Lancers* (‘LD-xxx’) flying the P-8A from NAS Jacksonville (FL) is deployed to Kadena from September 2016 onwards. VP-45 *Pelicans* (‘LN-xxx’) from NAS Jacksonville sent their P-8As to Sigonalla, Italy from September 2016. VP-47 *Golden Swordsmen* from MCB Hawaii deployed their P-3Cs to Kadena and Comalapa, El Salvador from September 2016 onwards. The sneaky VPU-2 *Wizards* from MCB Hawaii deployed at least one of their old P-3SPA to Ali al Salem, Kuwait from November 2016. Finally, an extremely sneaky P-3 BUPERS SDC of most probably Naval Air Systems Command-Flight Support Detachment (NASC-FS), better known as Naval Air Weapons Center (NAWC) 23 based at NAS Dallas (TX), was also reported at Ali al Salem from October 2016.

Operational Test and Evaluation Squadron (VX) 9 *Vampires* (‘XE-xxx’) from NAWC China Lake (CA) started operating the F-35C from November 2016. The first two were reported in December 2016 (168734/XE-101 **CF-08** and 168842/XE-105 **CF-11**). The squadron will eventually receive five Lightning IIs. VX-9 also operates the F/A-18C/D Hornet, F/A-18E/F Super Hornet and EA-18G Growler. VX-9 also operates a Lightning from Edwards AFB, recently F-35C 168735/ED-104 was added to the F-35 Joint Operational test Team.

On 1 December 2016, the US Navy established the Airborne Command and Control Logistics Wing Medium Tilt-Rotor Training Detachment (ACCLW VMT) 204 at MCAS New River (NC). The Navy detachment will be associated with Marine Medium Tiltrotor Training Squadron (VMMT) 204 *Raptors* (‘GX’), the US Marine Corps Fleet Replacement Squadron. The US Navy will eventually equip ACCLW VMT-204 Det with the CMV-22B Osprey carrier-onboard-delivery (COD), the replacement of the C-2A Greyhound. The Airborne Command and Control Logistics Wing, which is responsible for the Navy’s two fleet logistics support squadrons that fly the C-2A Greyhound COD aircraft, is commanding the detachment. The parent wing is headquartered at NAS Point Mugu (CA), home the E-2 Hawkeye squadrons. The new unit is a departure from the current set-up with C-2A crews being trained by the Hawkeye training squadron, Carrier Airborne Early Squadron (VAW) 120 at NAS Norfolk (VA). The Navy plans to procure 44 CMV-22Bs beginning in 2018, with first deliveries scheduled for 2020. The CVM-22B will differ from the MV-22B



A stunning aircraft pictured against a stunning background makes for a stunning picture! This legacy F/A-18A Hornet of VFA-204 “River Rattlers” normally operates out of NAS New Orleans JRB, but exchanged the wet environment of Louisiana for the dry deserts of Nevada. (162905, NAS Fallon, 2 December 2016, Bert Stil)

by modification with a high-frequency radio for long-range communications, extra fuel tankage and a public address system for the cabin.

Following the aforementioned, the Bell Boeing Joint Project Office, Amarillo (TX) is being awarded a US\$15,7 million advance acquisition contract on 28 December 2016. The contract covers long-lead components for the manufacture and delivery of six Lot 22 CMV-22s for the Navy. Work is expected to be completed in December 2017.

On 28 October 2016, The Navy's first unmanned patrol squadron (VUP) 19 stood up at NAS Jacksonville (FL). VUP-19 will operate the Northrop Grumman MQ-4C Triton unmanned aerial vehicle (UAV). VUP-19, stood up as a unit of Patrol Reconnaissance Wing 11, joining the wing's six P-8A Poseidon-equipped patrol (VP) squadrons. VUP-19 continues the traditions of VP-19 *Big Red* ('PE'), a former P-3 squadron based at NAS Moffett Field (CA) that was disestablished on 31 August 1991. During the ceremonies, a full-scale mock-up of the MQ-4C was on display in the *Big Red* firebird markings. Northrop Grumman has delivered two prototype Tritons to NAS Patuxent River (MD), for testing alongside a company-owned Triton. Two other Tritons are being built and will be followed by three more. VUP-19 is expecting its first MQ-4C in August 2017, with initial operational capability (IOC) in 2018 when two aircraft in a baseline configuration are fully available for operations. The squadron eventually will receive twelve MQ-4Cs. Strikingly, VUP-19's Tritons will be based with the squadron's detachment at NAS Point Mugu (CA), but controlled by the squadron from its facilities in Jacksonville. The squadron is expected to make its first deployment to Guam. The Navy also plans to establish a second Triton squadron, VUP-11, at NAS Whidbey Island (WA).

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

Carrier Air Wing 1, USS Harry S. Truman (CVN-75), AB
VAW-125 *Tigertails* flying the E-2D and VAW-126 flying the E-2C-2000NP are both flying with the CVW-1 AB-6xx code/modex. Most probably VAW-125 will be transferred in fiscal year 2017 (01oct16-30sep17) to CVW-9/NG.

Carrier Air Wing 7, USS Dwight D. Eisenhower (CVN-69), AG
The US Navy aviation is heavily involved in fighting Islamic State of Iraq and the Levant (ISIL). The USS *Dwight D. Eisenhower* (CVN-69) Carrier Strike Group (Ike CSG) is deployed since 1 June 2016 in support of Operation Inherent Resolve (OIR). It had operated in the US 6th Fleet area of operations from 28 June to 07 July 2016, completing 116 sorties in support of OIR. After 7 July, the Ike moved via the Suez Canal and Red Sea to the Persian Gulf where the wing flew 1,569 sorties. On 4 December 2016, the Ike transited the Suez Canal again and from 6 December 2016, the wing launched again sorties from the Eastern Mediterranean. The Ike CSG visited Marseille mid-December and chopped out of the 6th Fleet European theater of operations on 26 December 2016. The homecoming is set for 30 December 2016. Usually, US carriers show a permanent presence in the Persian Gulf, they have a hand-over take-over (HOTO) in theater. But this time, the US Navy was not able to realize this HOTO. The relieve ship, the USS *George H.W. Bush* (CVN-77) is most probably leaving homeport Norfolk by late January 2017. Carrier gaps haven't taken place in the past. During those gaps, the USAF deploys additional units to Central Command. Like they do now (ie. F-16s to al Jaber). By the way, the gap is more or less planned. CVN-77 entered the Norfolk Naval Shipyard in Portsmouth (VA) on 16 June 2015 for a nine-month Planned Incremental Availability (PIA), that eventually took to 23 July 2016 when the first sea-trails started. The pre-deployment training cycle of the group en Air Wing was delayed during that period so the Composite Training Unit Exercise (COMPTUEX) and

Joint Task Force Exercise (JTTEX) were only finished late December 2016. Most probably the US Navy command gives a clear political statement with the delay, they need additional funds to stay up to speed. The *Bush* is not the first carrier that experienced a longer PIA. The Ike missed a deployment due to shipyard and maintenance issues too in 2015. The Navy's four shipyards are facing constant problems and they are working to restore and improve the work forces in the yards.

VFA-32	<i>Swordsmen</i>	F/A-18F	1xx
VFA-86	<i>Sidewinders</i>	F/A-18E	2xx
VFA-131	<i>Wildcats</i>	F/A-18C	3xx
VFA-105	<i>Gunslingers</i>	F/A-18E	4xx
VAQ-130	<i>Zappers</i>	EA-18G	5xx
VAW-117	<i>Wallbangers</i>	E-2C-2000NP	6xx
HSC-7	<i>Dusty Dogs</i>	MH-60S	61x
HSM-74	<i>Swamp Foxes</i>	MH-60R	7xx
VRC-40/Det.4	<i>Rawhides</i>	C-2A NP	xx

Carrier Air Wing 8, USS George H.W. Bush (CVN-77), AJ

On 28 November 2016, the *George H.W. Bush* Carrier Strike Group (GHWBCSG) departed homeport NS Norfolk (VA) to begin a COMPTUEX, the leading test to certification for deployment. GHWBCSG is conducting this final pre-deployment evaluation to ensure it is mission ready. It is expected that the *Bush* will deploy late January 2017 to the 6th and eventually 5th Fleet area of operations.

VFA-15 *Valions* ('AJ-3xx') operating the legacy Hornet will be disestablished in FY17. The F/A-18C squadron is based at NAS Oceana (VA).

VFA-31	<i>Tomcats</i>	F/A-18E	1xx
VFA-213	<i>Black Lions</i>	F/A-18F	2xx
VFA-87	<i>Golden Warriors</i>	F/A-18C	3xx
VFA-37	<i>Bulls</i>	F/A-18C	4xx
VAQ-131	<i>Lancers</i>	EA-18G	5xx
VAW-124	<i>Bear Aces</i>	E-2C-NP	6xx
HSC-9	<i>Tridents</i>	MH-60S	61x
HSM-70	<i>Spartans</i>	MH-60R	7xx
VRC-40/Det.1	<i>Rawhides</i>	C-2A NP	xx

Most probably CVN-77 will be relieved (on-time) by the USS *Nimitz* (CVN-68).

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

Carrier Air Wing 9, USS John C. Stennis (CVN-74), NG

VAW-112 *Golden Hawks* flying the E-2C from NAS Point Mugu (CA) will be disestablished in FY17. The squadron will most probably be replaced by VAW-125, former CVW-1/AB.

Carrier Air Wing 17, USS Theodore Roosevelt (CVN-71), NA

HSC-15 *Red Lions* ('NA-61x') operating the MH-60S from NAS North Island (CA) will be disestablished in FY17. The squadron is replaced within CVW-17 by HSC-6 *Indians*.

United States Navy (NY)

FRCSSE = Fleet Readiness Center South East, Jacksonville (FL)

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

LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)

C-2A

162154/30	VRC-30	ex 43/VRC-40 Det.4	34	oct16
162166/40	VRC-40	ex 31/VRC-30	46	dec16

E-2C

165821/NA-601	VAW-116	ex NG-601/VAW-112	A192	dec16
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E-2C-II

165297/E-584	FRCSW	ex nmks	A52-168	nov16
165299/AC-601	VAW-123	ex 600 VAW-124	A52-170	dec16

F/A-18C

164905/AC-311	VFA-131	ex AG-300/VFA-83	1237/C364	dec16
165211/AC-306	VFA-131	ex NE-402/VFA-34	1384/C436	dec16
165213/AC-302	VFA-131	ex NE-405/VFA-34	1388/C438	dec16
165217/AC-307	VFA-131	ex NE-400/VFA-34	1396/C442	dec16
165402/AC-312	VFA-131	ex AC-307	1426/C459	dec16



VX-9 "Vampires" is normally based at NAWS China Lake, but operates a detachment of F-35s at Edwards AFB. Eventually the squadron will operate six F-35Cs, while still operating other types like the F/A-18 and EA-18G. (168734, Edwards AFB, 1 December 2016, Frank Crébas)

165403/NE-400 VFA-34 ex NE-410, CAG c/s **1428/C460** jan17

F/A-18E

166869/NJ-144 VFA-122 ex NF-311/VFA-115 **E171** dec16

166958/AC-214 VFA-86 ex NJ-215/VFA-122 **E200** dec16

F/A-18F

166454/AC-113 VFA-32 ex AD-223/VFA-106 **F089** dec16

166844/NG-167 VFA-41 ex NH-101 **F192** dec16

166845/NG-177 VFA-41 ex NG-102 **F193** dec16

EA-18G

168941/DD-501 VX-31 ex SD-516/VX-23 **G113** dec16

F-35C

168734/XE-101 VX-9 Det.Edwards ex NJ-102/VFA-101 **CF-07** dec16

168842/XE-105 VX-9 Det.Edwards ex NJ-104/VFA-101 **CF-11** dec16

169304/NJ-127 VFA-101 del **CF-30** dec16

MH-53E

164765/AN-434 HM-12 ex BJ-562/HM-14 **65-607** dec16

MH-60R

166550/NH-703 HSM-75 ex NH-713 **70-31..** oct16

166558/AJ-712 FRCSE ex AJ-712/HSM-70 **70-3171** nov16

MH-60S

168575/AC-613 HSC-7 ex AC-620 **70-4424** dec16

NP-3C

158204/RL-204 309th AMARG ex RL-204/VXS-1 **5548** nov16

P-3C AIP+

160761/761 309th AMARG ex 761/VP-46 **5665** dec16

P-3C BMUP+

161588/588 nmks ex 588/VP-26 **5760** dec16

P-3C-IIIIR

158926/305 309th AMARG e 305/VX-30 **5598** dec16

P-8A

169003/003 VP-8 ex LF-003/VP-16 **44944/5765** dec16

169007/007 VP-30 del 05dec16 **44948/5903** dec16

169008/008 VP-30 del 05jan16 **44949/5936** dec16

169324/324 Boeing f/f 30nov11 **62291/6104** nov16

169325/325 Boeing f/f 15dec16 **62292/6132** dec16

United States Marine Corps (NY)

Many of us never saw them, and the Marine Corps is already planning to phase them out. The USMC is leveraging the Army-led Future Vertical Lift (FVL) program to field the rotary-wing aircraft expected to replace its UH-1Y Venom utility helicopter and AH-1Z Viper helicopter gunship in the early 2030s. Early December 2016, the Rotorcraft Require-

ments for Headquarters, US Marine Corps announced that the service expects to start replacing the oldest UH-1Ys in 2033 and the oldest AH-1Zs in 2035. The RRH USMC plans on building in more capability in the Venom and Viper replacement by the FVL with the render that with the replacement of the CH-46 helicopter by the MV-22B Osprey, the Venom and Vipers are not able to keep up and provide assault support.

United States Marine Corps unit news

Marine Force Atlantic (MARFORLANT)

Simultaneously on the aforementioned news item on the *Eisenhower*, since 1 August 2016, elements of the 22nd Marine Expeditionary Unit (MEU) continued conducting air strikes against ISIL targets in Sirte, Libya, from amphibious assault ship *USS Wasp* (LHD-1) as part of Operation Odyssey Lightning to support Libyan Government of National Accord-aligned forces fighting there. The *Wasp* deployed on 25 June 2016 and sailed the main part of its deployed through the Persian Gulf. After operations in the Med, the amphib will move homeport. The *Wasp* embarked Aviation Combat Element (ACE) formed around the MCAS New River (NC) based Marine Medium Tiltrotor Squadron (VMM) 264 (Reinforced) *Black Knights* ('EH').

VMM-264	<i>Black Knights</i>	MV-22B	EH-0x, 1x
HMH-.../Det		CH-53E	EH-2x
HMLA-467/Det	<i>Sabers</i>	UH-1Y/AH-1Z	EH-3x
VMA-542/Det	<i>Flying Tigers</i>	AV-8B	EH-4x
HSC-22/Det	<i>Sea Knights</i>	MH-60S	AM-xx

The MH-60S unit from NAS orfolk (VA) is assigned to the *Wasp*, not to the ACE.

Marine Force Pacific (MARFORPAC)

The *USS Makin Island* (LHD-8) deployed 14 October 2016 from homeport NB San Diego (CA) to the Middle East 5th and 7th Fleet Area of Operations. Embarked on the MKI are the 11th Marine Expeditionary Unit (MEU) and ACE formed around the MCAS Miramar (CA) based Marine Medium Tiltrotor Squadron (VMM) 163 (Reinforced) *Evil Eyes* ('YP'). The Amphibious Ready Group was reported in the Gulf of Aden near Djibouti in December 2016.

VMM-163	<i>Evil Eyes</i>	MV-22B	YP-0x, 1x
HMH-.../Det		CH-53E	YP-2x
HMLA-.../Det		UH-1Y/AH-1Z	YP-3x
VMA-311/Det	<i>Tomcats</i>	AV-8B	YP-4x
HSC-21/Det	<i>Blackjacks</i>	MH-60S	VR-xx

The MH-60S unit from NAS North Island (CA) is assigned to the MKI and not to the ACE.

United States Marine Corps (NY)

FRCSE = Fleet Readiness Center South East, Jacksonville (FL)

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

LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)

EA-6B	163528/CY-80	VMAQ-2	ex CY-02	P-155	dec16				
AH-1W	160744/SE-47	309th AMARG	ex SE-47/HMLA-469	26932	nov16				
	163934/EP-40	309th AMARG	ex EP-40/VMM-265	26259	nov16				
	163948/SE-42	309th AMARG	ex SE-42/HMLA-469	26273	nov16				
	163949/SE-50	309th AMARG	ex SE-50/HMLA-469	26274	nov16				
	164573/SE-46	309th AMARG	ex SE-46/HMLA-469	26281	nov16				
	164587/SE-44	309th AMARG	ex SE-44/HMLA-469	29163	nov16				
	165049/SE-43	309th AMARG	ex SE-43/HMLA-469	26317	nov16				
UH-1Y	168408/UV-04	HMLA-267	ex SE-04/HMLA-469	55145/Y57	dec16				
	168414/UV-06	HMLA-267	ex HF-26/HMLA-269	55151/Y63	dec16				
	169102/UV-07	HMLA-267	ex UV-06	55214/Y125	dec16				
AH-1Z	166759/MV-42	VMX-1	ex MV-42/VMX-22	59004	dec16				
	168967	Bell Amarillo	f/n	59224	nov16				
CH-53E	161996/YN-00	HMH-361	ex YF-06/HMH-462	65-473	nov16				
F/A-18A++	162442/WS-416	VMFA-323	ex VW-05/VMFA-314	288/A233	oct16				
	163173/MA-05	VMFA-112	ex VW-01/VMFA-314	615/A520	jan17				
F/A-18C	163702	VMFA-...	ex 309th AMARG	761/C064	nov16				
	163717	VMFA-...	ex 309th AMARG	783/C078	dec16				
	163722/NH-405	VMFA-...	ex 309th AMARG	789/C082	dec16				
	163738	VMFA-...	ex 309th AMARG	809/C097	nov16				
	163755/VE-201	VMFA-115	w/o 07dec16	831/C113					
	163767/206	VMFA-...	ex 309th AMARG	847/C124	dec16				
	163773	VMFA-...	ex 309th AMARG	853/C129	dec16				
	164268/DC-14	VMFA-122	ex DC-02	1031/C246	oct16				
F-35B	168731/CF-00	VMFA-211	ex VK-13/VMFA-121	BF-33	dec16				
	169297/VK	LMTAS	f/f 02dec16	BF-55	dec16				
AV-8B	163876/WH-21	VMA-542	ex WP-17/VMA-223	184	dec16				
AV-8B+	164545/21	VMA-311	ex WL-56	230	dec16				
AV-8B+(R)	165420/WL-03	VMA-311	ex EH-50/VMM-264	292	dec16				
	165573/WL-02	VMA-311	ex WE-04/VMA-214	310	dec16				
MV-22B	165846/ML-05	nmks	ex ML-05/FRCE	D0032	dec16				
	168015/YT-09	VMM-164	ex GX-33/VMMT-204	D0145	dec16				
	168027/EP-06	VMM-265	w/o 12dec16	D0157					
	168352/YZ-17	VMM-365	ex YR-17/VMM-161	D0255?	dec16				
	168640/YT-06	VMM-164	f/n	D0295?	dec16				
United States Coast Guard (CG)									
HC-130J	2010	Lockheed	f/n	382-5791	dec16				
MH-65D	6604	HITRON Jacks.	ex Savannah		nov16				
Credits									
ELAS, Ian Carroll, Seb Does, Brian Evans, Martin Greenman, Joris Heeren, Thomas Hirt, Alan Jackson, Daniele Mattiuzzo, Tom Svendsen, Peter Weinert, Peter Wilmlink									
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			



A32-675 is one of a dozen King Air 350s operated by 38 Squadron. Most of the King Airs were an interim replacement for the venerable DHC-4 Caribou, which was operated by the RAAF for 45 years. Recently, full replacement was begun by introducing the C-27J Spartan. (RAAF Townsville, 16 October 2016, Jonathan Verschuuren)

Scramble Digital? Go to www.pocketmags.com and search for Scramble



Showreports

Rarely photographed are BK117 of the Japanese armed forces, this one is operated by the TRDI and was photographed at the Air Show at Gifu by Roger Janssens. (6001, 30 October 2016)

Batajnica (Serbia)

Open house

1 October 2016

Static:

12491	Mi-171	890.mhe
12936	SA342L	890.mhe
17163	MiG-21bis	exhibit
17232	MiG-21bis	101.lae
18108	MiG-29A	101.lae
23601	G-4	(red/white c/s)
25531	TJ-2 Orao	TOC
53252	UTVA-75	40 Years UTVA-75 fin
54209	Lasta 95	242.shtae
71364	An-26	138.tae
YU-VGI	PA-34-220T	138.tae

Hangar near static:

18101	MiG-29A	101.lae
18301	MiG-29UB	101.lae
25507	TJ-2	"ORAO 2.0"

Ramp behind static:

12366, 12367, 12370	Mi-8T	rotorless
12492	Mi-171	890.mhe (demo)
12550	Mi-17	890.mhe
12890	SA342L	890.mhe

TOC Flightline/storage:

122..	Mi-8T	nn (faded Red Cross)
17205	MiG-21bis	101.lae
..	MiG-21	nn
23252	G-2	TOC
23646, 23644	G-4	TOC
53153	UTVA-75	252.shtae

Between runways:

71503, 71505	Yak-40	138.tae
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Dispersals between hangars:

23005, 23645, 23727	G-4	252.shtae
25103	J-2	std
53124, 53228	UTVA-75	252.shtae

MiG-21line:

16155	MiG-21UM	101.lae
17221, 17222	MiG-21bis	101.lae

17407, 17409 + 5

MiG-21bis

101.lae

Behind old tower:

70501	Do28D-2	stored
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Flightline other side of runway:

18102	MiG-29A	101.lae
23625, 23730	G-4	nn
23742, 23744	G-4	nn
53244	UTVA-75	252.shtae
..	MiG-21UM	nn
..	Mi-8T	nn, red cross, operational?

The MiG-21 and Mi-8T were the only ones which did not fly

Storage area at end of runway:

25604	G-4	stored
70502	Do28D-2	stored
71362, 71371, 71379 +1	An-26	stored
71504	Yak-40	stored

Namest (Czechia)

Base 60th anniversary

1 October 2016

Static:

0441	L-39C	CLV
0731	L-410UVP	CLV
9799	Mi-171Sh	222.vrl
3366	Mi-35	221.vrl
5320	Su-7BM	preserved, as 1965
3201	Su-22M-4	40.elt
OK-PNE	Z142	LOM Praha
OK-WOI	Z43	LOM Praha

Flightline (in front of crowd)

OK-ZIU	Bell 206LT	Alfa helicopter
OK-UAL36	Sopwith Camel	replica RAF mks
OK-JAA90	Fokker Dr I	replica, red Baron c/s

Flightline North:

1525	L-410FG	242.tsl
6066	L-159A	212.tl
OK-BYQ	Bell 412HP	Czech Police
OK-UTI	SBLim-2	ex 266/Poland, as 2514

Heli Pads by Static:

0839	Mi-17	221.vrl
9904	Mi-171Sh	222.vrl

3369 Mi-35 221.vrl
Hangar:
 .. L-29 cockpit only
Helicopter ramp north:
 6060, 6965 L-159A 212.tl
 9887, 9825, 9837 Mi-171Sh 222.vrl
 7355, 7358 Mi-24V 221.vrl
 3370 Mi-35 221.vrl, as EV953/K-PP \$
 3371 Mi-35 221.vrl

Helicopter flight:
 OK-HSO H500E Heliczech
 OK-HIC R44 Heliczech

Maintenance Hangar and ramp:
 9915 Mi-171Sh 222.vrl

Flying only:
 9234, 9241 JAS39C 211.tl

Elsewhere:
 2807 L-29RS preserved
 2418 L-39ZA preserved
 6016 L-159A preserved
 0713 Mi-2 preserved
 0705 Mi-24V preserved, tiger c/s
 3908 MiG-15bis preserved
 5317 Su-7BM preserved, as "1990"
 4209 Su-22M-4 preserved
 5007 Su-25K preserved

JGSDF Tachikawa (Japan)

Airshow 1 October 2016

Static:
 69-6645 UH-1N 459th AS
 96-26716 UH-60L AvnBn Japan 73463/
 IVATH AH-1S 4 Taisensha Herikopotatai
 32620/EH OH-1 Toubu Homen Herikopotatai
 41714/EAAFM UH-1H Toubu Homen GIA
 41808/EH UH-1J Toubu Homen Herikopotatai
 31172/EAAFM OH-6D Toubu Homen GIA
 52980/HGP III CH-47JA 103 Hikotai
 43126/XIIH UH-60JA 12 Herikopotatai
 74508/SK AH-64D Kasumigaura Kou
 23055/LR LR-2 Renraku Teisatsu Hikotai

Flightline:
 73469/IVATH AH-1S 4 Taisensha Herikopotatai
 41847/X UH-1J 10 Hikotai
 41856/I, 41891 UH-1J 1 Hikotai
 41893, 41923 UH-1J 1 Hikotai
 31286/I OH-6D 1 Hikotai
 52934/SK CH-47J Kasumigaura Kou

UH-1J of Toubu Homen Herikopotatai, coded EH:
 41802, 41833, 41834, 41864, 41877, 41879, 41889, 41897, 41929

Preserved:
 41733/MH UH-1H Tachikawa
 31173/XI OH-6D 11 Hikotai
 22003/E LR-1 Tachikawa
 11364/I L-19E 1 Hikotai

Robins AFB, GA (USA)

Thunder Over Georgia Airshow 2 October 2016

Static:
 78-0583/FT A-10C 75th FS
 86-0094/EL B-1B 37th BS
 60-0059/LA B-52H 96th BS
 83-1285 C-5M 436th AW
 92-3294 C-17A 62nd AW
 84-0135 C-21A AMC
 65-0980 C-130H 158th AS GA ANG
 06-4631 C-130J-30 41st AS
 58-0046 KC-135R 931st ARG
 95-0121/GA E-8C 128th ACCS GA ANG
 78-0517/OT F-15C 422nd TES
 79-0046 F-15C nmk, stripped metal

93-0533 F-16C 157th FS SC ANG
 93-0549 F-16C 157th FS SC ANG '169 FW'
 91-26358 HH-60G 41st RQS
 91-0086/XL T-1A 86th FTS
 08-3917/EN T-6A 80th FTW '80 OG'
 67-14942/EN T-38C 80th FTW
 6544 MH-65D Savannah

Flying:
 98-0049 C-17A 97th AMW
 89-9102 C-130H 158th AS GA ANG
 08-5693 C-130J-30 317th AG
 97-0201/GA E-8C 128th ACCS GA ANG
 90-0259/MO F-15E 366th FW

Plus eight unidentified F-16C of the Thunderbirds

Noted elsewhere:
 04-3142/RS C-130J-30 37th AS
 96-0004 C-17A 62nd AW

JGSDF Akeno (Japan)

Airshow 2 October 2016
 8444 SH-60K 51 Kokutai
 73465/VATH AH-1S 5 Taisensha Herikopotatai
 73483/S AH-1S Koku Gakko
 32601/TE, 32603 OH-1 Hiko Jikkentai
 32609/S OH-1 Koku Gakko
 41839/S UH-1J Koku Gakko
 52921/SK CH-47J Kasumigaura Kou
 43115/S UH-60JA Koku Gakko
 74509/S AH-64D Koku Gakko
 62353/S TH-480B Koku Gakko

JASDF Ashiya (Japan)

Airshow 9 October 2016
 85-1079 C-130H 401 Hikotai
 67-4495 CH-47J Kasuga Herikoputa Kuuyatai
 58-4598, 68-4600 UH-60J Ashiya Kyunantai
 56-5923 T-7 12 FTW
 41-5055 T-400 41 Hikotai
 75-3251 U-4 402 Hikotai
 52-3023 U-125A Ashiya Kyunantai
 52-1152 YS-11P 403 Hikotai
 6345 T-5 201 Kokutai
 6841 TC-90 202 Kokutai

T-4 of the 13 FTW:
 06-5634, 06-5644, 06-5659, 16-5661, 96-5777, 26-5807

T-4 of the Blue Impulse:
 46-5726/1, 46-5728/2, 46-5725/3, 46-5729/4,
 46-5730/5, 26-5805 & 46-5731

Fort Worth Alliance, TX (USA)

Airshow 15 October 2016
 60-0061/BD B-52H 93rd BS AFRC '307 BW'
 03-3115 C-17A 183rd AS MS ANG
 93-7312 C-130H 169th AS IL ANG
 74-1638/TD QF-4E 82nd ATRS
 86-0216/TX F-16C 457th FS AFRC
 89-2010/OK, 90-0719/OK F-16C 125th FS OK ANG
 10-5017/EG, 11-5025/EG F-35A 58th FS
 05-3782/VN T-6A 3rd FTS
 08-3938/AP T-6A 455th FTS
 166790/NJ-111 F/A-18F VFA-122
 168380/NG-504 EA-18G VAQ-133
 168928/NJ-156 F/A-18F VFA-122
 169116/NJ-201 F/A-18E VFA-122
 163069/AN-433 MH-53E HM-12
 165963/F T-6A TAW-6
 243, 244 F-5B ex RNorAF
 N19BD O-1E ex USAF 57-2776
 N26RP A-26B es USAAF 41-39427
 N33VW C-47A ex USAAF 43-20401
 NL51JC P-51D ex USAAF 44-72339
 N101NZ AT-6D ex New Zealand NZ1079
 N189G C-1A ex USN 146044
 N197L Beech D18S

NX451FG	F-4U-1C	en USN 92399
N805FF	CF-116D	ex Canada 116805
N4708C	AT-6F	ex USAAF 44-81870
N4813V	PT-13D	ex USAAF 42-17163
N6849C	T-34A	ex USAF 53-3357
NL7227C	B-17G	ex USAAF 44-83872
N9682C	A-26B	ex USAAF 41-32930
NX39606	A-1N	ex USN 139606
N58204/S	F-8F-1	ex USN 95255
N60634	Reliant I	ex RAF FB605
N65164	EA-1E	ex USN 135152
NL74190	P-51D	ex USAAF 44-13761

Beja (Portugal)

Open House 16 October 2016

<u>Static:</u>			
1930	T-33A	preserved	\$
2606	T-38A	preserved	
14809	P-3C	Esq 601	
15244	Alpha Jet A	stored	
19372	SE3160	preserved	\$

<u>Flightline:</u>			
15206, 15208, 15250	Alpha Jet A	Esq 103/Asas de Portugal	
15226	Alpha Jet A	Esq 103	
19401	SE3160	Esq 552/Rotores de Portugal	

<u>Hangar near static:</u>			
14811	P-3C	Esq 601	
16702	C-295M	Esq 502	
19349 +1	SE3160	Esq 552	

The second Alouette III was in pieces and therefore not identified. The P-3C performed a flypast with three Alpha Jets

<u>Elsewhere:</u>			
1951	T-33A	on pole at gate	
2610	T-38A	on pole at gate	
22+62	F-104G	Luftwaffe c/s at gate	

Patuxent River, MD (USA)

Airshow 29 October 2016

<u>Static:</u>			
87-0179/SJ	F-15E	333rd FS	
88-1684/SJ	F-15E	333rd FS	'333 FS'
2003	HC-130J	Elizabeth City	
162142	C-2A	VX-26	
163706/SD402	F/A-18C	VX-23	
165537/SD100	F/A-18E	VX-23	
165801/SD223	F/A-18F	VX-23	
166708	UH-1Y	HX-21	
165359/HX	AH-1W	HX-21	
166760/HX	AH-1Z	HX-21	
166516	MH-60R	HX-21	
168247/72	UH-72A	USNTPS	
158570/RL-570	P-3C	NRL	
166060/24	T-6B	USNTPS	
614856/015	T-38A	USNTPS	
144670/30	NU-1B	USNTPS	

<u>Display hangar:</u>			
BF-04	F-35B	VX-23	
CF-02	F-35C	VX-23	
2307	HC-144	nmk	(behind partition)
6594	HH-65C	nmk	(behind partition)

Also there was a MiG 21 cockpit c/n 0512 which should make it 807, a PFM of LSK/LV. However, as this crashed in 1967, LSK/LV 587, an M, full c/n 960512, seems more likely.

<u>Flightlines:</u>			
09-4172/FF	F-22A	27th FS	'27 FS'
09-4189/FF	F-22A	27th FS	
163432/AD-302	F/A-18C	VFA 106	
164217/AD-314	F/A-18C	VFA 106	
N39WF	L-39C	EOV	232218
N281CM	T-28B	ex USN 140035	
N593RH	Vampire T55	ex Swiss U-1226	
N1955G	HU-16	ex USN 137933	

N52900	SNJ-2	ex USN 2010
N55107	L-39C	VVS 433136
N58224	AT-6	ex USN 2553
N60734	SNJ-2	ex USN 2032
N62382	SNJ-2	ex USN 2039
N65370	SNJ-2	ex USN 2562
N65491	T-28B	ex USN 138245
N94422	Sea Harrier F/A2	ex RN XZ439
<u>Shelter:</u>		
165350	C-130T	nn

<u>Far side:</u>		
167109/QD-109	KC-130J	VMGR152

Plus an F/A-18 and a SH-60 with no rotors.

<u>VX-1 Area:</u>		
165809/BH-809	KC-130J	VMGR252
166762/QB-762	KC-130J	VMGR352
167955/JA, 167956/JA	P-8A	VX-1

<u>Elsewhere:</u>		
161326	UC-12B	preserved?
162595/SD-221	F-14A	preserved
161367/SD-101	NF/A-18A	preserved
159227	AH-1J	preserved
162337	NSH-60B	preserved
148883	NP-3D	preserved
158328/23	T-2C	preserved
N84639/88	T-34B	ex 140907, preserved
N58743	T-34B	ex 140905, preserved
/8E	T-34B	preserved

Zhuhai (China)

Airshow China 1-6 November 2016

Again the biennial officially called 11th China International Aviation & Aerospace Exhibition was held in November at Zhuhai airport. Every year a few otherwise secret projects are on display and this year was the revelation of the J10B and J20 fighters both of which are believed to have become operational recently. Unfortunately the two-ship demonstration of the J20 was only conducted for about 1 minute during the official opening of the show, hours before anybody was officially allowed on the show. Among the other aircraft of interest were the first appearance of the low cost AEW KJ500 and the FTC2000 that as proven ever more successful as JL9 within the Chinese military and for which even an order for 6 aircraft for Sudan was made public. Of course, the first public appearance of the AG600 Flying Boat from the adjacent production line was a welcome sign of things to come! Notably absent, again, was the L7 turbo trainer aircraft.

The report below is from the second and last public day (6 November) where a hefty RMB550 (75 euro!) entrance fee had to be paid. At the same time many commercial visiting aircraft like the A350, ARJ-21, the SSJ100 and CS300 to name just a few were gone by then. The listing below excludes the general aviation aircraft that still remained on the public day as well as many new UAV models.

<u>Static:</u>			
12-139	JF-17	Pak AF/2nd sq	
RF-76740	IL-76MD	Russ. AF 'Taganrog' titles	
RF-78790	IL-76MD	Russ. AF	
10098	H6K	8th Div/22nd Reg	02411
10357	J10B	2nd Div/5th Reg	
30472	KJ-500	26th Div/76th Reg	
10156	Y9	4th Div/10th Reg	
6366	Z10K	15th AC	
LH96101	Z10	6th Brigade	
50002	Enstrom 480B	Police	5187
...	Y20	XAC '285' at engine covers	
B-002A	AG600	AVIC	001
B-10CE	Kodiak	Skyview	100-0151
B-10EF	Pac750		
B-0413	PC-12/45	Asian Express Avn.	1209
B-10FU	PC-6/B2-H4	Asian Express Aviation	

B-10GF	DHC-6-400	Reignwood	12-3018	U-125A	Matsushima Kyunantai
B-10HD	GA-8		52-1151	YS-11FC	Hiko Tenkentai
B-3008	CRJ200ER	Jiangsi	41879/EH	UH-1J	Toubu Homen Herikopotatai
B-3370	CRJ200ER	Vistajet c/s	31286/EH	OH-6D	Toubu Homen Herikopotatai
B-9806	Ce208		8449	SH-60K	21 Kokutai
N613CL	Ce680A	Textron Aviation			

Flight Line

13-149, 13-150	JF-17	Pak AF/2nd sq			
01, 03, 04	J10AY	1 August			
08, 09, 11, 12	J10SY	1 August			
...	FTC 2000	AVIC	JL90003		
02, 07	MiG-29UB	Russkie Vitazi			
29, 30, 31, 32	MiG-29A	Russkie Vitazi			
02, 05, 12, 17	Su-27P	Russkie Vitazi			
20	Su-27S	Russkie Vitazi			
B-00PW	Y12F	AVIC			
B-7341	S-76D	China Rescue			
B-4063	CRJ700	34th Div	visitor		
B-7765	Global 5000		dep		
B-8265	G450		dep		

Hawk T1/A*/W^ of the Red Arrows:

XX177, XX219*, XX227*, XX232, XX242, XX244
XX245, XX278*, XX310^, XX319*, XX322*, XX325

Halls

...	Z11WB	AVIC			
...	Z19E	AVIC			
			7 November 2016		
4178, 4282	C-130E	Pak AF			
20542, 20546	IL-76TD	13th Div/38th Reg			
20541	IL-76TD	13th Div/38th Reg			
10254	Y8C	4th Div/10th Reg			
10056, 10152	Y9	4th Div/10th Reg			

The day after provided a first for the Y9 flying support duties.

JASDF Iruma (Japan)

Airshow 3 November 2016

Static:

86-0081	C-12J	459th AS			
69-6614	UH-1N	459th AS			
08-1030	C-1	402 Hikotai			
75-1076	C-130H	401 Hikotai			
33-8122	F-2B	21 Hikotai			
22-8809	F-15J	306 Hikotai			
32-8819	F-15J	303 Hikotai			
47-4490	CH-47J	Iruma Herikopotata Kyunantai			
08-4573	UH-60J	Koku Kuyutai			
26-5675, 36-5706	T-4	Shireibu Hikotai			
56-5735	T-4	Shireibu Hikotai			
56-5926	T-7	11 Hiko Kyoikudan			
01-5060	T-400	41 Kyoiku Hikotai			
95-3254	U-4	Shireibu Hikotai			
39-3042	U-125	Hiko Tenkentai			

T-4 of the Blue Impulse:

46-5726/1, 46-5728/2, 46-5731/3, 46-5729/4
46-5730/5, 46-5725/6 & 26-5805

Flightline:

37-4489, 67-4496	CH-47J	Iruma Herikoputa Kuyutai
75-3251, 75-3252	U-4	402 Hikotai
05-3255	U-4	402 Hikotai

C-1 of 402 Hikotai:

28-1002, 58-1008, 58-1013, 68-1014, 68-1018
68-1019, 88-1028, 89-1029, 18-1031

T-4 of Shireibu Hikotai:

06-5638, 06-5646, 16-5669, 26-5674
36-5701, 36-5709, 46-5711, 76-5757

Elsewhere:

78-1021	EC-1	Denshi Sakusengun
78-1023	C-1	402 Hikotai (engineless)
46-5714, 46-5756	T-4	Shireibu Hikotai
16-5796	T-4	Shireibu Hikotai

Barcelona (Venezuela)

Feria Aeronáutica BAVALLE 2016 5 November 2016

Static / flying(*):

50201/AJ (*)	AS532	Grupo 10	
5134	Beech B200	Grupo 5	
0956	Ce208B	Grupo 9	
61654/KR	DA42VI	Grupo 18	
5050	EMB312A	Grupo 14	\$
3260 (*)	F-16A	Grupo 16	
1248	F260EU	Grupo 14	
61649/AI	TH480B	Grupo 19	
2912/'Victoria'	K-8VV	Grupo 12	
61867/AE	K-8VV	Grupo 15	
..	Su-30MK2V	Grupo 13	\$
0564, 2711	Su-30MK2V	Grupo 13	
0102	Y8F-200W	Grupo 6	
YVO202	AS365N3	PDVSA	
YVO203	AS365N3	SAR	

The official name of this show at Base Aerea Teniente Luis del Valle Garcia (BAVALLE) was 'Exposición Aeronáutica Socialista 2016'.

\$ Special colours/markings

Credits: Erwin Hussman, Matt Ellis, Masanori Ogawa, MAR, Scramble Messageboard.



The US Naval Test Pilot School operates many exotic types. Among one of the regular types is this T-6B 166060 with code 024. (NAS Patuxent River (MD), 29 October 2016, Ian French)

Triptease



Yakovlev Yak-42D UR-COD was photographed at Odessa International Airport by André Alders on 9 August 2016

Civil trips

Ukraine

To experience a flight with Motor Sich Airlines An-140 I decided to book another trip to Ukraine.

On my first attempt this year I experienced that it is always unpredictable what equipment (An-24, An-140, Yak-40, Yak-74) they will use on their domestic and international flights. According to flight radar the An-140 to Lviv and Odessa was a safe bet.

To avoid risks I decided to book both flights with the advantage that both cities are highly recommended to visit.

Wien-Schwechat 7 August 2016

4L-TGB	CRJ200LR	Georgian Airways
4O-AOP	Fokker 100	Montenegro Airlines
4X-EHC	B737-958ER	EI AI
A7-BCA	B787-8	Qatar Airways
9A-CQD	DHC-8-402	Croatia Airlines
B-6513	A330-343	Air China
B-16307	A330-203	Eva Air
D-AICH	A320-212	Condor
D-ABCN	A321-211	Air Berlin
D-AMGL	BAe-146-200	WDL
D-ASXD	B737-8AS	SunExpress Deutschland
ES-ACB	CRJ900ER	Adria Airways
ES-ACF	CRJ701ER	Nordic Aviation
LX-LGF	DHC-8-402	Luxair
OE-LBP	A320-214	Austrian Airlines retro c/s
OE-LEL	A320-214	Niki
PH-BGI	B737-7K2	KLM
SP-LNB	ERJ195LR	LOT Polish Airlines
TC-JMM	A321-231	Turkish Airlines
YU-ALN	ATR72-202	Air Serbia

Hub traffic

Austrian A319, A320, A321, B767, DHC-8, Fokker 70, Fokker 100

Minsk-2 7 August 2016

A6-EID	A319-132	Etiihad Airways
EW-254PA	B737-3Q8	Belavia
EW-85741	Tu-154M	Belavia
OE-LVM	Fokker 100	Austrian Airlines
SP-LNB	ERJ195LR	LOT Polish Airlines
UR-GAK	B737-5YO	Ukraine Int'l Airlines
UR-MSI	An-24RV	Motor Sich Airlines
VQ-BPQ	B737-524	UTair
YL-BBV	DHC-8-402	AirBaltic

Boeing 737 EW-254PA has the World of Tanks special colour scheme applied.

Cargo/maintenance area

EW-259TG, EW-328TG	An-26B	Genex
EW-355TH	II-76TD	Trans Avia Export
EW-383TH, EW-412TH	II-76TD	Ruby Star
EW-465TQ	B747-329SF	Trans Avia Export
EW-76712	II-76TD	Trans Avia Export
EW-78799	II-76TD	Trans Avia Export
EW-85615	Tu-154M	Belarus Government

Cargo/maintenance area (stored)

EW-338TI	An-12A	Ruby Star
EW-76735, EW-76710	II-76TD	Trans Avia Export
EW-78769, EW-78839	II-76MD	Trans Avia Export
EW-78787	II-76TD	Trans Avia Export
EW-85509	Tu-154B2	Belavia
EW-85703, EW-85706	Tu-154M	Belavia

Hub traffic

Belavia CRJ100/CRJ200, B737

Zaporozhye-Mokraya

UR-MSI	An-24RV	Motor Sich Airlines
UR-WRM	A320-212	Windrose Airlines

7 August 2016

Motor Sich Airlines ramp

UP-Y4205	Yak-42D	SCAT	std
UR-13332	An-12B	Motor Sich Airlines	
UR-88310	Yak-40	Motor Sich Airlines	

Stored (terminal)

EP-QFB	Yak-42D	Fars Air Qeshm
UR-14007	An-140-100	Motor Sich Airlines
UR-87389, UR-87463	Yak-40	Constanta Airlines
UR-87512, UR-87547	Yak-40	Constanta Airlines
UR-AKP, UR-AKW	Yak-40	East CL-ipper
UR-ETG, UR-ZPR	Yak-40	Constanta Airlines

Stored (elsewhere)

25 rd, 28 rd	An26Sh	Ukraine Air Force
CCCP-76597, CCCP-76598	II-76MD	Ukraine Air Force
CCCP-76657	II-76MD	Ukraine Air Force
CCCP-76707	II-76MD	Quick Air Trans
UR-68079	An-2R	Air Anastasia
UR-76316	II-76MD	Lana
UR-76568	II-76MD	Atlant
UR-76622	II-76MD	Ukraine Air Force
UR-76618	II-76MD	Ukraine Cargo Airways
UR-76624, UR-76654	II-76MD	Ukraine Air Force
UR-UCA	II-76TD	Ukraine Cargo Airways
UR-UCB	II-76MD	Ukraine Cargo Airways
UR-UCF	II-78	Ukraine Cargo Airways

UR-UCH, UR-UCL	Il-76TD	Ukraine Cargo Airways
UR-UCJ	Il-76TD	Khors Air
UR-UCN	An-12BK	Ukraine Cargo Airways
UR-UCQ	Il-76TD	Ukraine Cargo Airways
UR-UCR	Il-76MD	Ukraine Cargo Airways
UR-UCT, UR-UCU, UR-UCV	Il-76TD	Ukraine Cargo Airways
UR-UCX	Il-76TD	Ukraine Cargo Airways
UR-UCY, UR-UDB, UR-UDC	Il-76MD	Ukraine Cargo Airways
2x	An-24	

UR-UCL- and UR-UCV, both Ilyushin Il-76 transport aircraft had still UN titles applied.

I decided to book a very nice combination ticket on sunday from Amsterdam via Minsk to Zaporozhye.

The leg to Zaporozhye could be special, because recent flights with Motor Sich were operated with their all white An-74. Unfortunately one of their An-24s was on the ramp for this flight. Thankfully UR-MSI was the one, which i had never flown before. I spent the evening in the city of Zaporozhye. The Motor Sich company is based in this city and is one of the largest engine manufacturers for airplanes and helicopters worldwide. They are also producing industrial gas turbine installations. Motor Sich Airlines was established in 1984 and is wholly owned by the Motor Sich Joint Stock Company.

8 August 2016

UR-14005	An-140-100	Motor Sich Airlines
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Kiev–Zhuliany 8 August 2016

01 bl	An-74TK-200VIP	Ukraine Mol
02 bl	An-72S	Ukraine National Guard
03 bl	An-72P	Ukraine National Guard
07 bl	An-26	Ukraine Mol
1x	Mi-8	Ukraine National Guard
SP-KPV	Saab 340A/F	SprintAir
UR-14005	An-140-100	Motor Sich Airlines
UR-BXC	An-24RV	Motor Sich Airlines
UR-CGQ	Saab 340A	SprintAir
UR-CGY	B737-548	Bravo Airways
UR-CII	A320-212	DART
UR-CKC	An-74TK-100	Cavok Air
UR-CNF	B737-320	YanAir
UR-CNP	B737-4Y0	YanAir
UR-COB, UR-COC	MD-83	Bravo Airways
UR-CPE	B737-524	Dart

UR-IMX	Saab 340B	Air Urga	a/w
UR-WOG	Do328-300	Aerostar	

Stored

ER-AZH	An-24RV	AiRom 2000
EW-453TG	An-26B	Vulkan Air
HA-TCO	An-26	Cityline Europe
UR-CAO	An-24B	Aeromist Kharkiv
UR-CDW	Yak-40	Aero Charter
UR-CBN, UR-CHK	MD-82	Khors Air
UR-CLP	MD-83	Khors Air
UR-EEE	Yak-40	South Airlines
UR-LAZ	Yak-40	Tekhhazkomplekt
UR-MDA	An-26-100	Meridian
UR-MNN	An-26B	Artem
UR-PVS	Yak-40	VEGA
UR-RTS	Yak-40	white/blue c/s, n/t
VP-BYO	B737-524	Transaero Airlines

Lviv–Danylo Halytskyi

OE-FLQ	Fokker 70	8 August 2016	Austrian Airlines
SP-LII	ERJ175LR		LOT Polish Airlines
TC-CPY	B737-8H6		Pegasus Airlines
UR-14005	An-140-100		Motor Sich Airlines
UR-DNT	ERJ145LR		Dniproavia
UR-EME	ERJ190STD		Ukraine Int'l Airlines
UR-PSL	B737-94XER		Ukraine Int'l Airlines
UR-PSN	B737-86N		Ukraine Int'l Airlines

Stored

UR-42358, UR-42369	Yak-42D	Lviv Airlines
UR-42403, UR-42540	Yak-42D	Lviv Airlines

Monday early in the morning i flew to Kiev- Zhuliany with the only operational An-140 in the world flying scheduled services.

Zhuliany airport is located within the city centre of Kiev and always good for a number of rare aircraft. In addition, some nice companies fly from this airport including Bravo Airways, DART Ukrainian Airlines and Yanair with a diverse fleet of aircraft and colour schemes. Since my previous visit lots of stored planes were tugged to another remote area. You can also have a good view on the aviation museum located next to the airport during taxiing.

After a short stop i flew with the An-140 further to Lviv where i spent the day in a really nice city centre.



Also at Odessa's storage area (next to Yak-42D UR-COD) you can find Antonov An-74 T-708 which is or was operated by the Angolan Air Force. André Alders was able to photograph all aircraft on 9 August 2016 at the aforementioned area.

Personal copy

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Ramon Berk had an pre-arrange visit to the flying component of the Los Angeles County Fire Department, which operates from Van Nuys Airport. On 30 September 2016, he saw N303FD/3, one of two AW239s seen that day by him.

No surprise i boarded the An-140 for the third time, as throughout the day the An-140 remained on the ramp of Lviv airport.

Odessa International Airport		9 August 2016
OE-LVE	Fokker 100	Austrian Airlines
UR-14005	An-140-100	Motor Sich Airlines
UR-GBD	B737-36Q	Ukraine Int'l Airlines

Maintenance/storage area

T-702, T-708	An-72	Angola Air Force	
CCCP-65632	Tu-134	Aeroflot/Ukraine-KBP	
EK-74045	An-74-200	Kupol Avia	
ST-TAB	Yak-42D		a/w
UR-32660	An-2R	Odessa Airlines	
UR-33043	An-2R	Odessa Airlines ?	
UR-47256	An-24RV	South Airlines	a/w
UR-87237, UR-87327	Yak-40	Odessa Airlines	
UR-87469, UR-87624	Yak-40	Odessa Airlines	
UR-87818	Yak-40	PZhBG (VIP)	
UR-ABW	Yak-40	Ukraero	
UR-ALG	Saab 340B	Aerojet Aircompany	
UR-CKP	An-2		a/w
UR-COD, UR-COH	Yak-42D	Five Airways	
UR-YAC	Saab 340A	Yanair	
1x	L-410UVP		a/w

On tuesday i met another Dutch aviation enthusiast for a day trip to Odessa and once again with the An-140.

A new terminal is almost completed but during our visit the old terminal was still in use. After our visit to the city centre we were able to take some nice pictures of the maintenance/storage area while boarding our aircraft. During my visit it was no problem to take pictures at all airports. When landing at Odessa, we saw also the military part of the airport including Ukraine Air Force Su-27s. Also seen in the corner of this airport an unreadable Ukraine Air Force An-12 and An-26 and other inevitable derelict unknown aircraft.

Kosice International Airport		10 August 2016
HA-LPT	A320-232	Wizz Air
OE-LDD	A319-112	Austrian Airlines
OK-NEO	A319-112	CSA Czech Airlines
SP-EQE	DHC-8-402Q	LOT Polish Airlines
Prague-Vaclav Havel		10 August 2016
B-5979	A330-243	Hainan Airlines

EI-FXK	ATR72-202F	ASL Airlines Ireland
G-EUUE	A320-232	British Airways
I-ADJM	ERJ195LR	Air Dolomiti
OK-NEP	A319-111	CSA Czech Airlines
OK-TVX	B737-8Z9	Travel Service
PH-EZT	ERJ190STD	KLM Cityhopper
SU-BPX	A320-214	Air Cairo
UR-FAA	B737-3Y0F	Ukraine Int'l Airlines

Hub traffic

CSA Czech Airlines	A319, ATR42/ATR72, B737
Travel Service	B737

Airbus A319 OK-NEP of CSA Czech Airlines was seen in the Prague City of Magic special colour scheme and B737 OK-TVX also has an Prague themed painting. It is called by Travel Service "Prague Loves You".

On Wednesday this short trip came to an end with two early morning flights between Kiev – Borispol, Kosice and Prague and Prague to Amsterdam.

Credit: Andre Alders

Military trips

United States (Texas)

Houston-NASA Johnson Space Center (TX)		25 April 2016
N900NA/900	AT-38B	NASA gateguard
N905NA/905	B747-123SC	NASA pres.
N968NA/968	T-38N	NASA gateguard
Houston-Ellington Field (TX)		25 April 2016
66-4334/TX	T-38C	57th FTS
168937/NJ-512	EA-18G	VAQ-129
N62TE	Eclipse 500	Elipse Aerospace
N467PH	Bell 407	PHI Air Medical
N923NA/923	T-38N	NASA
N926NA/926	WB-57F	NASA
N930NA/930	KC-135A	NASA gateguard
N960M	Ce560 Encore	McGriff, Seibels & Williams

Quite a lot of interesting aircraft over here. We visited spot 1 and 2 of the Scramble Airfield Guide.

We visited the aircraft carrier USS Lexington in Corpus Christi, which was very interesting with some nice aircraft on board. After that we drove off to San Antonio.

Randolph Air Force Base (TX)

91-0083/RA, 92-0330/RA	T-1A	99th FTS	
92-0331/RA, 92-0350/RA	T-1A	99th FTS	
94-0146/CB	T-1A	48th FTS	
06-3826/RA, 07-3904/RA	T-6A	559th FTS	
62-3678/RA, 68-8201/RA	T-38C	435th FTS	
63-8118/RA, 64-13183/RA	T-38C	435th FTS	
64-13263/RA, 65-10463/RA	T-38C	560th FTS	
68-8112/RA	T-38C	560th FTS	
68-8124/RA	T-38C	560th FTS	"560FTS" tail
68-8143/RA	T-38C	560th FTS	"340FTG" tail
68-8189/RA, 68-8195/RA	T-38C	435th FTS	
68-8197/RA, 70-1577/RA	T-38C	435th FTS	

27 April 2016

Today we went to Carswell Field. We drove to spot 1 of the Scramble Airfield Guide. We parked on a small dirt road. We were out of sight of the road, it was quite relaxed to stay over here. We were not alone as more spotters were waiting for some action near the fence. You've got a great view on landing aircraft on runway 35. You also have got an overview of the base.

Credit: Ramon Berk

United States (California)

In september we went to California. On Sunday 25 September, 2016 we visited the Miramar Airshow (see report in issue 451, page 104), which was awesome, just like the weather. Like a real American airshow people walked around the aircraft and the flying displays are in backlight. So difficult (but not impossible) photo-opportunities. They also showed the Shockwave Jet Truck, which made a run of 338 mph (543 km/h) on the runway.

NAS North Island (CA)

27 September 2016

162150/2150	C-2A	VRC-30
162172/26	C-2A	VRC-30
168102/NG-705	MH-60R	HSM-71
168103/700	MH-60R	HSM-75
168544/NA-05	MH-60S	HSC-6
N16FN	Lj36	L-3
N26FN	Lj36	L-3
N175SW	SA227AC	Berry Aviation
N697AX	SA227AC	Berry Aviation
N748AM	AS350B3	US Customs & Border Patrol

After a visit to the USS Midway in San Diego downtown, which was very interesting and impressive, we continued to Coronado Beach for some action at NAS North Island. As it was beautiful weather we positioned us on the beach. Dog beach is the best spot for photography as the aircraft turn in front of you. The SH-60s are very very busy flying in and out from the airfield, but they mostly fly direct to the sea, so they are too far away. Some of them returned over the beach. We noted the above aircraft.

Los Angeles International (CA)

28 September 2016

JA777A	B777-381ER	ANA
N116AN	A321-231	American Airlines

Near San Antonio Randolph Air Force Base is located. They used runway 32L for the T-6s and 32R for the T-38s. After an hour they switched runways and landed and departed in opposite direction. At first we drove to spot 3 of Scramble Airfield Guide. We parked on a dust road that lead to the farm. Some cars stopped when they passed us and told us to be carefull as we were still on USAF ground. When they switched from 32R to 14L landings we drove to spot 6. From that spot we had get great photo opportunities for landing aircraft. Between 3PM and 4PM we spotted the list above. It was very busy with landing T-38s.

Dallas-Love Field (TX)

1 May 2016

N278XL	Ce560XL	
N559SW	B737-7H4	Southwest Airlines
N658SW	B737-3L9	Southwest Airlines
N5116	G350	Americo Advisers

At Dallas Love Field we visited the Frontiers of Flight Aviation Museum. They have a lot of interesting aircraft. It is located near runway 31R. The reported aircraft were seen departing 31R.

Fort Worth-JRB Carswell Field (TX)

2 May 2016

85-1498/TX	F-16C	457th FS
85-1472/TX	F-16C	457th FS
14-5094/HL	F-35A	34th FS
14-5095/LF	F-35A	62nd FS
84-00158	C-12U-3	6-52nd AVN
166473/QH-473	KC-130J	VMGR-234
167111/QH-111	KC-130J	VMGR-234
162848/MA-01	F/A-18A++	VMFA-112
N493AE	Bell 407	Air Evac Lifeteam



During an earlier visit to the US, Ramon Berk visited NAS Fort Worth/Carswell Field JRB on 3 May 2016. At this installation the F-35 is being built by Lockheed Martin. USAF variant F-35A 14-5094/LF was seen during a test flight.

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The International Committee of the Red Cross (ICRC) is operating fixed-wing elements out of Nairobi-Jomo Kenyatta. André van Ruiten was able to do a small spottertrip to Jomo Kenyatta and Wilson, the two airfields in Nairobi. At Kenyatta the ICRC has two DHC-8s stationed of which 5Y-CAU is one.

N200NN	ERJ175LR	American Eagle
N203NN	ERJ175LR	American Eagle
N533NK	A319-132	Spirit
N623SW, N632SW	B737-3H4	Southwest Airlines
N912SW	CJR-200LR	United Express
N916SW, N947SW	CRJ200LR	Skywest AL
We spotted a few landings near the In-N-Out Burger.		
Van Nuys Airport (CA)		30 September 2016
N814CL	DC-3C	Clay Lacey Aviation
N233LA	AS350B2	LA Police Dept.
C-GQBF/244, C-GQBI/246	CL-415	Government of Quebec
1x	S-64E	Erickson SkyCrane
The CL-415s and Skycrane were hired by the State of California for the dry summer season.		
N243AC	S-64E	Erickson Sky-Crane
N301FD/1	Bell 412EP	LA County Fire Dept.
N303FD/3, N305FD/5	AW239	LA County Fire Dept.
N601CC	Bell 206	LA County Fire Dept.

At Van Nuys we had a (pre-arranged) visit to the Los Angeles City Fire Dept. Air Operations.

During the one and a half hour tour we were allowed to see, touch, sit in, photograph everything in the facility. That moment N306FD/6 was deployed to a brush fire north of LA. We were told that the Bell 412s are being replaced by the AW139. Next year they will receive another new AW139. They also acquired two ex-LA County Sheriff Bell-206s for training purposes. The Skycrane was hired by the LACFD for the summer season.

Los Angeles International (CA)		30 September 2016
A6-EON	A380-861	Emirates LA Dodgers c/s
A6-LRE	B777-237LR	Ethihad Airways
A7-HBJ	B747-8KB	Government of Qatar
B-2046	B777-39LER	Air China
B-18003	B777-309ER	China Airlines
EI-DBK	B777-243ER	Alitalia
F-HPJJ	A380-861	Air France
F-OJGF	A340-313X	Air Tahiti Nui
HL7626	A380-841	Asiana Airlines
JA782A	B777-381ER	ANA
N219CY	B767-383F	ABX Air
N323AS	B737-990	Alaska Airlines
N797UA	B777-222ER	United Airlines
N829UP	Beech 350i	Wheels up

N949AT, N950AT	B717-2BD	Delta Air Lines
TC-LJC	B777-3F2ER	THY Turkish Airlines
VP-CMJ	A319-111	Aviation Link Company
XA-SLI	ERJ145LU	Aeromexico Connect
XA-AMJ	B737-852	Aeromexico Netflix c/s
ZK-OKQ	B777-319ER	Air New Zealand all black c/s

This time we went to Imperial Hill.

San Francisco International (CA)		4 October 2016
6586	MH-65D	US Coast Guard
B-2485	B747-89L	Air China
B-5902	A330-243F	Yangtze River Express
N127UA, N182UA	B747-422	United Airlines
N818DA	B737-932	Delta Airliners
N922ST	Bell 429	
N26902, N26966	B787-8	United Airlines
N28912	B787-8	United Airlines
ZK-OKM	B777-319ER	Air New Zealand

As we returned our rental car we had a great view on the airport from the Alamo parking garage. It was at the end of runway 28L. So every thing that departed 28L flew right overhead. N818DA decided to make a go-around because the runway was not vacated by another plane.

Credit: Ramon Berk

Daytrippin'

Kenya

Nairobi-Jomo Kenyatta		29 August 2016
5H-PWB, 5H-PWC	ATR72-212A	Precision Air
5Y-AXG	CRJ100LR	African Express Airw.
5Y-BXI, 5Y-CAU	DHC-8-102	Red Cross
5Y-BYC, 5Y-CBV	Do228-200	Air Traffic with EU flag
5Y-CCT	CRJ100ER	Fly SAX
5Y-EEE	F28-4000	Fly SAX
5Y-FAE	EMB120RT	Freedom Airline Express
5Y-FFC	ERJ190AR	Kenya Airways
5Y-JXK	Fokker 50	Fanjet
5Y-KQA	B737-3U8	Jambojet
5Y-QHW	DHC-8-402	DAC Aviation East Africa
5Y-SED	Fokker 50	Skyward Int'l Aviation
5Y-SIA	Fokker 100	Blue Ocean Airlines
5Y-SMJ	DHC-8-402	World Food Programme
5Y-UAE	DC-9-34CF	Astral
9XR-WK	B737-7K5	Rwandair

A6-EGG	B777-31HER	Emirates
A7-AFY	A330-243F	Qatar Cargo
A7-AHJ	A320-232	Qatar Airways
B-6135	A330-223	China Southern
C-GSGJ	Ce208	Sander Geophysics
ET-ALO	B767-360ER	Ethiopian Airlines
ET-AOA	B737-8HO	Ethiopian Airlines
M-ALEN	ERJ135BJ	ExecuJet South Africa
N408MC	B747-47UF	Atlas Air
TC-JDP	A330-243F	Turkish Cargo
TF-AMN	B747-4F6F	Saudia Cargo
ZS-JRC	B737-42J	Safair
ZS-SFI	A319-131	South African Airways
ZS-SKA	Fokker 70	Golden Wings

Hub traffic
Kenya Airways

ERJ190 (9), B737 (2), B787 (1)

Stored

5Y-SIB	Fokker 50	a/w
HB-JHB	A330	Swiss
1x	CRJ	a/w, no engines
2x	CRJ	a/w
1x	Emb120	African
4x	MD80	African

ERJ190 5Y-FFC has commemorative stickers for being the 900th Embraer E-Jet applied.

Credit: Anton van Ruiten

Nairobi-Wilson

29 August 2016

5Y-BMA	Beech 200	Aviation Sans Frontières
5Y-BUR	Ce208B	Royal Skyline
5Y-BXD	CRJ100ER	Fly540
5Y-CAC	Ce208B	Fly SAX
5Y-CAR	CRJ200ER	Club Special
5Y-CAX	Falcon 10	Blue Wave Avn
5Y-CGF	CRJ200LR	Fly540
5Y-FAN	CRJ100LR	Freedom Airline Express
5Y-GCA	Ce208B	Governor's Aviation
5Y-NON	Ce208B	Fly SAX
5Y-NYS	Ce402	Safari Air Services
N80701	Bell 412	

Stored/WFU

5X-FFN	F27-500CRF	Fly540
5X-FFD	F27-500CRF	Fly540
(5Y-BMJ), 5Y-BMP	DHC-7-102	Airkenya

5Y-BPD	DHC-7-102	Airkenya
5Y-BPJ	Beech 200	Knight Aviation
5Y-BTG	Beech 1900	wreck
5Y-BVP	Beech 1900	wreck
5Y-CCL	CRJ100ER	Avmax Group
ET-ANE	Beech 1900	

Credit: Anton van Ruiten

Dubai

Dubai-Dubai World

6 September 2016

9XR-WG	B737-84Y	Rwandair
A7-AIC	A321-231	Qatar Airways
EP-IEE	A320-211	Iran Air
EP-MMF	A340-642	Mahan Air
RP-C878	A330-343	Philippine Airlines
UR-WRI	A321-231	Windrose Airlines

7 September 2016

4K-AZ85	A340-542	Azerbaijan Airlines
AP-BLW	A320-214	PIA Pakistan Airlines
AP-BLZ	A320-216	PIA Pakistan Airlines
EP-FQG	Fokker 100	Qeshm Airlines
EP-FQP	A320-214	Qeshm Airlines
EP-MMR	A340-542	Mahan Air
VP-CXD	A320-214	Fly NAS
VP-CXN	A320-214	Fly NAS

Credit: Leo Braak

Singapore

Singapore-Changi

9 September 2016

3B-NBM	A330-302	Air Mauritius
9M-AQI	A320-216	AirAsia
9M-NEP	B727-277F	Neptune Air
A6-BLD	B787-8	Etihad Airways
A7-ALB	A350-941	Qatar Airways
A7-ALG	A350-941	Qatar Airways
B-1517	B737-87L	Shenzhen Airlines
B-1827	A320-232	Chongqing Airlines
B-1972	B737-87L	Shenzhen Airlines
B-5920	A330-243	China Eastern Airlines
B-6545	A330-243	Shanghai Airlines
B-18307	A330-232E	China Airlines
B-KPB	B777-367ER	Cathay Pacific
B-LAE	A330-342E	Cathay Pacific
DQ-FJU	A330-243	Fiji Airways



At Van Nuys you can find DC-3C N814CL in a retro United Airlines colour scheme. Ramon Berk photographed it during the pre-arranged visit of the County Fire Service also stationed at this airport on 30 September 2016.

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OH-LQD	A340-343E	Finnair
PK-LAU	A320-214	Batik Air
PK-YGH	B737-36NSF	Tri-MG Asia Airlines
S2-AHC	B737-7V3	Regent Airways
V8-DLD	B787-8	Royal Brunei Airlines
VH-QPH	A330-303E	QANTAS
VH-QPI	A330-303E	QANTAS
VN-A198	A320-232	Jetstar Pacific Airlines
VN-A656	A320-214	Vietjet
XY-ALB	B737-86N	Myanmar Airlines
ZK-NZH	B787-9	Air New Zealand

10 September 2016

9M-AHJ	A320-216	AirAsia
9M-LNU	B737-8GP	Malindo Air
B-5976	A330-343E	China Eastern
HS-LUJ	B737-8GP	Thai Lion Air
JA836A	B787-9	ANA
VH-QPC	A330-303E	QANTAS
VH-VKG	B787-8	Jetstar Airways
VH-XZB	B737-838	QANTAS
VN-A362	A321-231	Vietnam Airlines
VN-A655	A320-214	VietJet

11 September 2016

9V-QJB	B787-9	Scoot
B-16722	B777-36NER	EVA Air
B-18301	A330-302E	China Airlines
B-HNE	B777-367	Cathay Pacific
B-HOU	B747-467F	Air Hong Kong
B-LAH	A330-342E	Cathay Pacific
B-LBC	A330-343E	Cathay Pacific
ER-BAM	B747-409F	Aerotrans Cargo
HS-ABC	A320-216	Thai AirAsia
JA876A	B787-9	ANA
LX-VCB	B747-8R7F	Cargolux
LX-VCK	B747-8R7F	Cargolux
VH-QPJ	A330-303E	QANTAS
VN-A339	A321-231	Vietnam Airlines
VN-A398	A321-231	Vietnam Airlines
VN-A671	A320-214	VietJet
XY-ALC	B737-86N	Myanmar National Airlines
ZK-NZE	B787-9	Air New Zealand

Credit: Leo Braak

United States

Washington-Dulles (VA)		10 September 2016
B-8108, B-8126, B-8259	G550	Deer Jet
CN-RGS	B787-8	Royal Air Maroc
D-ABYD	B747-830	Lufthansa
G-BYGE	B747-436	British Airways
G-VINE	A330-343E	Virgin Atlantic
HZ-SKY1	A340-211	Alpha Star Aviation Serv.
M-FUAD	G550	TAG Aviation
N2FE	Global Express	FedEx Express
N9NG	Ce750	Northrop Grumman Avn
N129FE	B767-3S2FER	FedEx Express
N141DR	Beech 400	Quad C Management
N216QS	CL-650	NetJets
N233FT	Ce525B	3 Foot Air
N278EA	B737-7L9	Trump-Pence team
N415BS	IAI1125SPX	Windairwest
N542BA	CL-605	Boeing Exec Flight Ops
N524TW	PC-12/45	Beal Crations
N528BS	Ce525B	Lofly Ventures
N539XJ	CL-300	XO Jet
N553AS	B737-890	Alaska Airlines new c/s
N611QS	Ce560XLS	NetJets
N628CM	CL-601	Polar Bear Express
N738RJ	Lj60XR	L3 Aviation
N750WR	Ce750	Vinnair
N761XP	BAe125-850XP	AZSW Aviation
N775QS	CL-350	NetJets
N7822A	B737-76N	Southwest Airlines new c/s
N785DW	Ce560XL	Baddox
N793QS	CL-350	NetJets
N822UP	Beech 350	Wheels-up Partners

N827GA	G-IVSP	PPG Industries
N950MA	Ce560XL	QS Partners
N1630	G280	Cox Aviation
N69818	B737-924ER	United Airlines
TC-LNF	A330-303E	THY Turkish Airlines

Credit: Anton van Ruiten

Spain

Alicante-El Altet		14 September 2016
CS-DPV	Ce510	Mystic Star
EC-LLJ	A320-214	Vueling Airlines
EI-EBZ, EI-EVL	B737-8AS	Ryanair
EI-EXH	B717-2BL	Volotea Airlines
EI-FRD	B737-8AS	Ryanair
G-POWH	B757-256	Titan Airways Jet2 titles

After a flight of two and a half hours we arrived on the airport of Alicante for a holiday in Denia. The airport of Alicante is one of the holiday airports of Spain with many flights from UK and North European countries using it. The airport is just south of the city.

Alicante-Muxamiel 18 September 2016

EC-BJR	PA-30-160	
EC-JJA	Bell 206B3	Aeroplanet
EC-KHZ	Ce172R	
EC-LXJ	Bell 407	Inaar
EC-MDD	AT-802	
EC-MIC	AT-502B	
EC-MMK	BK117B2	
F-GHAV	CeFR172J	
F-GVRL	Ce172RG	
F-HAGS	DA40NG	
G-OSFS	CeF177RG	

Preserved/Stored

EC-BE	AB47G-4A	pres., ex AMI MM80565
EC-INX	C212-400MP	std., ex Min. of Agriculture
EC-JMD	Ce421	stored
1x	Ce172	preserved (ID unknown)

On the North side of Alicante there is a small airfield that is used by private aircraft and helicopters. This airfield can be found near the city of Muxamiel. You have the best view from the small restaurant that is located on the main entrance. The security of the airfield is not very friendly when you make pictures from other sides than the public area of the restaurant.

Alicante-El Altet		21 September 2016
D-ABFG, D-ABNQ	A320-214	Air Berlin
EC-LRG	A320-214	Vueling a/w, n/t
EC-LYB	ATR72-212A	Air Europa
EI-EWJ	B717-2BL	Volotea Airlines
G-CELI	B737-330	Jet2
G-CELV	B737-377	Jet2
G-EZOG	A320-214	easyJet
G-JECX	DHC-8-402Q	FlyBe
G-OZBZ	A321-231	Monarch Airlines
G-POWH	B757-256	Titan Airways Jet2 titles
G-ZBAE, G-ZBAI	A321-231	Monarch Airlines
LN-RCZ	B737-883	SAS Airlines
OO-SNE	A320-214	Brussels Airlines
PH-BGE	B737-7K2	KLM

Hub traffic

Ryanair B737 (9)

Preserved

E.9-74 AISA I115 as "DIM-189"

Credit: Raymond van Dijkhuizen

France

Paris-Le Bourget		13 October 2016
1171/SU-BSZ	C295M	Egypt Air Force
098/YO	EMB121AA	EAT00.319
9H-BBJ	B737-7BC	Privajet
9H-BCP	Lj45	Skyfree

9H-TOO Falcon 7X Skyfirst
9H-VTB Global Express VistaJet Malta
A7-CJB A318-133X Qatar Airways
C-GLXC Falcon 7X Galaxy Airways
CN-MBP ERJ135BJ Dalia Air
CN-RBS BAe125-900XP Regional Air Lines
CS-CHA CL-350 NetJets Europe
CS-DKJ G500 NetJets Europe
CS-DLF Falcon 2000EX NetJets Europe
CS-DTQ EMB505 Everjets
CS-PHG, CS-PHU EMB505 NetJets Europe
CS-TFY A320-232 Masterjet
D-AFPR Falcon 7X DC Aviation
D-BLDI Ce750 Avangard Aviation
D-IFGN PA-31T J. Guido
D-ISAR Raytheon 390 Euroflug Frenzel
D-IVIN P180 Airgo Flugservice
EC-MLR G650 TAG Aviation España
EI-ZMA Falcon 900EX Airlink Airways
F-GISH Ce510 Wijet
F-GKOM Falcon 900B Dassault Aviation
F-GLOS, F-GRET Ce510 Wijet
F-GVBK Raytheon 390 Darta
F-HADH Falcon 50 Skyvision
F-HALM Falcon 50 Skyvision
F-HANN PC-12/47 FOBYC
F-HBAI P180 Bretagne Angleterre Irlande
F-HBFP BAe125-800 Luxaviation France
F-HBIR Ce510 WiJet
F-HBPP Ce525 Aero Capital
F-HCPE P180 Merieux Alliance
F-HDDP Falcon 900LX Dassault Aviation
F-HDPB Falcon 50EX Alma Jet
F-HDSD Falcon 900C Dassault Aviation
F-HIJD Ce525A D-Aeris
F-HKMO Falcon 900 Dassault Aviation
F-HLIM Ce560 Encore Limagrain Stelia
F-HOIE P180 Ivestairs
F-HPAM Falcon 900LX Dassault Aviation
F-HTCH Beech B200 Veep Technology
F-HTIO Beech 250 La Baule Aviation
F-HTLS EMB500 PH Occitanie
F-HVIB Falcon 7X Dassault Aviation
G-FBNK Ce510 Blink
G-IBZA Ce550 Int'l Flight Referral
G-POWD B767-36NER Titan Airways
G-RNJP CL-605 TAG Aviation (UK)
G-TTJF Falcon 2000S TAG Aviation (UK)
G-ZENT Ce560XLS Zenith Aviation
HB-FWV PC-12/47E Jetfly Aviation
HB-IGY Falcon 900EX Privatair
HZ-HR5 B737-8AN Saudi Oger
LX-GJC A318-112X Global Jet Luxembourg
LX-GJL Falcon 900C Finesse Executive
LX-GJM Ce525C Global Jet Luxembourg
LX-JFQ PC-12/47 Jetfly Aviation
LX-JFW PC-12/47E Jetfly Aviation
M-BHBH G650 Caldana Holding
M-JETZ Falcon 2000EX FTC Consulting
M-VITA G650 Matrix Aviation
N2ZN Beech 90 Southern Aircr. Consultancy
N9QN Beech E90 Southern Aircr. Consultancy
N26KC PA-46-500TP MBK Maschinenbau
N104QS, N114QS Global 5000 NetJets
N200LC G-IV Aircraft Services Group
N344PL EMB505 Colibri Aviation
N721EE EMB550 Embraer Executive Aircraft
N732PA CL-605 Mirage Aviation
N750XX Ce750 On Time Aviation
N770LM Falcon 7X Liberty Media
N801EE EMB545 Embraer Executive Aircraft
N812KC CL-300
N979CB Global 6000 Design Professionals
OE-FZC Ce510 GlobeAir
PR-CIP G550 CAO Montadora
PT-SKW ERJ135BJ São Conrado Táxi Aéreo

SE-RIZ Ce560XLS Waltair Europe
SP-DLB ERJ135BJ Jet Story
SX-GJJ G550 Government of Rwanda
T7-ALM Falcon 20E-5 Green Go Rent
T7-CBG Falcon 7X Empire Aviation Group
T7-MAB A319-133X Glamor Aviation
TC-DAP G550 Government of Turkey
TR-AFR Falcon 900 Afrijet Business Services
TR-LEX Falcon 900EX Government of Gabon
VP-CGE Falcon 900EX Volkswagen
VQ-BMT G-IVSP Gama Aviation

Aircraft of which only a tail could be seen, even though the registration could be read, are not included in the list, as my principle is that the entire aircraft should be seen, to be listed.

Credit: Danny de Kiewit

Rennes-St. Jacques 17 October 2016
EC-MAX A320-214 Vueling Airlines
F-GUBG ERJ145MP HOP!
F-HBCB Beech 1900D Chalais Aviation
OY-SRH B767-204ERF Star Air

18 October 2016
D-AEAQ A300B4-622RF EAT Leipzig DHL c/s
EC-HQI A320-214 Vueling Airlines
EI-FSK ATR72-600 Stobart Air a/w
F-GRZG CRJ702 HOP!
F-GUBG ERJ145MP HOP!
F-HBCB Beech 1900D Chalais Aviation
F-HBXG ERJ170STD HOP!
G-ECOT DHC-8-402 Flybe
OY-SRN B767-204ERF Star Air

Credit: Jeep Stoker

United States (Virginia)

Baltimore-Washington (VA) 4 November 2016
N141DR Beech 400 Quad C Management
N164W BAe111-401AK Northrop Grumman
N343AP Falcon 7X Air Products & Chemicals
N350DR Beech 350 DeRoyal Industries
N357PR G-III From the Heart Church Min.
N384RV CL-300 AEA Services
N420AG Global Express Kisa Acquisitions
N457AS B737-990ER Alaska Airlines
N540BA CL-605 Boeing
N541XJ, N549XJ CL-300 XO Jet
N565QS Ce560XLS NetJets
N624XA B737-86J Xtra Airways
N649GT B767-375ERF Atlas Air
N727GW Falcon 900C GW Aircraft
N819AX B777-2U8ER Omni Air International
N844LC S-76B Homeland Security
N851QS BAe125-800XP NetJets
N862UP Beech 350i Wheels-up Partnership

Hub traffic

American Airlines A319 (1), B737 (3), B757 (1), MD80 (1)
American Eagle CRJ (2), ERJ145 (1)
Delta Air Lines A320 (1), B737 (3), B757 (1)
Delta Connection CRJ (2)
jetBlue A320 (1), ERJ190 (1)
Southwest B737 (42)
Spirit A319 (1), A320 (2)
United Airlines A320 (1), B737 (2)

I visited Baltimore-Washington for the sole purpose of witnessing the only two airworthy BAC111s in the world. Both are operated by Northrop Grumman as testbed aircraft. Also Northrop Grumman does have a Global Express (N420AG) as test bed, as it contains a large pod under the fuselage. Unfortunately it did not fly during my (hit-and-run) visit.

Credit: Anton van Ruiten

The last of the Trijets: MD-11

Part One



Anton Homma

Now that the MD-11 is phased out in the Netherlands, we thought it was time to present you with a large article about this beautiful aircraft. Shown on this picture is MD-11F EI-EMS of Cargoitalia. Nowadays, l/n 600 is not flying anymore, but it is stored at Victorville (CA). (Liege, 11 December 2011, Arjen Sleuwenhoek)

The last MD-11-operator in The Netherlands, Martinair Cargo, has recently phased out their MD-11s and so we at Scramble thought it was time to publish an extensive overview of this elegant aircraft. This is part one of the article, part two will follow in Scramble 453.

History and development

In 1976 Douglas started thinking about a successor for the DC-10. Various options were considered, but the most important ones were the DC-10 Global, a long range version of the DC-10 specifically aimed at the B747SP and the DC-10 Super 60, which was also briefly known as the DC-10 Super 50. The Super 60 was to be a 8,13 metres stretched DC-10 with aerodynamics greatly improved to increase range and payload.

After market consultations, the Super 60 got more tweaks and plans were made to offer the Super 60 in three variants like the DC-8. The DC-10-61 would see a 12 metre stretched fuselage, carrying up to 550 passengers when outfitted in an all-economy lay-out. The DC-10-62 would be the long-range-model of the new DC-10. The fuselage would be stretched with 8,1 metres. For this version the wingspan and fuel capacity would also be increased. The last variant, the DC-10-63 would see the fuselage-length of the DC-10-61, but the wings of the -62. However, fate decided otherwise. The economy was heading down and after two serious DC-10 accidents in 1979, the reputation of the DC-10 was tarnished and plans for a successor were shelved.

In 1981 McDonnell-Douglas, once again, started to think about new variants of the DC-10 due to the introduction of new Rolls Royce and Pratt & Whitney engines. One of the most visible changes to the design of the DC-10 would be new winglets and in order to test the effects of this modification a DC-10-10 was leased from Continental. In cooperation with NASA several variants of winglets were tested. All the plans were consolidated into the MD-EEE-programme, with EEE meaning Ecology-Economy-Efficiency. Later the MD-EEE was changed into the MD-100 programme.

Two versions of the MD-100 were planned. The MD-100-10 which would have a 1,98 metres shorter fuselage than the DC-10. It would be able to carry 270 passengers in a mixed layout. The MD-100-20 would see a 6,25 metres longer fuselage than the DC-10 and would carry 333 passengers in a mixed layout. As no orders for the DC-10 were coming in and the economic situation got worse, the manufacturer once again ended studies.

In 1984 no orders were logged for the DC-10 and the line was being kept alive thanks to an order for sixty KC-10As for the US Air Force. McDonnell-Douglas once again thought a successor was really needed and plans were made for a new version of the DC-10, now dubbed MD-11X.

The MD-11X was to be offered in two variants, the MD-11X-10, based on the DC-10-30 airframe and the MD-11X-20, which would have a stretched fuselage and being able to fly 331 passengers in mixed-class layout.

Orders for the DC-10 picked up in 1985 and McDonnell-Douglas took that time to tweak the design of the MD-11 and spoke with several airlines about the new aircraft. In July 1985 the board of the manufacturer gave the green light to offer the new MD-11 (now without the X) to potential customers. Due to the talks with airlines, the MD-11 was to be offered in two versions, both having the same fuselage length (6,78 metres longer than the DC-10). One variant was planned to carry 337 passengers in a various layout over 8.850 km, the other would fly 331 passengers over 12.800 km. Customers would be able to choose engines from General Electric and Pratt & Whitney. A year later several airlines signed letters of intent with McDonnell-Douglas for the purchase of MD-11s. The aircraft now had morphed into an aircraft 5,66 metre longer than the DC-10-30 and able to carry 320 passengers in a mixed-class layout over 12.600 kms. Other versions in the planning would be an -ER-version, a combi-version and an all-cargo variant.

On 30 December 1986 the MD-11 was officially launched with 52 firm orders and 40 options from twelve customers: Alitalia, British Caledonian, Dragonair, FedEx, Finnair, GPA, Korean Air, Mitsui, SAS, Swissair, Thai Airways and VARIG. The orders were for the passenger, combi and freighter-variants. On 9 March 1988 assembly of the first MD-11 started at the Long Beach (CA) plant and by October that year the mating of the wings and fuselage took place. The first flight was scheduled for March 1989, but problems with the suppliers, manufacturing and strikes delayed that. In September 1989 the first MD-11 was rolled-out and it took to 10 January the next year to see the first flight.

The first two test planes were destined for FedEx and were already outfitted with the forward side cargo door. They stayed with McDonnell-Douglas during the whole test period and were prepped for delivery to FedEx by the end of 1991. On 8 November 1990 the FAA approved certification, but

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the European Joint Aviation Authorities did not so before 17 October 1991, after more than 200 issues were resolved.

In the meantime more orders were booked, but some were lost. At the time of the first flight almost 300 orders were booked. In 1988 Dragonair, SAS and UTA cancelled their orders. Yugoslav Airlines was to become the launch customer of the MD-11 and three were produced. However, due to the civil war in Yugoslavia these three were never delivered. The new launch customer became Finnair and they took delivery of their first aircraft on 7 December 1990. Delta Air Lines became the second operator.

With the first aircraft in service, problems came to surface about the performance of the MD-11. The new aircraft failed to meet the targets for range and fuel burn. American Airlines and Singapore Airlines were very critical and Singapore Airlines went on to cancel its order for twenty aircraft, while American Airlines made plans to sell its MD-11s to FedEx.

To counter the performance issues McDonnell-Douglas started on a Performance Improvement Programme, in conjunction with both engine manufacturers. This PIP lasted until 1995 and in the meantime damage was done to the image of the MD-11 with orders being cancelled and new orders drying up. Thanks to the PIP, however, the aircraft eventually did meet its intended performance targets.

The problems with the MD-11 and increased competition from Boeing and Airbus led to financial struggles at McDonnell-Douglas and in 1997 Boeing and McDonnell-Douglas announced that both companies were to merge, with Boeing being the surviving brand. Boeing decided that the production of the MD-11 would continue, however, only for the MD-11F. By 1998 Boeing reversed these plans as no new orders were coming in, leading to the end of the MD-11-production. The last passenger MD-11 was delivered in April 1998 to Sabena and the last MD-11F was delivered in February 2001 to Lufthansa Cargo. At the launch of the MD-11, McDonnell-Douglas projected that they would produce more than 300 MD-11Fs. In the end 200 were built.

Versions

MD-11

A total of 131 passenger MD-11s were built. This variant was built between 1988 and 1998. It was the first version on offer in 1986. Largest customers of the variant were American Airlines (19), Delta Air Lines (17), Swissair (16), Japan Airlines (10) and KLM (10).



China Airlines placed their MD-11s with subsidiary Mandarin Airlines for a while and flew them to various destinations, including Schiphol. Pictured here is B-51, which is l/n 519. She ended her flying career with FedEx and is now stored at Victorville (CA). (Amsterdam, 19 May 1996, Anton Homma)

MD-11C (Combi)

The Combi was the third variant on offer. Five were built. It was able to carry both passengers as cargo on the main deck. Up to ten pallets could be carried in the rear cargo compartment. To load the cargo, a large rear port side cargo door was applied to the plane. If needed, the aircraft could also be deployed as an all passenger aircraft. All five aircraft were delivered to Alitalia, the sole customer of the variant. Later these five were reconfigured into all freighter aircraft.

MD-11CF (Convertible Freighter)

Launched in 1991 by Martinair with an order for three aircraft (plus options on another two) is the Convertible Freighter-variant. The MD-11CF has a large forward port side cargo door and can be used in either an all-passenger layout, or an all-freighter layout. Six MD-11CF were produced, four for Martinair and two for World Airways.

MD-11ER (Extended Range)

The MD-11ER was originally planned in 1986 to be a shorter variant of the MD-11, but ended up having the same fuselage length. The version was formally launched in 1994 and had an increased maximum take-off weight and an extra fuel tank in the forward cargo hold. With these modifications the MD-11ER would be able to fly 740 kms further than the original MD-11. Five MD-11ERs were built, three for Garuda Indonesia and two for World Airways.

MD-11F (Freighter)

The full freighter version was the second variant on offer in 1986 and the only variant produced during the whole production cycle of the MD-11. The MD-11F has the same forward side cargo door as the MD-11CF. 53 aircraft were built.

Good to know is that many of the improvements from the PIP and other variants could be retrofitted into earlier built models enabling customers to increase performance of their ordered MD-11s. As an example airlines like FedEx, Finnair and Martinair made the structural changes to the airframes so that their MD-11s could operate with the largest maximum take-off weights.

McDonnell-Douglas undertook various studies for other variants of the MD-11, the MD-XX. The MD-XX would have been offered in a stretched version and a long-range version. Later on the project changed into the MD-12-programmeme which would have had four engines and a double decker fuselage. By 1996 the plans were cancelled due to the financial struggles at the manufacturer.

Production list

- l/n 447 48401** MD-11F N601FE FedEx active
The first prototype of the MD-11 saw the light as N111MD in November 1989. Its first flight took place on 10 January 1990 and it remained with McDonnell-Douglas during the whole length of the flight test period. During 1991 the aircraft was completed as freighter and delivered on 27 June to FedEx, where she is still active.
- l/n 448 48402** MD-11F N602FE FedEx active
The second prototype of the MD-11 was l/n 447. It received registration N211MD in April 1990. After being completed as freighter in 1991, it was delivered as N602FE to FedEx on 29 May 1991. She is still active.
- l/n 449 48458** MD-11F N578FE FedEx active
Life began in April 1991 as N311MD of the McDonnell-Douglas Corporation. After participation in the flight test programme, the aircraft was reregistered on 29 March 1991 as N489GX of GATX. It was used for testing afterwards and was eventually delivered to China Airlines on 24 September 1992, also as N489GX. On 5 February 1993 the aircraft returned to GATX. World Airways became the next operator on 23 April 1993 and gave it the registration N280WA. From 30 May 1997 until 22 July 1997 the aircraft was leased to CityBird Airways in Belgium. On 7 September 1997 the aircraft was phased out by World Airways after which it moved to Mandarin Airlines as N489GX on 23 October 1997. In March 2000 it returned to Mandarin Airlines' mother company China Airlines which used the airplane until 6 April 2001. Then it was registered to FedEx, which converted the aircraft into an all-freighter in October 2001, when it also received its current registration N578FE.
- l/n 450 48419** MD-11F N581FE FedEx w/o 17oct99
This MD-11 started as N411MD in July 1990. Delivery to its first customer, American Airlines took place on 28 May 1991 as N1750B. It flew for American until 10 February 1997 after which FedEx took over the aircraft. It was converted to freighter in 1997 and received registration N581FE on 16 May 1997. On 17 October the aircraft overran the runway at Subic Bay in the Philippines after a flight from Shanghai and was written-off. Both crewmembers survived the accident.
- l/n 451 48420** MD-11F N582FE FedEx active
Registered N511MD in June 1990 and delivered as N1751A to American Airlines on 1 February 1991. On 22 January 1996 FedEx took over the plane and had it converted into a freighter. Since 20 October 1998 the aircraft is registered N582FE and is hauling cargo ever since.
- l/n 452 48421** MD-11F N583FE FedEx active
Started as N510MD in August 1990 after which she became N1752K of American Airlines on 22 April 1991. Flew passengers until 11 June 1997 after which FedEx became the new owner. After conversion it was registered N583FE on 24 October 1997.
- l/n 453 48411** MD-11F N411SN M48411 LLC stored
Received N514MD of McDonnell-Douglas in July 1990 and was delivered as N891DL to Delta Air Lines on 21 December 1990. On 28 December 1993 the aircraft moved over to Brazil to fly with VASP as PP-SPD. On 18 June 1999 the plane moved to lessor Mitsui which had the aircraft converted into a freighter. As of 20 April 2001 the aircraft entered service with Gemini Air Cargo as N703GC. It was taken out of service and parked at Goodyear (AZ) in August 2008. On 23 December 2008 she became N382WA of World Airways which operated this MD-11F until 25 September 2014 when the aircraft was put into storage at Marana (AZ). Since 21 December 2015 she is registered as N411SN of M48411 LLC, but remains stored at Marana (AZ).
- l/n 454 48412** MD-11F N412SN Western Global Airlines active
Delta Air Lines was the first operator of this MD-11 and took delivery of the aircraft as N892DL on 21 December 1990. On 29 December 1993 she moved to Brazil to become PP-SPE of VASP. On 3 July 2000 her passenger career was over after conversion to freighter and being delivered as N705GC to Gemini Air Cargo. VASP leased her back as a freighter between 8 December 2000 and 7 June 2001 after which she moved to Cielos del Peru, still as N705GC. As of April 2002 Gemini operated her once again and did so until August 2008. After a short period of storage at Goodyear (AZ) she became the N383WA of World Airways. World flew with here until 3 November 2013 after which she was parked at Marana (AZ). On 27 August 2014 M48412 LLC became her owner and since September 2014 she is flying in an all-white livery for Western Global Airlines. First as N383WA, but as of 16 June 2015 as N412SN.
- l/n 455 48449** MD-11 N270WA World Airways broken up
On 7 December 1990 she became the first delivered MD-11 ever as OH-LGA of Finnair. Finnair operated her until 20 April 1990. Through a short period as N270WA of BBAM Aircraft Holdings, she moved over to World Airways on 11 August 2009. World operated her until August 2012 after which she moved over to Goodyear (AZ) where she was broken up.
- l/n 456 48407** MD-11 N380WA World Airways broken up
She started her career as HL7371 of Korean Air on 28 February 1991. In 1999 she was converted to freighter but remained flying for Korean Air. On 4 April 2005 she was taken over by World Airways as N380WA, which operated her until May 2013. Between November 2009 and July 2010 she was temporarily stored at Marana (AZ). Eventually she ended up in Ostend where she was scrapped in November 2014. Her registration was cancelled on 24 February 2015.
- l/n 457 48408** MD-11F Z-BAV Avient Aviation w/o 28nov09
Delivered as HL7372 of Korean Air on 25 January 1991 and flew passengers for four years. On 27 June 1995 her freighter career started, still at Korean. She was taken out of service and reregistered as N988PG of Pegasus Aviation on 29 December 2004. After a short period of storage at an unknown location she became PR-LGD of VARIG Logistica on 18 March 2005. On 2 January 2009 her adventure in Brazil was over and she was reregistered N408SH of, once again, Pegasus Aviation. On 18 November 2009 she moved to Avient Aviation as Z-BAV, but her African career was short-lived as she was written off on 28 November 2009, after crashing while taking-off from Shanghai Airport. Three of the seven people on board were killed.
- l/n 458 48443** MD-11F N624FE FedEx active
Line number 458 was the first MD-11 for Swissair, delivered to this airline as HB-IWA on 6 March 1991. With the demise of the national airline she went on to continue in the service of Swiss International Airlines from 31 March 2002 onwards. In July 2004



HS-TME of Thai Airways is l/n 467. She flew with Thai between 1991 and 2006 and is currently operated by UPS. (Amsterdam, 31 March 1997, Anton Homma)

she was taken out of service and placed in storage at Zurich. In June 2005 conversion into freighter took place, although the aircraft was already owned and registered as N624FE by FedEx since 23 December 2004.

l/n 459 **48444** MD-11F N644FE FedEx stored

The second MD-11 for Swissair was delivered as HB-IWB on 30 March 1991. As of 31 March 2002 it was operated by Swiss International Airlines. After service in Switzerland it was destined for FedEx, but the deal fell through and she moved to Brazil on 17 November 2003 to operate as PP-VTF for VARIG. On 28 September 2004 she was registered as N625FE by the Wells Fargo Bank and converted into freighter. Despite the registration, the new freighter didn't enter the fleet of FedEx, but became 9M-TGP of Transmile Air Services on 26 April 2005. There was no escaping for FedEx, as on 21 January 2011 she started flying as N644FE for the US carrier. She did so until 6 November 2014 and is stored at Victorville (CA) since then.

l/n 460 **48445** MD-11F PH-MCY Martinair stored

On 22 April 1991 this MD-11 was delivered as HB-IWC to Swissair. Between April 1998 and August 1998 she wore Swissair Asia-titles and on 31 March 2002 moved to the successor of Swissair, Swiss International Airlines. On 15 April 2004 she was registered as N624FE by the Wells Fargo Bank, after which the conversion into MD-11F took place. On 5 September 2004 she became PH-MCY at Martinair and flew cargo for the Dutch airline until December 2015. On 20 December 2015 her last flight took place and now she is slowly being broken up at Mojave (CA).

l/n 461 **48495** MD-11F N951AR Sky Lease Cargo stored

China Eastern Airlines took delivery of l/n 461 as B-2171 on 24 May 1991. In 2003 she was converted into a freighter and continued in Chinese service. In March 2005 she changed into the China Cargo-livery and continued to fly out of China until 30 July 2010 when she was registered as N951AR by the Wells Fargo Bank. As of September that year she was operated with the same registration by Sky Lease Cargo. In January 2015 she was taken out of service and stored at Miami-International (FL) where she will probably be scrapped.

l/n 462 **48505** MD-11F N590FE FedEx active

American Airlines was this MD-11's first operator, and she got delivered as N1757A on 2 August 1991. Between April 1994 and March 1995 she flew with USAfrica Airways, also as N1757A. American Airlines then operated her until January 1998, after which she was converted. As of 27 May 1998 she is been flying with FedEx as N590FE.

l/n 463 **48446** MD-11F N645FE FedEx stored

Delivered as HB-IWD to Swissair on 30 May 1991 and moved to Swiss on 31 March 2002. On 13 November 2003 she was taken on by VARIG as PP-VTG and flew out of Brazil until 19 July 2004. On this date she was registered by the Wells Fargo Bank as N627FE and converted to MD-11F. On 25 November 2004 she entered the fleet of Swiss cargo company CATRAN, but remained stored at Zurich until March 2005, after which operations started. These were rather short-lived as on 3 May 2005 she became 9M-TGQ at Transmile Air Services. On 21 January 2011 she entered the fleet of FedEx as N645FE and was operated by the airline until 29 May 2015. Since then she has been stored at Victorville (CA).

l/n 464 **48447** MD-11F N628FE FedEx active

On 14 June 1991 this MD-11 was delivered as HB-IWE to Swissair. Just like the other MD-11s of Swissair, she moved to Swiss on 31 March 2002. She was taken out of service and put into storage at Zurich in November 2004. Transformation into MD-11F took place shortly after that and since June 2005 she is plying the skies as N628FE for FedEx.

l/n 465 **48448** MD-11 HB-IWF Swissair w/o 03sep98

Life started out for her on 5 August 1991, when she was delivered to Swissair as HB-IWF. Her life, however, was rather short as seven years later as she, on 3 September 1998, crashed into the Atlantic Ocean near Peggy's Cove, Canada due to an inflight fire. All 229 passengers and crew were killed.

l/n 466 **48416** MD-11F N258UP UPS active

This MD-11 was delivered as HS-TMD to Thai Airways on 27 June 91. On 6 June 2006 she became active as a freighter with UPS as N258UP.

I/n 467 **48417** MD-11F N259UP UPS active
 Just like the previous MD-11, she was delivered new to Thai Airways, as HS-TME on 15 July 1991. Since 29 June 2006 she is flying as a freighter as N259UP for UPS.

I/n 468 **48426** MD-11F N986AR Centurion Air Cargo active
 Line number started life as a MD-11C, the first built Combi. She was registered as N9020Z by the McDonnell-Douglas company on 20 March 1992 and delivered as I-DUPA to Alitalia seven days later. On 10 July 2005, after conversion into freighter, she transferred to Alitalia Cargo as EI-UPA and flew on with the Italians until January 2009. She was then parked at an unknown location until 18 September 2009 when Sky Lease Cargo took her on as N986AR. Since 1 April 2011 she is operated by Centurion Air Cargo with the same registration.

I/n 469 **48486** MD-11F N586FE FedEx active
 American Airlines took delivery of this MD-11 as N1753 on 29 August 1991 and flew almost five years with her. On 31 May 1996 she became a member of the FedEx-fleet as N586FE.

I/n 470 **48459** MD-11F N603FE FedEx stored
 This MD-11F was newly delivered to the company on 11 September 1991 and operated cargo flights until 24 August 2014. Since then she is stored at Victorville (CA).

I/n 471 **48427** MD-11F N987AR Centurion Air Cargo active
 Alitalia was the first operator for this airframe, which started as a MD-11C. She was delivered as I-DUPE on 27 November 1991 and wore N9020Z as test registration before that. Between March 2003 and November 2004 she was stored at Rome-Fiumicino. In October 2005 her passenger flying days were over and on 27 October of that year she was reregistered to EI-UPE and moved to Alitalia Cargo. From 5 September 2009 till 21 December 2011 she flew for Cargoitalia. After being stored at an unknown location she returned to the skies as N987AR for Centurion Air Cargo on 9 February 2013.

I/n 472 **48452** MD-11F N282UP UPS active
 HB-IWG was the first registration for 48452 and this means that Swissair was the first airline to operate her. For an unknown period she was flown in the Swissair Asia-colors and on 31 March 2002 entered the fleet with Swiss International Airlines. On 14 May 2005 her career in Switzerland was over and she was placed in storage at Mojave (CA). She already was registered as N74WF by the Wells Fargo Bank since 18 January 2005. After conversion into freighter her second life started on 27 March 2006 as N282UP of UPS.

I/n 473 **48453** MD-11F N286UP UPS active
 On 2 October 1991 this MD-11 entered the fleet of Swissair as HB-IWH. On 31 March 2002 she moved to Swiss where she flew until 20 December 2002. On this date she was registered as the N37WF by the Wells Fargo Bank and after a short period in storage at Zurich was flown to Mojave (CA) in April 2003. At first FedEx was to become the her new operator and registration N630FE was reserved for her. The deal fell through and next in line was VARIG which had planned to give her PP-VTV. This deal also went South and on 8 May 2005 she started on a journey in Africa as V5-NMD of Air Namibia. That adventure was rather short as a year later, on 29 August 2006, she entered the fleet of UPS as N286UP after conversion.

I/n 474 **48428** MD-11F N216AW Wilmington Trust Co. broken up
 Alitalia was this MD-11's first operator. As I-DUPI she was delivered on 12 December 1991. Originally delivered as a MD-11C, in 2005 she was converted into a fulltime freighter and on 31 August 2005 moved to Alitalia Cargo. In January 2009 Alitalia phased her out after Cargoitalia took her over on 6 May 2009. Cargoitalia operated her until December 2011, after which she was put into storage at Marana (AZ) and registered N216AW by the Wilmington Trust Co. on 3 December 2011. On 19 December 2012 the registration was cancelled and by 2014 she was broken up.

I/n 475 **48461** MD-11F N950AR Sky Lease Cargo active
 This MD-11 was always a freighter and her life started on 4 November 1991 as B-2170 of China Eastern Airlines. In September 2004 she moved to China Cargo Airlines. On 12 May 2010 she was registered as N950AR by the Wells Fargo Bank. On 16 July 2010 she entered the fleet of Tradewinds Airlines, but a few months later, in October 2010, went on to fly for Sky Lease Cargo.



The MD-11 was quite popular with Asian carriers. Garuda Indonesia was also one of the customers. PK-GIK was delivered as a MD-11ER in 1996 and is nowadays flying for FedEx. (Amsterdam, March 1997, Anton Homma)

l/n 476 **48434** MD-11F N988AR Centurion Air Cargo w/o 13oct12
VARIG took this MD-11 on 12 November 1991 into the fleet as PP-VOP. On 13 January 2000 she became the N701GC of the Wilmington Trust Co. and entered the fleet as a freighter of Gemini Air Cargo in April of that same year and with the same registration. In August 2008 she was relieved from duty by Gemini and moved to Centurion Air Cargo on 13 December 2008. On 25 May 2010 she was reregistered as N988AR. On 13 October 2012 her end was there after her left main gear collapsed after landing at Campinas-Viracopos in Brazil. At first it seemed she was to be repaired, but as of 2013 she is in use as a fire trainer for the local airport fire brigade.

l/n 477 **48454** MD-11F N631FE FedEx active
HB-IWI of Swissair was her first registration on 15 November 1991 when she was delivered to Zurich. She moved to Swiss after Swissair's collapse on 31 March 2002 and continued flying out of Switzerland until 21 December 2004. Then, after conversion, she became N631FE of FedEx.

l/n 478 **48435** MD-11F N435KD Western Global Airlines active
On 2 December 1991 she was delivered as a passenger MD-11 to VARIG and given the registration PP-VOQ. VARIG operated her until 7 January 2000, after which she became N702GC of the Wilmington Trust Co. In April 2000 she started flying as a freighter for Gemini Air Cargo and did so until August 2008. On 31 December 2008 World Airways adopted her as N384WA and used her until April 2012 after which she was stored at Mojave (CA). On 8 January she became owned by M48435 LLC, but remained stored at Mojave (CA). On 7 January 2014 she became brighter as Western Global Airlines became her new operator, which registered her to her current registration on 10 April 2014.

l/n 479 **48450** MD-11 N269WA Unical Aviation Ltd. broken up
Finnair was this first operator and she entered the fleet on 7 December 1991 as OH-LGB. On 24 January 2010 she was taken out of service and put in storage at Helsinki. On 1 October 2010 she was registered as N269WA by the BBAM 92 Statutory Trust and moved to World Airways. In April 2012 she was phased out and stored at Victorville (CA). On 26 April 2012 she was registered by Unical Aviation Limited and scrapped. The registration was cancelled on 26 August 2015.

l/n 480 **48472** MD-11F N294UP UPS active
This MD-11F started out as a passenger aircraft and well as N801DE with Delta. She was delivered to Atlanta (GA) on 13 March 1992 and flew with Delta until 8 December 2004. On this date she became part of the World Airways-fleet, still as N801DE. Between June and August 2006 she was leased by Ethiopian Airlines from World and on 23 December 2007 was withdrawn from use by World. After conversion she started flying for UPS on 30 April 2008 and has been doing so ever since.

l/n 481 **48473** MD-11F N293UP UPS active
Delta Air Lines was this airframe's first operator. On 13 April 1992 she was delivered as N802DE to the US airline. In May 2006 she was removed from duty and placed into temporarily storage at Roswell (NM) where she was transformed into a freighter. On 6 October 2006 she became N293UP of UPS.

l/n 482 **48481** MD-11F N585FE FedEx active
On 19 April 1992 delivery to American Airlines took place for this MD-11 and she received the registration N1759. On 22 May 1998 she was phased out by American and on 17 June 1998 she was registered by FedEx, still as N1759. Conversion into freighter took place shortly thereafter and since September 1998 she operates as N585FE for the cargo airline.

l/n 483 **48436** MD-11F N584FE FedEx active
American Airlines took delivery of this airframe on 17 April 1992 as N1768D and flew with her until 17 October 1997. On 20 December 1997 she was taken over by FedEx, which converted her into freighter and reregistered her as N584FE on 27 February 1998.

l/n 484 **48484** MD-11F N283UP UPS active
This MD-11 started flying as a passenger MD-11 for LTU as D-AERB on 19 December 1991. She was withdrawn from use on 26 October 1998 and four days later moved to Swissair as HB-IWR. On 31 March 2002 she transferred to Swiss and almost a year later,



In 1992 this MD-11 D-AERX was delivered to LTU in the airline's distinctive red colours. After LTU she moved to fly with Swissair and is now filling her days by flying for FedEx. (Düsseldorf, 10 April 1998, Anton Homma)

on 8 May 2003, she was phased out and placed into storage at Mojave (CA). FedEx took a shining to her and reserved N632FE for her, but instead she moved to Air Namibia on 1 September 2004 as V5-NMC. On 30 November 2005 her passenger-flying days were over as she was removed from duty. After conversion she entered the fleet of UPS as N283UP on 28 December 2005.

l/n 485 **48474** MD-11F N296UP UPS active

In December 1991 this MD-11 first wore the registration N30075, registered by the McDonnell-Douglas Corporation. On 1 May 1992 she entered active duty with Delta Air Lines as N803DE and would fly for Delta until 26 March 2003. On this day she became part of the World Airways-fleet, which used her until 2008. Since 22 July 2008 she is hauling freight as N296UP for UPS.

l/n 486 **48499** MD-11F N574FE FedEx active

Garuda Indonesia took delivery of this MD-11 as EI-CDI on 31 December 1991. Five years later, on 21 December 1996, she moved to Brazil to fly with VARIG as PP-VPN. On 22 June 2004 was bought by the Wells Fargo Bank and registered N499HE. Conversion into freighter took place shortly thereafter and on 12 August 2005 she became the N574FE of FedEx.

l/n 487 **48455** MD-11F N289UP UPS active

HB-IWK was this MD-11's proud first registration as she was delivered to Swissair on 3 February 1992. On 31 March 2002 she transferred to Swiss and continued to fly for them until February 2004. After a short period in storage at Zurich she moved to VARIG as PP-VTJ on 8 March 2004. FedEx was also interested in her and had even reserved N633FE for her, but the deal fell through. Becoming a freighter was, however, unavoidable and since December 2007 she's part of the UPS-fleet as N289UP.

l/n 488 **48413** MD-11F D-ALCO Lufthansa Cargo broken up

Life for this MD-11 started exotic in Brazil with VASP as PP-SOW on 14 February 1992. Eight years later, on 12 May 2000, she moved to VARIG as PP-VQL. On 4 October 2004 she was bought by the Wells Fargo Bank which registered her as N413LT. After conversion into freighter she became D-ALCO of Lufthansa Cargo on 12 July 2005. In January 2014 she was taken out of service and flown to Tulsa (OK) for scrapping. Her registration was cancelled on 28 January 2014.

l/n 489 **48475** MD-11F N295UP UPS active

Delta Air Lines was her first proud owner when she was delivered as N804DE on 6 May 1992. In November 2003 she entered the fleet of World Airways, still as N804DE. In February 2008 she was withdrawn from service and converted into freighter. On 18 July 2008 she became N295UP of UPS.

l/n 490 **48409** MD-11F HL7373 Korean Air Cargo w/o 15apr99

Korean Air was the sole operator for this MD-11. As HL7373 she was delivered on 24 March 1992 and flew passengers until 1996. As of 1 March 1996 she flew freight for Korean Air Cargo and did so until she crashed after taking off from Shanghai-Hongqiao on 15 April 1999.

l/n 491 **48414** MD-11F D-ALCP Lufthansa Cargo broken up

The life of this MD-11 is almost the same as l/n 488, except for different dates and registration. In this case she was delivered as PP-SOZ to VASP on 27 March 1992 and moved to VARIG on 12 May 2000 as PP-VQM. The Wells Fargo Bank bought and registered her as N414LT on 4 October 2004 and after conversion moved to Lufthansa Cargo as D-ALCP on 7 February 2005. She was withdrawn from use on 27 April 2014 and flown to Tulsa (OK) where she was scrapped. Her registration was cancelled on 20 May 2014.

l/n 492 **48489** MD-11F N587FE FedEx active

Line-number 492 started with American Airlines on 12 March 1992 as N1754. Four years later already, she moved over to FedEx and as a converted freighter started flying as N587FE in May 1997.

l/n 493 **48500** MD-11F N575FE FedEx active

On 4 April 1992 this MD-11 was delivered as EI-CDJ to Garuda Indonesia. In the period September-October 1992 she was briefly registered as PK-GIH, but returned to EI-CDJ until May 1995. Then, she received, once again, PK-GIH and would remain so until she was phased out in April 1997. On 10 April she went on to VARIG as PP-VPO and flew out of Brazil until 22 June 2004. On this date she was registered as N485LS by the Wells Fargo Bank and later converted into freighter. On 4 August 2005 she became as we know her today; N575FE of FedEx.

l/n 494 **48456** MD-11F N290UP UPS active

Newly delivered to Swissair as HB-IWL on 13 April 1992 and moved to its successor Swiss on 31 March 2002. In February 2004 she was withdrawn from use and placed in storage at Zurich. FedEx was thinking about adding her to the fleet and reserved N634FE for her, but she was never taken up. Instead, she moved to Brazil to VARIG as PP-VTI in March 2004. As of 2 November 2007 she is active for UPS as N290UP after being converted to freighter.

l/n 495 **48410** MD-11F Z-GAA Global Africa Aviation active

On 20 May 1992 she was delivered as HL7374 to Korean Air, which flew passengers with her for five years as on 7 August 1997 she moved to Korean Air Cargo. In May 2005 she became PR-LGE and started flying for VARIG LOG and did so until 25 June 2009 when she was registered as N575SH by Pegasus Aviation IV Inc. and stored at Miami (FL). On 27 January 2010 she returned to the skies as Z-BVT of Avient Aviation and flew for the company from Zimbabwe until February 2013. After Avient went bankrupt she was stored at Zurich before joining the Global Africa Aviation-fleet as Z-GAA on 27 June 2015.

l/n 496 **48496** MD-11F N955AR Sky Lease Cargo active

China Eastern Airlines was this airframe's first operator as on 22 May 1992 she was delivered as B-2172 to the airline. In 2003 she was converted into a freighter and in December 2004 moved from China Eastern Airlines to China Cargo Airlines. On 28 February 2011 she was registered as N955AR by the Wells Fargo Bank before joining Sky Lease Cargo with the same registration on 11 March 2011.

l/n 497 **48460** MD-11F N604FE FedEx active

Since 22 May 1992 FedEx has been the sole operator of this MD-11F as N604FE.

l/n 498 **48457** MD-11F N285UP UPS active

On 1 June 1992 she was delivered as HB-IWM to Swissair and moved to Swiss on 31 March 2002. She was withdrawn from Swiss-use and moved to VARIG as PP-VTH in November 2003. Before that she was destined to go to FedEx as N635FE, but this never hap-

pened. In May 2006 she was phased out with VARIG and converted into freighter before starting her career with UPS as N285UP on 10 July 2006.

l/n 499 **48490** MD-11F N588FE FedEx active
Between 28 May 1992 and 22 May 2000 she was operated by American Airlines as N1755, after which she was converted and registered as N588FE by FedEx on 15 June 2000.

l/n 500 **48429** MD-11F N984AR Centurion Air Cargo active
Originally built as MD-11C and delivered on 17 July 1992 as I-DUPO to Alitalia. On 28 September 2005 she became a fulltime freighter with Alitalia Cargo as EI-UPO and continued to fly until 29 May 2009. On this date she became N429AN of the PAFCO 48429 Statutory Trust and flown to Miami (FL) where she was taken on as N984AR by Centurion Air Cargo on 24 June 2009.

l/n 501 **48418** MD-11F N260UP UPS active
This MD-11's first operator was Thai Airways. On 2 July 1992 she was delivered to Bangkok as HS-TMF. As of 31 July 2006 she is been part of the UPS-fleet as N260UP.

l/n 502 **48485** MD-11F N642FE FedEx active
Commercial life for her started on 30 June 1992 when she was delivered as D-AERW to LTU. She was phased out on 1 November 1998 after which she moved to Swissair as HB-IWS on 1 February 1999. In November 2001 she was withdrawn from use and after a short period in storage at Zurich was flown to be stored at Mojave (CA) on 17 September 2002. On 10 November 2004 she was registered by the Wells Fargo Bank as N71WF and in April 2005 converted into freighter. On 11 June 2005 she started flying as 9M-TGR of Transmile Air Services. Since 16 September 2011 she is owned and flown by FedEx as N642FE.

l/n 503 **48491** MD-11F N589FE FedEx active
This MD-11 was born at Long Beach (CA) in 1992 and delivered as N1756 to American Airlines on 11 June 1992. American operated her until 27 February 2001 after which she was taken over by FedEx on 27 March 2001. She was reregistered from N1756 to N589FE on 8 May 2001 and her conversion to freighter was complete three months later.

l/n 504 **48527** MD-11F N591FE FedEx active
N1758B was her registration on 8 July 1992 when she was delivered to American Airlines. During May 1994 and 1 April 1995 she was used by USAfrica Airways. American removed her from service on 25 November 2000. Since 3 January 2001 she is part of the FedEx-fleet as N591FE.

l/n 505 **48451** MD-11F N257UP UPS active
This UPS MD-11F N257UP is in their fleet since 4 May 2006. Before that she was operated since 31 July 1992 as HS-TMG by Thai Airways.

l/n 506 **48437** MD-11 N272WA World Airways stored
On 1 June 1992 this MD-11 was registered as N90187 by the McDonnell-Douglas Corporation. Almost a year later, on 16 April 1993, she was delivered to World Airways as N272WA which operated her for Garuda Indonesia for three months. On 22 October 1994 she was operated for Malaysia Airlines which lasted until 1 May 1995 when she, once again, was leased to Garuda. On 24 November 1996 she returned on a lease to Malaysia Airlines. On 13 May 1998 she was leased to Aer Lingus and by 31 October 1999 she was back with World Airways. Between March and May 2000 she was once again used by Garuda, after which she was leased again to Aer Lingus. In September 2001 she returned with World Airways for good, which operated her until 27 March 2014. Since then she is stored at Goodyear (AZ). On 26 September 2014 her ownership changed into the hands of the Bank of Utah.

l/n 507 **48528** MD-11F N614FE FedEx active
Newly delivered on 12 November 1992 to FedEx and still going strong.

l/n 508 **48430** MD-11F N985AR Centurion Air Cargo broken up
Another original MD-11C is this l/n 508. She was delivered to Alitalia as I-DUPU on 17 August 1992. In April 2006 she was converted to freighter and moved to Alitalia Cargo, which reregistered her as EI-UPU on 25 July 2006. On 7 November 2009 she was taken over by Centurion Air Cargo as N985AR and used until April 2015. She was parked at Miami (FL) and scrapped by August 2015. Her registration was cancelled on 15 April 2015.

l/n 509 **48486** MD-11F N643FE FedEx active
Life for this airframe started with LTU on 24 August 1992 as D-AERX. LTU flew with her until 1 November 1998 after which she moved to Swissair as HB-IWT on 4 November 1998. Swissair flew with her until November 2001 and placed her in short term storage at Zurich. On 6 June 2002 she was registered N15WF by the Wells Fargo Bank and stored at Mojave (CA). FedEx had planned to take her on then, but things changed. After conversion in April 2005 she went to Malaysia on 21 July 2005 to fly as 9M-TGS with Transmile Air Services. Eventually she ended up with FedEx as N643FE on 1 November 2011.

l/n 510 **48476** MD-11F N522FE FedEx active
Delta Air Lines took delivery of her as N805DE on 16 November 1992. She operated with them until 28 August 2006 when she went on to FedEx as N522FE.

l/n 511 **48477** MD-11F N291UP UPS active
Life started for her in 1992, when she was delivered to Delta Air Lines as N806DE on 20 November 1992. As of 5 October 2006 she is flying freight for UPS as N291UP.

l/n 512 **48497** MD-11F N952AR Sky Lease Cargo stored
On 11 October 1992 delivery of this MD-11 took place to China Eastern Airlines as B-2173. In December '99 conversion into freighter took place and on 15 August 2005 she moved to China Cargo Airlines. On 15 October 2010 she was registered by the Wells Fargo Bank as N952AR and moved to Sky Lease Cargo twelve days later. She is reportedly stored at Miami (FL).

l/n 513 **48501** MD-11F N576FE FedEx active
Garuda Indonesia was this MD-11's first operator and she was delivered to them as EI-CDK on 30 September 1992. On 21 September 1997 she became part of the VARIG-fleet as PP-VPP. On 7 October 2003 she was registered as N501FR by the Wells Fargo Bank



MD-11F HZ-AND was delivered to Saudia in 1998 and was operated by that company during her entire career. Currently she is stored at Jeddah. (Brussels, 3 January 2010, Philippe Devos)

and stored at Goodyear (AZ). After conversion she moved to FedEx as N576FE on 23 May 2005.

l/n 514 **48478** MD-11F N521FE FedEx active

Just like l/n 511, this MD-11 started with Delta Air Lines, this time as N807DE and on 22 December 1992. On 2 January 2004 she was taken out of service and after conversion moved to FedEx on 22 August 2006 as N521FE.

l/n 515 **48514** MD-11F N605FE FedEx active

This MD-11F has been in the fleet of FedEx since 29 September 1992 and she is still active today.

l/n 516 **48523** MD-11F N381WA Mobility Air LLC stored

Korean Air took delivery of her on 27 October 1992 as HL7375. She continued in Korean service, but as cargo-hauler in November 1999 after conversion. On 6 May 2005 she moved to World Airways as N381WA. On 2 October 2014 she was registered with the same registration by Mobility Air LLC. She was already stored at Mojave (CA) since January of that year and is still there.

l/n 517 **48547** MD-11F N607FE FedEx active

FedEx MD-11F N607FE was newly delivered to the airline on 13 October 1992 and is still with the company.

l/n 518 **48468** MD-11 B-150 China Airlines w/o 22aug99

On 3 November 1992 China Airlines took delivery of her as B-150, and almost a year later she moved to subsidiary Mandarin Airlines. In March 1999 she moved back to the mother airline, but her life was rather short as on 22 August 1999 she crashed during landing at Hong Kong-Chep Lap Kok after her wing struck the runway. Three people on board died.

l/n 519 **48469** MD-11F N577FE FedEx stored

This next MD-11 had a longer life in Taiwanese service. It started out on 13 November 1992 when she was delivered to China Airlines as B-151. On 1 November 1995 she moved to Mandarin Airlines, moved back to China Airlines in December 1999, but moved back to Mandarin in August 2000. Four years later, on 29 October 2004, she moved to FedEx as N577FE and flew with the US airline for ten years. Since 13 April 2014 she is stored at Victorville (CA).

l/n 520 **48502** MD-11F N380BC Kuta-One Aircraft Corp. Ltd. stored

GPA was the first customer for this MD-11 and she was to be delivered to a GPA-customer in December 1992. However, GPA didn't take delivery of the plane after which the aircraft was registered as N9076Y by the McDonnell-Douglas Corporation and parked at Long Beach (CA). On 30 September 1993 she finally started a real life as she was delivered as PK-GIG to Garuda Indonesia. On 24 September 1998 she was registered as N540MD by the Kuta-One Aircraft Corporation and placed into storage at an unknown location. In January 1999 she moved to Brazil to fly as PP-VQF with VARIG and did so until June 2006 when she was placed in storage at Rio de Janeiro. On 16 February she was registered by the Kuta-One Aircraft Corporation as N744BC and flown to Naples in Italy to be converted into freighter. Akash Inc. registered her on 22 June 2007 as N702BC and actively marketed the aircraft, which had success as Aeroflot took her on as VP-BDP on 19 July 2008. On 6 February 2015 her Russian career was over and she was registered by the Kuta-One Aircraft Corporation as N380BC and stored at Victorville (CA).

l/n 521 **48548** MD-11F N608FE FedEx active

Delivered to FedEx as N608FE on 24 November 1992 and still going strong.

l/n 522 **48498** MD-11F N954AR Sky Lease Cargo broken up

China Eastern Airlines was her first operator as she was delivered as B-2174 to the airline on 16 December 1992. In August 2000 she was converted into freighter and moved in September 2004 to China Cargo Airlines. On 31 May 2011 she was registered as N954AR by the Wells Fargo Bank and started flying for Sky Lease Cargo on 11 July 2011. In January 2015 she was taken out of service and stored at Miami (FL) where she was eventually broken up.

l/n 523 **48404** MD-11F N255UP UPS active

Brazil was her first destination as this MD-11 was delivered to VARIG as PP-VPJ on 30 December 1992. On 2 May 2005 she was registered as N255UP by the Boeing Aircraft Holding Co, before shifting to UPS eight days later.

This concludes part one of the overview. As mentioned in the beginning, part two will be published in Scramble 453.

Personal copy

Retirement Bundeswehr Bo105



Frank Vorwerk

Leading the pack out at Celle was this special painted Bo105P 87+62, marked "Good Bye Bo105P1 1.372.454,76 hrs" and '1979-2016'.

Frank Vorwerk was allowed to witness the last operational day of the Bo105 at Celle on 13 December and shared his findings and photographs with us in this small article.

The Bo105 history in the Bundeswehr started with the very first Bo105C model which was handed over to Heeresflieger-erversorgungsstaffel 910 on the 26 April 1973 at German Army airfield Celle. The first delivery consists 100 Bo105Ms (VBH) which were initially used for liaison and utility duties.

On the 2 April 1979, the first two Bo105Ps (Panzerabwehrhubschrauber - PAH) antitank helicopters were delivered to the newly formed Heeresfliegerregiment 16 at Celle. The unit reached operational readiness on the 24th of October 1980 and the last Bo105P was delivered on the 15 March 1984 to the unit. During the active years, the unit lost three Bo105Ps. Bundeswehr reorganisations marked the end of operations of the HFR16 by the end of 2002. In total 212 Bo105s were delivered to the German Army and were separated over seventeen squadrons.

Fly-out ceremony

On the 19 October 2016, Teileinheit 900 (TE900) hosted a family- and spotterday to give the interested community an opportunity to visit the Celle army airfield. Unfortunately the day was marked with a lot of rain. Especially during the flying display of the 7-ship BO105 formation.

Flying operations ended on the 13th December during a military ceremony. The ceremony included a formation flight with the last eighteen (out of twenty) operational Bundeswehr Bo105s. Two were held standby in case one of the eighteen helicopters broke down.

After shutting down the last Allison engine, the Bo105Ps had clocked up a total of 1,372,454.76 flying hours after 43 years of flying operations!

Special painting

Airframe 6162 (87+62) was nicknamed "The last Bo-hikaner" and was painted in a "Stars of Memory" scheme in May 2016, to commemorate the aircraft in service with the German Army. The fifteen "Stars of Memory" on the tail boom shows all former Bo105M & Bo105P bases in Germany. Those bases were Roth, Fritzlar, Laupheim, Niederstetten, Mendig, Neuhausen ob Eck, Itzehoe, Landsberg, Feldkirchen-Mitterhartshausen, Rheine-Bentlage, Cottbus, Holzdorf and Le-Luc(F)..

History of Celle army airfield

The airfield was first in use by the Deutsche Wehrmacht from 1933 till 1945. After World War II the Royal Air Force used this airfield for the famous air-bridge to Berlin in 1948 and 1949. The airfield was returned to the German Luftwaffe in 1957 and is now in use by the German Army.



43 years of Bo105 operations came to the end on 13 December by a final 18-ship farewell formation at Celle airfield.

Personal copy

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QF-4 Pharewell



Dennis Peteri

QF-4E 74-1638/TD was one of the four that flew in formation during the retirement ceremony on 21 December 2016. It is seen here two months earlier, transiting through the infamous Rainbow Canyon. (25 October 2016, Gerhard Plomitzer)

21 December 2016 saw the final flight of United States Air Force Phantoms. On this day four QF-4Es made a flypast at Holloman AFB (NM) marking the end of 54 years of USAF Phantom operations. Last June, Scramble Magazine visited Holloman AFB for an exclusive meeting with the final USAF F-4 Phantom pilot, Lieutenant Colonel Ron "Elvis" King, commander of the 82nd ATRS Det.1 .

Although the final operational mission with the F-4G in its SEAD role was made on 26 March 1996, the Phabulous Phantom continued service in the so-called Full Scale Aerial Target (FSAT) role for more than two decades. Shortly after the retirement of the final F-4G, the first QF-4E was re-delivered to the USAF after being converted from F-4E by Tracor Flight Systems at Mojave (CA).

Three subtypes of the Phantom were converted to FSAT drone, being the F-4E, F-4G and RF-4C. In total 316 Phantoms were converted, all were stored at AMARG before they were transferred to Mojave for conversion. Most of these 316 FSATs were shot down over the White Sands Missile Range (82nd ATRS Detachment 1) or the Gulf of Mexico (82nd ATRS). A couple of the F-4s converted to drone were returned to the 309th AMARG at Davis Monthan AFB (AZ) after conversion for further storage, while some QF-4Es remained operational until the end of December 2016. The latter will become ground targets at the huge White Sands Missile Range in 2017. 72-0166 was the final QF-4E planned to be shot down, but the F-35A from 31st TES operating out of Edwards AFB (CA) missed both AIM-120Ds fired at it and 72-0166 landed safely afterwards at Holloman AFB.

Why FSAT?

Under United States law a missile system must undergo lethality testing before it can enter full-scale production. This means it must be fired at a combat-configured target, which for air-to-air or surface-to-air missiles is a full-size, fully capable aircraft.

The QF-4 - the "Q" prefix signifies a drone conversion - is the fourth distinguished Air Force fighter to adopt the drone role in the end of its flying days, following the Convair PQF-102 Delta Dagger (used from 1974 to 1985), the North American QF-100 Super Sabre (1983-1992) and Convair QF-106 Delta Dart (1990-1998). In 2016, the QF-16 was declared operational and the first twenty QF-16s have been delivered to Tyndall AFB's

82nd ATRS, with many more currently under conversion.

The F-4 was a logical choice to succeed the QF-106. More than 1,000 of surplus Phantoms were available following the type's phase-out at the Boneyard in Arizona and its suitability for drone use had been proven by the US Navy, which had operated QF-4s in its own drone program since the 1970s. In support of test and evaluation activities, Phantom drones also act as targets for non-lethal tests of missiles, radar and other sensors and defensive systems and incentives flights.

Converting a Phantom to a drone

QF-4 conversions were performed by Tracor Flight Systems, later BAE Systems, in Mojave (CA). 316 Phantoms have been converted since 1993 and production lasted until April 2013. Production concentrated at first on F-4E tactical fighters and F-4G "Wild Weasel" defence-suppression aircraft. As the last models retired from active duty, these airframes were in good condition and still had a military supply chain. The earliest conversions included five RF-4C photo-reconnaissance variants, which were found harder to control than later models because they lacked slats. Nonetheless, with no suitable F-4Es and F-4Gs left and no suitable replacement available, RF-4C conversions resumed in 2007. At first two QRF-4Cs were converted as some kind of prototype (AF324 and AF325), followed by 63 more QRF-4Cs (AF354 up to AF416).

Candidate aircraft were taken from storage with the 309th AMARG. Following depot maintenance, the aircraft were flown to Mojave, where the drone conversion was performed. Completed aircraft were ferried to Tyndall AFB (FL) or Holloman AFB (NM) for acceptance tests. The process took about seven months from storage at 309th AMARG to active status and cost about USD 800,000 per aircraft.

The QF-4 conversion added a digital control system for remote operation of the aircraft's steering, throttles, flaps, landing gear, brakes, braking parachute and tailhook. Also fitted were a vector Doppler scoring system, transponder, second autopilot, and GPS for navigation and formation-keeping in remote flight. Non-essential equipment, such as the F-4E's 20mm cannon, was replaced with ballast, while unused avionics like radar were left aboard but disabled. Finally, the wingtips and tail were painted orange to distinguish the aircraft as a drone.

Personal copy

Operating the QF-4

The 82nd ATRS Detachment 1 (and previously the 82nd ATRS) maintained a few “primary flier” aircraft for manned flight, approved for up to 300 flight hours. All the other FSATs were cleared for 100 hours, and were kept ready for unmanned flight with non-essential items like ejection seats removed, or held in non-flying storage. Since 2015 only a single USAF pilot flew the QF-4Es from Holloman AFB, Lt. Col. Ron “Elvis” King. Lt. Col. King, a former F-16 pilot from Aviano AB 31st FW and Weapons School graduate, was the final commander of the 82nd ATRS Detachment 1 while operating the Phantom. As commander he was both responsible for all daily business made by the detachment as well as preparing the arrival of the QF-16 in the detachment. On the day of our visit to Holloman AFB he had even more to do, a couple of days before our visit to Holloman AFB, a Thunderbird F-16CM was lost over Colorado and one of his civilian pilots was selected for the Accident Investigation Board, which he had to refuse to participate in due to operational QF-4 commitments.

Despite having over 21 aircraft on strength in June 2016, 82nd ATRS Det.1 had a small military staff: one USAF pilot and a few sergeants to oversee maintenance. All other personnel were civilians employed by Lockheed Martin, including three civilian pilots, a single ground controller and maintainers. All are ex-military with a tremendous level of expertise – for example, the contracted pilots typically have over 1000 flying hours on the F-16, A-10 and F-111. All of the remaining Phantom pilots learned flying the F-4 from other civilians. Since 2015 Lt. Col. King made more than 300 hours flying the F-4, while he remains qualified on the F-16 as well.

QF-4s were almost always flown with a pilot aboard, unless a weapons launch would occur. Usually the pilot did not touch the controls but stood ready to take over if ground control was lost or the aircraft departed its programmed flight track. The pilots flew the aircraft themselves on chase missions and to maintain proficiency.

The aircraft were controlled remotely by the Drone Formation Control System (DFCS) at WSMR. This DFCS looks a bit like a mobile control tower, but has a flight instrument display on a monitor and no direct visual contact with the aircraft. A controller could fly, using a joystick and keyboard instead of stick, throttles, and rudder pedals; however, most test and evaluation flights were steered by computer. This allowed a test to be flown within exact parameters and repeated exactly if necessary. Up to six QF-4 aircraft could be controlled in formation, using GPS to maintain each in position relative to the flight track.

The programmed flight track might have included an automatic landing, but if the telemetry signal was degraded or the aircraft was damaged, a Ground Mobile Control System (GMCS) was used to perform a visual landing. GMCS is a panel van with two control positions on the roof. It is parked by end of the runway so the controllers can watch the aircraft as they steer it. One controller controls pitch and throttles, while the other controls bank and heading. Two controllers are needed due to the workload – where an onboard pilot would sense the aircraft’s attitude and speed, the controllers must interpret it from instruments.

Missile vs. Aircraft

Typically, several to ten practice runs preceded a test mission, to confirm that all test parameters were being met. If a missile would be fired at the drone, the actual test would use a NULLO aircraft – NULLO stands for “not under live local operation”. The NULLO aircraft carries a destruct charge (the warhead from an AIM-9 missile) to ensure the jet’s demise if it is damaged during the test or control is lost.

To evade the weapon system under test, the drone’s flight

profile might have included defensive maneuvers (including 6-G turns and vertical maneuvers), chaff and flare releases, and radar jamming. Test results were recorded by telemetry and by optical systems. If the drone was destroyed, its wreckage fell onto the range (or previously in the Gulf of Mexico). But if it survived and the chase pilot confirmed it was intact, the aircraft was recovered at the airfield. A straight-in approach was made from the south with the hook down and the aircraft was stopped by an arresting cable.

“Live fire” projects for QF-4s have included Operational Test and Evaluation (OT&E) of Raytheon’s AIM-9X Sidewinder and various versions of the AIM-120 AMRAAM missiles, including the AIM-120D for the F-35, OT&E of Lockheed Martin’s Patriot Advanced Capability (PAC-3) air defense missile and the F-22 Raptor. But more than just missiles were tested: a Holloman QF-4 has flown development tests of the BAE Systems Common Missile Warning System, which can identify surface-to-air missiles launched at an aircraft and automatically release suitable countermeasures.

Heritage Flight

While on test duties, QF-4 drones were rarely seen away from their Holloman base. But the people who fly and maintain the Phantoms are extremely proud of their aircraft, the last operational US tactical fighter from the Vietnam era.

In 2004, 82nd ATRS personnel sought to add the QF-4 to the USAF’s Heritage Flight program, to fill a gap in historical coverage between World War Two and Korean War warbirds and modern fighters. Six QF-4Es were repainted in camouflage schemes from the F-4’s operational service, four at Tyndall and two at Holloman. Following USAF approval, they took part in Heritage Flight formations at a few airshows on each coast in 2005. In 2006, the QF-4s received Heritage Flight funding from Air Combat Command – the 2005 flights had been funded from the 53 WEG operating budget – allowing the QF-4s to appear at approximately twenty shows. Also, a simple QF-4 solo display routine was introduced.

Except for their camouflage, the Heritage Flight QF-4Es were standard “primary flier” drones and were used for normal 82nd ATRS operations when not at airshows. As the first six aircraft began to run out of flight hours in 2007, a new batch was painted. These aircraft all wear the same Southeast Asia scheme to simplify maintenance. Later also a single Phantom was painted in the European One camouflage (74-0643) for the heritage program, while 74-1043 sports the unusual two-tone grey colourscheme from its last unit, the 906th FW/704th FS at Bergstrom AFB (TX). Only a few aircraft assigned to this particular unit were painted in this scheme and 74-1043 was the only one converted to QF-4E. Since 2013 the QF-4 was no longer used in the Heritage program due to the lack of pilots. In 2016 however they made many appearances in shows across the USA, including Aviation Nation (Nellis AFB (NV)), the Fort Worth Alliance (TX) airshow and the Open House at Kirtland AFB (NM). Also, a final goodbye visit was made to Point Mugu (CA) and Hill AFB (UT).

The final flight

As mentioned in the introduction, on 21 December 2016 the QF-4E made its final flight and a retirement ceremony was held at Holloman AFB. On that sad day, six QF-4s were lined up on the flightline: 73-1167/TD ‘53 WEG’, 74-0643/TD ‘82 ATRS’, 74-0645, 74-1043, 74-1625 and 74-1638/TD ‘82 ATRS’. The final flight was a formation of four Phantoms: 0643, 0645, 1043, 1638.

Serial run-down

Below is a list of all the Phantoms converted to QF-4E/QF-4G or QRF-4C. In some cases, the Phantom carried the TD (for Tyndall AFB) or HD (For Holloman Detachment) tailcode. After withdrawal of the 82nd ATRS operations at Tyndall,



QF-4E 74-1640/AF-345 was seen on 3 June 2016 at Holloman AFB (NM), after being prepared for its final flight on 4 August 2016. During that flight it was shot down by a Florida ANG F-15 over the White Sands Missile Range. (Dennis Peteri)

Q-code	Serial	Type	C/n	Unit		
AF101	68-0345	QF-4E	3397	82nd ATRS	w/o 29jul98	
AF102 (1)	69-0383	QRF-4C	4019	Duke Field	w/o 30mar98	'Carrie' may98
AF103	69-7261	QF-4G	3944	82nd ATRS	w/o 07jun01	'Christine' may98
AF104	73-1203	QF-4E	4778	82nd ATRS	w/o 19jul00	'Lucky Lucy' oct98
AF105 (2)	69-7301	QF-4G	3984	Tracor	w/o 14may93	
AF106	68-0449	QF-4E	3591	82nd ATRS	w/o 17nov99	
AF107	73-1204	QF-4E	4780	82nd ATRS	w/o 13apr99	
AF108	65-0944	QRF-4C	1792	82nd ATRS	w/o 10jun98	
AF109	74-1060	QF-4E	4847	82nd ATRS	w/o 04aug98	
AF110	68-0564	QRF-4C	3451	82nd ATRS	w/o 25mar98	
AF111	67-0343	QF-4E	3194	82nd ATRS	w/o 15dec99	
AF112	72-0136	QF-4E	4296	82nd ATRS Det.1	w/o 11feb03	
AF113	68-0555	QRF-4C	3380	82nd ATRS	w/o 01apr97	
AF114	69-7300	QF-4G	3983	82nd ATRS	w/o 25may00	
AF115	66-0338	QF-4E	2653	82nd ATRS	w/o 22aug01	lizard c/s
AF116	66-0342	QF-4E	2676	82nd ATRS Det.1	w/o 14jun01	
AF117	64-1053	QRF-4C	978	82nd ATRS	w/o 21may98	
AF118	67-0320	QF-4E	3133	82nd ATRS Det.1	w/o 03oct01	
AF119	67-0349	QF-4E	3210	82nd ATRS	w/o 14may02	
AF120	68-0303	QF-4E	3316	82nd ATRS Det.1	w/o 21nov02	
AF121	67-0337	QF-4E	3179	82nd ATRS	w/o 25oct01	
AF122	68-0391	QF-4E	3482	82nd ATRS Det.1	w/o 22may03	
AF123	68-0320	QF-4E	3349	82nd ATRS Det.1	w/o 22may03	
AF124	68-0340	QF-4E	3387	82nd ATRS	w/o 07dec01	
AF125	68-0343	QF-4E	3393	82nd ATRS Det.1	w/o 28mar02	
AF126	67-0390	QF-4E	3297	82nd ATRS Det.1	w/o 25mar98	
AF127	67-0356	QF-4E	3225	82nd ATRS Det.1	w/o 22may01	
AF128	68-0385	QF-4E	3471	82nd ATRS Det.1	w/o 08sep04	
AF129	68-0317	QF-4E	3343	82nd ATRS	w/o 18apr02	lizard c/s
AF130	68-0389	QF-4E	3478	82nd ATRS	w/o 29apr99	
AF131	69-0306	QF-4G	3850	82nd ATRS Det.1	w/o 27jul02	
AF132	69-7267	QF-4G	3952	82nd ATRS Det.1	w/o 27jul02	
AF133	69-0241	QF-4G	3764	82nd ATRS	w/o 01sep04	
AF134	69-0307	QF-4G	3851	82nd ATRS Det.1	w/o 06nov97	
AF135	69-7235	QF-4G	3903	82nd ATRS	w/o 05may98	
AF136	69-0247	QF-4G	3772	82nd ATRS	w/o 16dec98	
AF137	69-7228	QF-4G	3893	82nd ATRS Det.1	w/o 27aug03	
AF138	69-0278	QF-4G	3814	82nd ATRS Det.1	w/o 03may05	
AF139	69-0285	QF-4G	3823	82nd ATRS Det.1	w/o 13sep04	
AF140	69-0248	QF-4G	3773	82nd ATRS Det.1	w/o 06jun02	
AF141	69-7217	QF-4G	3877	82nd ATRS	w/o 17nov99	
AF142	69-7232	QF-4G	3900	82nd ATRS Det.1	w/o 07aug08	
AF143	69-0243	QF-4G	3767	82nd ATRS Det.1	w/o 13feb08	
AF144	69-7204	QF-4G	3857	82nd ATRS Det.1	w/o 10aug06	
AF145	69-7211	QF-4G	3868	82nd ATRS	w/o 07nov02	
AF146	69-7202	QF-4G	3855	82nd ATRS	w/o 23jul98	
AF147	69-7556	QF-4G	4002	82nd ATRS	w/o 07apr99	
AF148	69-0273	QF-4G	3807	82nd ATRS Det.1	w/o 01nov05	
AF149	69-0298	QF-4G	3839	82nd ATRS	w/o 13may98	
AF150	69-7220	QF-4G	3881	82nd ATRS Det.1	w/o 03may05	
AF151	69-0275	QF-4G	3810	82nd ATRS Det.1	w/o 20jul98	

AF152	69-7579	QF-4G	4036	82nd ATRS	w/o 18aug99
AF153	69-0264	QF-4G	3795	82nd ATRS	w/o 25may00
AF154	69-0303	QF-4G	3845	82nd ATRS	w/o 21oct98
AF155	69-7256	QF-4G	3935	82nd ATRS	w/o 10jun98
AF156	69-0253	QF-4G	3780	82nd ATRS Det.1	w/o 09jul01
AF157	69-7572	QF-4G	4026	82nd ATRS	w/o 14jul00
AF158	69-7272	QF-4G	3960	82nd ATRS	w/o 29oct98
AF159	69-7557	QF-4G	4004	82nd ATRS Det.1	w/o 16feb02
AF160	69-0286	QF-4G	3825	82nd ATRS	w/o 09feb00
AF161	69-0272	QF-4G	3806	82nd ATRS	w/o 26feb02
AF162	69-0260	QF-4G	3790	82nd ATRS Det.1	w/o 15sep02
AF163	69-0249	QF-4G	3775	82nd ATRS Det.1	w/o 01sep99
AF164	69-7574	QF-4G	4028	82nd ATRS	w/o 04aug99
AF165 (3)	69-7295	QF-4G	3975	82nd ATRS	w/o 24aug99
AF166	69-0259	QF-4G	3788	82nd ATRS	w/o 23may00
AF167	69-7291	QF-4G	3970	82nd ATRS	w/o 02feb00
AF168	69-7270/TD	QF-4G	3957	82nd ATRS	w/o 18may01
AF169	69-0265	QF-4G	3797	82nd ATRS	w/o 17mar99
AF170	69-0305	QF-4G	3848	82nd ATRS Det.1	w/o 03aug00
AF171	69-7210	QF-4G	3866	82nd ATRS	w/o 12jun01
AF172	69-7207	QF-4G	3862	82nd ATRS	w/o 16dec98
AF173	69-0277	QF-4G	3813	82nd ATRS	w/o 11may99
AF174	69-7297	QF-4G	3978	82nd ATRS	w/o 08jan02
AF175	69-7561	QF-4G	4010	82nd ATRS	w/o 06jun01
AF176	69-7294	QF-4G	3974	82nd ATRS	w/o 04nov98
AF177	69-7546	QF-4G	3988	82nd ATRS	w/o 07apr99
AF178	69-0238	QF-4G	3760	82nd ATRS	w/o 02feb01
AF179	69-7286	QF-4G	3964	82nd ATRS	w/o 07dec01
AF180	69-7290	QF-4G	3969	82nd ATRS	w/o 31jan02
AF181	69-0263	QF-4G	3794	82nd ATRS	w/o 10dec98
AF182	69-7580	QF-4G	4042	82nd ATRS	w/o 11sep02
AF183	69-7298	QF-4G	3980	82nd ATRS	w/o 16apr02
AF184	69-0261	QF-4G	3791	82nd ATRS	w/o 13jun02
AF185	69-0258	QF-4G	3787	82nd ATRS	w/o 20jun02
AF186	69-0237	QF-4G	3758	82nd ATRS	w/o 07feb01
AF187	69-0244	QF-4G	3768	82nd ATRS	w/o 29jan03
AF188	69-0239	QF-4G	3761	82nd ATRS	w/o 19jul00
AF189	69-0242	QF-4G	3765	82nd ATRS	w/o 27aug01
AF190	69-0245	QF-4G	3769	82nd ATRS	w/o 04nov05
AF191	69-0251	QF-4G	3778	82nd ATRS	w/o 20jul01
AF192	69-0250	QF-4G	3776	82nd ATRS Det.1	w/o 24jun09
AF193	69-0254	QF-4G	3782	82nd ATRS	w/o 26jun01
AF194	69-0246	QF-4G	3771	82nd ATRS	w/o 14aug02
AF195	69-0269	QF-4G	3802	82nd ATRS	w/o 23jan02
AF196	69-0255	QF-4G	3783	82nd ATRS	w/o 30mar04
AF197	69-0281	QF-4G	3818	82nd ATRS	w/o 01may02
AF198	69-0274	QF-4G	3809	82nd ATRS	w/o 15aug01
AF199	69-0284	QF-4G	3822	82nd ATRS	w/o 31jan02
AF200	69-0290	QF-4G	3830	82nd ATRS	w/o 07jun01
AF201	69-0292	QF-4G	3832	82nd ATRS Det.1	w/o 01aug00
AF202	69-7258	QF-4G	3939	82nd ATRS	w/o 11may01
AF203	69-0304	QF-4G	3847	82nd ATRS	w/o 15aug01
AF204	69-7257	QF-4G	3936	82nd ATRS	w/o 16apr02
AF205	69-7201	QF-4G	3854	82nd ATRS	w/o 29jun04
AF206	69-7260/TD	QF-4G	3943	82nd ATRS	w/o 19aug03

'53 WG' mar01



68-0464/AF-342 was the sole QF-4E painted in the European One camouflage, a souvenir from the time it was flown by the 86th TFW at Ramstein Air Base until the mid-1980s. (Holloman AFB (NM), 3 June 2016, Dennis Peteri)

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Another photo of QF-4E 74-1638/TD, in a pose we all love: double canopies open, dragchute deployed. Joost de Wit visited Aviation Nation at Nellis AFB (NV) and witnessed what was probably the final public performance of the Phantom in USAF service. (13 November 2016)

AF207	69-7214/TD	QF-4G	3873	82nd ATRS Det.1	w/o 07may03	
AF208	69-7209/TD	QF-4G	3865	82nd ATRS	w/o 01feb06	'53 WEG' mar01
AF209	69-7254	QF-4G	3932	82nd ATRS	w/o 04jun02	
AF210	69-7287	QF-4G	3965	82nd ATRS	w/o 02sep05	
AF211	69-7268	QF-4G	3955	82nd ATRS Det.1	w/o 22jun09	
AF212	69-7234/TD	QF-4G	3902	82nd ATRS	w/o 21jul05	
AF213	69-7262	QF-4G	3945	82nd ATRS	w/o 09jun04	
AF214	69-7231/TD	QF-4G	3898	82nd ATRS Det.1	w/o 04aug06	
AF215	69-7252	QF-4G	3929	82nd ATRS Det.1	w/o 05may05	
AF216	69-7289	QF-4G	3968	82nd ATRS	w/o 24jun03	
AF217	69-7303	QF-4G	3987	82nd ATRS Det.1	w/o 19jun09	
AF218	69-7218	QF-4G	3879	82nd ATRS	w/o 20mar02	
AF219	69-7233/TD	QF-4G	3901	82nd ATRS	w/o 08feb06	
AF220	69-7581	QF-4G	4047	82nd ATRS	w/o 10apr02	
AF221	69-7288	QF-4G	3967	82nd ATRS	w/o 07dec05	
AF222	69-7582/TD	QF-4G	4053	82nd ATRS	w/o 10mar06	
AF223	69-7566	QF-4G	4016	82nd ATRS	w/o 26jun03	
AF224	69-7583	QF-4G	4058	82nd ATRS	w/o 07apr05	
AF225	73-1168	QF-4E	4682	82nd ATRS	w/o 21may02	
AF226	72-0144	QF-4E	4318	82nd ATRS	w/o 07nov02	
AF227	73-1183	QF-4E	4735	82nd ATRS	w/o 03aug04	
AF228	74-1040	QF-4E	4821	82nd ATRS	w/o 11jul06	
AF229	73-1176	QF-4E	4714	82nd ATRS	w/o 08oct02	
AF230	74-1044	QF-4E	4826	82nd ATRS Det.1	w/o 22may08	
AF231	74-1050	QF-4E	4834	82nd ATRS	w/o 06may03	
AF232	74-1048	QF-4E	4831	82nd ATRS	w/o 16oct02	
AF233	74-1052	QF-4E	4837	82nd ATRS	w/o 20jul07	
AF234	74-0663	QF-4E	4814	82nd ATRS	w/o 07apr05	
AF235	74-0664	QF-4E	4815	82nd ATRS	w/o 25jun03	
AF236	73-1173	QF-4E	4702	82nd ATRS	w/o 09may03	
AF237	74-1635	QF-4E	4869	82nd ATRS	w/o 07aug07	
AF238	73-1198	QF-4E	4770	82nd ATRS	w/o 11dec07	
AF239	74-1055	QF-4E	4841	82nd ATRS	w/o 20feb04	
AF240	74-1649	QF-4E	4905	82nd ATRS	w/o 18jul06	
AF241	73-1184	QF-4E	4737	82nd ATRS Det.1	w/o 20jun12	
AF242	74-0666/HD	QF-4E	4818	82nd ATRS Det.1	w/o 14dec07	
AF243	72-1479	QF-4E	4419	82nd ATRS Det.1	w/o 07nov12	
AF244	74-1653/TD	QF-4E	4913	82nd ATRS	w/o 07jun07	
AF245	74-0652	QF-4E	4803	82nd ATRS	w/o 04nov03	
AF246	73-1171/TD	QF-4E	4694	82nd ATRS	w/o 11jul09	camo c/s, '53 WG' feb05
AF247	72-0135/TD	QF-4E	4295	82nd ATRS	w/o 20mar14	camo c/s, 'ACC' apr04
AF248	74-1643/TD	QF-4E	4889	82nd ATRS	w/o 19jun08	
AF249	72-1477/TD	QF-4E	4412	82nd ATRS Det.1	w/o 26jun09	
AF250	73-1197/TD	QF-4E	4768	82nd ATRS Det.1	w/o 26jun09	
AF251	74-0665/HD	QF-4E	4816	82nd ATRS Det.1	w/o 22jun09	camo c/s, 'Det.1 82 ATRS' oct04
AF252	72-1490/TD	QF-4E	4469	82nd ATRS Det.1	w/o 19jul14	SEA camo c/s, '82nd ATRS' nov12-feb05
AF253	72-1485/HD	QF-4E	4442	82nd ATRS Det.1	w/o 07mar12	camo c/s, 53rd WEG 'AWFC' oct04
AF254	74-1652/TD	QF-4E	4911	82nd ATRS	w/o 20nov09	
AF255	71-1081	QF-4E	4252	82nd ATRS	w/o 22jun06	
AF256	72-0141	QF-4E	4310	82nd ATRS	w/o 27jun06	
AF257	71-1083	QF-4E	4254	82nd ATRS	w/o 25apr06	

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AF258	74-1620	QF-4E	4849	82nd ATRS	w/o 27jun06	
AF259	74-0654	QF-4E	4805	82nd ATRS	w/o 27jun07	
AF260	74-1624	QF-4E	4854	82nd ATRS	w/o 05jun07	
AF261	74-1623	QF-4E	4853	82nd ATRS	w/o 08aug07	
AF262	74-0644	QF-4E	4795	82nd ATRS	w/o 09nov07	
AF263	71-1092	QF-4E	4266	82nd ATRS Det.1	w/o 10aug06	
AF264	71-1087/TD	QF-4E	4259	82nd ATRS Det.1	w/o 12sep13	
AF265	72-0143	QF-4E	4317	82nd ATRS Det.1	w/o 11may10	
AF266	74-0662	QF-4E	4813	82nd ATRS Det.1	w/o 15mar12	
AF267	71-1084	QF-4E	4256	82nd ATRS	w/o 29jan08	
AF268	74-1651	QF-4E	4910	82nd ATRS Det.1	w/o 06nov13	
AF269	74-1038	QF-4E	4819	82nd ATRS	w/o 05jun07	
AF270	71-1088	QF-4E	4261	82nd ATRS	w/o 25jul08	
AF271	72-0159	QF-4E	4328	82nd ATRS	w/o 24sep09	
AF272	74-0659	QF-4E	4810	82nd ATRS	w/o 03apr13	
AF273	71-1086	QF-4E	4258	82nd ATRS Det.1	w/o 10aug06	
AF274	71-1075	QF-4E	4244	82nd ATRS Det.1		
AF275	71-0239	QF-4E	4228	82nd ATRS	w/o 27mar07	
AF276	73-1160	QF-4E	4641	82nd ATRS Det.1	w/o 18sep08	
AF277	74-1644	QF-4E	4894	82nd ATRS Det.1	w/o 20jun12	
AF278	74-1621	QF-4E	4850	82nd ATRS	w/o 06mar08	
AF279	74-1634	QF-4E	4866	82nd ATRS	w/o 28apr09	
AF280	74-1645	QF-4E	4898	82nd ATRS	w/o 17jul08	
AF281	73-1165	QF-4E	4670	82nd ATRS	w/o 20aug08	
AF282	73-1172	QF-4E	4698	82nd ATRS	w/o 17sep08	
AF283	74-1648	QF-4E	4904	82nd ATRS Det.1	Holloman nov16	
AF284	71-1076	QF-4E	4246	82nd ATRS	w/o 21oct08	
AF285	71-1397	QF-4E	4275	82nd ATRS	w/o 13jan09	
AF286	74-1047	QF-4E	4830	82nd ATRS	w/o 17jun08	
AF287	72-0128	QF-4E	4288	82nd ATRS	w/o 15jan09	
AF288	74-1627/HD	QF-4E	4857	82nd ATRS Det.1	w/o 12jun14	'82nd ATRS'
AF289	74-1631	QF-4E	4863	82nd ATRS		'82nd ATRS' nov14
AF290	74-1628	QF-4E	4858	82nd ATRS Det.1	w/o 15nov14	
AF291	68-0511	QF-4E	3701	82nd ATRS Det.1	w/o 16jul14	
AF292	71-0238	QF-4E	4226	82nd ATRS	w/o 03mar10	
AF293	72-0161	QF-4E	4336	82nd ATRS Det.1	w/o 16jul14	
AF294	74-1622/TD	QF-4E	4852	82nd ATRS	w/o 05feb14	
AF295	71-0237/TD	QF-4E	4225	82nd ATRS		'82nd ATRS'
AF296	72-0124	QF-4E	4284	82nd ATRS	w/o 24feb09	
AF297	74-1061	QF-4E	4848	82nd ATRS Det.1		
AF298	74-1629	QF-4E	4859	82nd ATRS Det.1	w/o 07feb14	
AF299	68-0536	QF-4E	3739	82nd ATRS	w/o 05feb08	
AF300	72-1484	QF-4E	4437	82nd ATRS	w/o 06nov08	
AF301	74-1039	QF-4E	4820	82nd ATRS	w/o 25jul08	
AF302 (4)	68-0452	QF-4E	3599	82nd ATRS Det.1	Holloman nov16	
AF303	71-1089	QF-4E	4262	82nd ATRS	w/o 21aug08	
AF304	72-0139	QF-4E	4303	82nd ATRS Det.1	w/o 04feb16	
AF305	68-0423	QF-4E	3540	82nd ATRS	w/o 28apr09	
AF306	73-1185	QF-4E	4739	82nd ATRS	w/o 20jul09	
AF307	74-0646	QF-4E	4797	82nd ATRS Det.1	w/o 15nov14	
AF308	72-1494/TD	QF-4E	4498	82nd ATRS	w/o 12may15	
AF309	74-1626/HD	QF-4E	4856	82nd ATRS Det.1	w/o 08jul16	
AF310	72-0162/HD	QF-4E	4341	82nd ATRS Det.1	Holloman nov16	'82nd ATRS'
AF311	68-0371	QF-4E	3446	82nd ATRS Det.1	w/o 06jul11	
AF312	72-1478/TD	QF-4E	4416	82nd ATRS Det.1	w/o 11sep14	'82nd ATRS'
AF313	72-0122	QF-4E	4282	82nd ATRS	w/o 29mar09	
AF314	74-1637	QF-4E	4872	82nd ATRS Det.1	w/o 18nov15	
AF315	68-0354	QF-4E	3414	82nd ATRS	w/o 05mar09	
AF316	68-0324	QF-4E	3356	82nd ATRS	w/o 22sep09	
AF317	68-0509	QF-4E	3698	82nd ATRS	w/o 15apr10	
AF318	74-1636	QF-4E	4870	82nd ATRS	w/o 15jul10	
AF319	73-1193	QF-4E	4760	82nd ATRS	w/o 17feb10	
AF320	73-1195	QF-4E	4764	82nd ATRS Det.1	w/o 20nov15	
AF321	68-0463	QF-4E	3618	82nd ATRS	w/o 01feb11	
AF322	72-1483	QF-4E	4433	82nd ATRS	w/o 04nov08	
AF323	72-1493	QF-4E	4491	82nd ATRS	w/o 22sep10	
AF324	69-0376	QRF-4C	3950	82nd ATRS	w/o 31jan12	
AF325	67-0433	QRF-4C	2779	82nd ATRS	w/o 08aug12	
AF326	74-1042	QF-4E	4824	82nd ATRS	w/o 04may10	
AF327	74-0655	QF-4E	4806	82nd ATRS	w/o 29jan09	
AF328	73-1181	QF-4E	4729	82nd ATRS Det.1	Holloman nov16	
AF329 (4)	72-0166	QF-4E	4375	82nd ATRS Det.1	Holloman nov16	
AF330	68-0388	QF-4E	3475	82nd ATRS	w/o 22aug09	
AF331	68-0379	QF-4E	3460	82nd ATRS	w/o 24jul09	
AF332	68-0375	QF-4E	3453	82nd ATRS Det.1	w/o 01aug16	
AF333	74-0648	QF-4E	4799	82nd ATRS	w/o 02mar11	



74-1043/AF-338 was one of the four QF-4Es in the final flight on 21 December 2016. It is painted in an experimental two-tone grey (cloud) camouflage adopted by the 906th FW/704th FS based at Bergstrom (TX) in the 1980s. Like the opening photo of this article, it was photographed by Gerhard Plomitzer while going through Rainbow Canyon on 25 October 2016.

AF334	71-0243	QF-4E	4232	82nd ATRS	w/o 20feb09	
AF335	72-0140/HD	QF-4E	4308	82nd ATRS Det.1	w/o 01aug16	
AF336	74-0645	QF-4E	4796	82nd ATRS Det.1	Holloman dec16	
AF337	74-0647	QF-4E	4798	82nd ATRS Det.1	w/o 03aug16	
AF338	74-1043	QF-4E	4825	82nd ATRS Det.1	Holloman dec16	
AF339	74-1041	QF-4E	4823	82nd ATRS	w/o 20jul09	
AF340	72-0167	QF-4E	4386	82nd ATRS Det.1	Holloman nov16	
AF341	73-1196	QF-4E	4766	82nd ATRS	w/o 20jul10	
AF342	68-0464	QF-4E	3620	82nd ATRS Det.1	Holloman nov16	
AF343	67-0364	QF-4E	3242	82nd ATRS	w/o 11mar10	
AF344	72-1489	QF-4E	4463	82nd ATRS Det.1	w/o 02aug16	
AF345	74-1640	QF-4E	4880	82nd ATRS Det.1	w/o 04aug16	
AF346	71-1073	QF-4E	4242	82nd ATRS Det.1	w/o 02aug16	
AF347	72-0168	QF-4E	4406	82nd ATRS	w/o 20sep11	
AF348	68-0460	QF-4E	3613	82nd ATRS	w/o 28apr11	
AF349	74-1638/TD	QF-4E	4874	82nd ATRS	Holloman dec16	SEA camo c/s, '82nd ATRS'
AF350	74-1625	QF-4E	4855	82nd ATRS Det.1	Holloman dec16	
AF351	74-0643/TD	QF-4E	4794	82nd ATRS	Holloman dec16	camo c/s, '82nd ATRS'
AF352	68-0450	QF-4E	3594	82nd ATRS Det.1	Holloman nov 16	
AF353	73-1167/TD	QF-4E	4679	82nd ATRS	Holloman dec16	'53rd WEG'
AF354	66-0476	QRF-4C	2690	82nd ATRS	w/o 30nov11	
AF355	67-0453	QRF-4C	3023	82nd ATRS	w/o 08aug12	
AF356	66-0389	QRF-4C	1864	82nd ATRS	w/o 20apr12	
AF357	71-0259	QRF-4C	4268	82nd ATRS	w/o 20mar12	
AF358	65-0845	QRF-4C	1325	82nd ATRS	w/o 13may11	
AF359	68-0557	QRF-4C	3398	82nd ATRS	w/o 23nov10	
AF360	68-0571	QRF-4C	3489	82nd ATRS	w/o 04aug11	
AF361	72-0147	QRF-4C	4311	82nd ATRS	w/o 25apr12	
AF362	69-0359	QRF-4C	3766	82nd ATRS	w/o 04dec12	
AF363	66-0473	QRF-4C	2661	82nd ATRS	w/o 16may12	
AF364	72-0154	QRF-4C	4372	82nd ATRS	w/o 13mar12	
AF365	68-0565	QRF-4C	3457	82nd ATRS	w/o 11sep12	
AF366	68-0576	QRF-4C	3514	82nd ATRS	w/o 14aug12	
AF367	67-0428	QRF-4C	2721	82nd ATRS	w/o 06nov12	
AF368	71-0254	QRF-4C	4245	82nd ATRS	w/o 24jan13	
AF369	68-0567	QRF-4C	3469	82nd ATRS	w/o 07nov12	
AF370	72-0153	QRF-4C	4360	82nd ATRS	w/o 16jul13	
AF371	68-0553	QRF-4C	3359	82nd ATRS	w/o 31oct12	
AF372	69-0356	QRF-4C	3742	82nd ATRS	w/o 04sep13	
AF373	69-0362	QRF-4C	3793	82nd ATRS	w/o 11sep14	
AF374	66-0446	QRF-4C	2404	82nd ATRS	w/o 13feb14	
AF375	68-0592	QRF-4C	3589	82nd ATRS	w/o 28feb14	
AF376	68-0561	QRF-4C	3432	82nd ATRS	w/o 13may14	
AF377	69-0378	QRF-4C	3973	82nd ATRS	w/o 24apr12	
AF378	68-0548	QRF-4C	3319	82nd ATRS	w/o 20mar12	
AF379	69-0357	QRF-4C	3753	82nd ATRS	w/o 13mar12	
AF380	66-0452	QRF-4C	2468	82nd ATRS	w/o 01feb13	
AF381	65-0866	QRF-4C	1420	82nd ATRS	w/o 21feb13	
AF382	72-0149	QRF-4C	4321	82nd ATRS	w/o 06nov12	
AF383	68-0578	QRF-4C	3522	82nd ATRS	w/o 14may13	
AF384	72-0155	QRF-4C	4384	82nd ATRS	w/o 27feb13	
AF385	66-0461	QRF-4C	2560	82nd ATRS	w/o 27feb13	

AF386	72-0145	QRF-4C	4300	82nd ATRS	w/o 20apr12
AF387	66-0463	QRF-4C	2578	82nd ATRS	w/o 31oct12
AF388	68-0552	QRF-4C	3348	309th AMARG	ex Mojave
AF389	67-0443	QRF-4C	2868	309th AMARG	ex Mojave
AF390	72-0156	QRF-4C	4396	82nd ATRS	w/o 10jul13
AF391	68-0572	QRF-4C	3495	82nd ATRS	w/o 18sep13
AF392	67-0448	QRF-4C	2932	82nd ATRS	w/o 31jan14
AF393	69-0379	QRF-4C	3982	82nd ATRS	w/o 02oct14
AF394	67-0469	QRF-4C	3308	82nd ATRS	w/o 18sep12
AF395	66-0478/TD	QRF-4C	2713	82nd ATRS	w/o 31mar15
AF396	69-0370	QRF-4C	3885	82nd ATRS	w/o 21aug14
AF397	68-0551	QRF-4C	3342	82nd ATRS	w/o 01apr15
AF398	68-0581	QRF-4C	3538	309th AMARG	ex 82nd ATRS
AF399	67-0454	QRF-4C	3039	309th AMARG	ex Mojave
AF400	68-0583	QRF-4C	3549	82nd ATRS	w/o 11jul14
AF401	67-0462	QRF-4C	3193	82nd ATRS	w/o 17jul13
AF402	65-0849	QRF-4C	1342	82nd ATRS	w/o 21feb14
AF403	69-0384	QRF-4C	4031	82nd ATRS	w/o 17jul13
AF404	71-0248	QRF-4C	4209	82nd ATRS	w/o 06nov13
AF405	67-0458	QRF-4C	3118	82nd ATRS	w/o 10apr13
AF406	68-0589/TD	QRF-4C	3575	82nd ATRS	w/o 07may15
AF407	68-0580/TD	QRF-4C	3532	82nd ATRS	w/o 12may15
AF408	69-0369/TD	QRF-4C	3875	82nd ATRS	w/o 31mar15
AF409	67-0429/TD	QRF-4C	2732	82nd ATRS	w/o 05may15
AF410	68-0562	QRF-4C	3439	82nd ATRS	w/o 18sep13
AF411	68-0574	QRF-4C	3505	82nd ATRS	w/o 11jul14
AF412	66-0410	QRF-4C	2051	309th AMARG	ex 82nd ATRS, arr by road after hard landing
AF413	68-0568	QRF-4C	3474	82nd ATRS	w/o 26jul14
AF414	66-0427	QRF-4C	2210	82nd ATRS	w/o 06may14
AF415	69-0363	QRF-4C	3804	82nd ATRS	w/o 28aug14
AF416	68-0599	QRF-4C	3621	82nd ATRS	w/o 03sep14

Notes:

- (1) AF102 was damaged during landing after its third NULLO flight. It was last noted at Duke Field (FL) in 2009.
- (2) AF105 was lost during a test flight from Mojave in the Nevada desert.
- (3) AF165 was the final F-4G operated by the USAF in 1996.
- (4) In May 2015 QF-4E 68-0452, a Phantom operated by the 32nd TFS in the 1970s, was fired upon over the White Sands Missile Range with an AIM-9. However, the Sidewinder bounced off the aircraft and the QF-4E was flown back to Holloman AFB where it landed with some damage: the left vertical stabilizer was completely torn off. See the photo with inset below.
- (5) On 17 August 2016, AF329 was the last QF-4E planned to make a one-way NULLO, but both AIM-120Ds fired at it by the F-35A operated by the 31st TES missed. AF329 subsequently made a successful landing back at Holloman AFB.

Scramble would like to thank Lt. Col. Ron "Elvis" King and Jim "WAM" Harkins as well as the 53rd Wing and 49th Wing PAOs and Pieter Bastiaans for making this article possible.



68-0452/AF-302 was delivered on 7 September 2006 as a QF-4E and was prepared for its NULLO flight at the beginning of May 2015. The AIM-9 fired at it bounced off the aircraft however, and as the ground controller could still control the damaged aircraft, it was decided to make an emergency landing at Holloman AFB instead of destructing the aircraft in mid-air. (Holloman AFB (NM), 3 June 2016, Dennis Peteri)

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This cover page is dedicated to jet training in Bangladesh. A recent delivery is the Yak-130 advanced trainer. (15114, Yak-130, 21sq, Dhaka, 16 December 2016)



The L-39ZA is an armed variant of the well known Czech trainer. Serial 310 was first noted in December 1998, and is still going strong. (130, L-39ZA, Dhaka, 16 December 2016)



The FT-7BG is one of the last MiG-21 derivatives built. F944 was seen at Dhaka as well. (FT-7BG, 5sq, Dhaka, 16 December 2016)

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Peter Heeneman visited Myanmar in December 2016. One of the airports was Thandwe located directly on a beach. ATR72 XY-AJO is one of the two ATRs in the fleet of Mann Yadanarpon Airlines and was delivered in January 2014. (5 December 2016, Peter Heeneman)



It looks like that Thandwe is visited by a lot of ATRs. ATR72-212 XY-AJZ was delivered to the national carrier of the country Myanmar National Airlines. It was delivered about a year before this picture was taken. (5 December 2016, Peter Heeneman)



The last ATR72 on this page is XY-AIS of Asian Wings Airways. This ATR flew for Alitalia Express from 1999 until 2010. In October 2010 it was transferred to the Yangon based airline. (Thandwe, 5 December 2016, Peter Heeneman)