

369

February 2010

Scramble

***Airfield Guides Slovenia
Rotores de Portugal
Siły Powietrzne - Polish Air Force***

DUTCH AVIATION SOCIETY



Every year, the Polish Air Force organises a tour on several of their airbases. Stefan Jongen visited a couple of bases in October. Seen at Malbork was this MiG-29A 77. (Malbork, 4 October 2009, Stefan Jongen)



Also seen at Malbork, was this TS-11-bis-DF from 41.elt. It is one of three TS-11s in camouflage colour scheme. (Malbork, 4 October 2009, Stefan Jongen)



This W-3 was delivered as W-3A, but converted to W-3RL. It is assigned to 3.elt, based at Wroclaw-Strachowice. (Swidwin, 6 October 2009, Stefan Jongen)

Editorial

The winter this year has been unusually cold with atypical snowfalls in Europe. As a result of this you can see a lot of snowy pictures in this month's edition. Snow is annoying, but is nothing in comparison to what has happened in Haiti. As foundation we have given a financial contribution to the relief organisations to help the victims of this terrible catastrophe. In the near future we hope to publish an article about the Haitian air bridge and make a survey of the aircraft used for relief flights in the first days after the earthquake.

Beside the regular sections, you can enjoy again an interesting of articles. We have an airfield guide for the Slovenian airfields Cerklje ob Krki, Ljubljana, Maribor and Portorož. Furthermore we have, an article about the maritime exercise Neptune Warrior 092, an article about the Polish Air Force and finally an article about the Portuguese demonstration team "Rotores de Portugal".

Don't forget our Dutch Spotters Conventioin (DSC), which will be held at Rotterdam Airport on Saturday 20 March between 10:00 – 16:00 hours. See the advertisement on page 120.

We are still looking for an editor to cover the Dutch and Belgian movements, both civil and military. If you are interested to contribute to the Scramble magazine please contact info@scramble.nl.

Deadline Scramble 370 - 16 February 2010

Deadline Pictures 370 – 23 February 2010

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Cover Photo



Hato offers great photo possibilities, proved by this great picture of RC-135W 62-4135/OF. (Hato, 15 December 2009, Felix Martina)

Movements Netherlands



The last two months this view of Schiphol has been a common sight. It all started just before Christmas and until the last weekend of January you could take photos of airplanes with a snowy background. Geurt van den Berg had the opportunity to take this picture from the air traffic control tower. (Amsterdam-Schiphol, 20 December 2009, Geurt v.d. Berg)

Amsterdam-Schiphol

December 2009

01. D-CINS	Lj45	Aero Dienst	dep ADN802	G-HCSA	Ce525A	Bookajet	dep BOO851
D-INCS	Ce525	Bizair	dep	I-DISU	B777-243ER	Alitalia	dep AZA8944
EC-KBR	G550	TAG Espana	dep TGM051	OO-KJD	Lj45	Capital	dep CGP127K
EC-KKK	Ce560	Gestair	dep GES081	SX-OAJ	A319-112	Olympic Air	f/v NOA151/2
EC-KXS	BAe125-750	Grupo Mayoral	MYO522/3	06. F-GKXY	A320-214	Air France	f/v AFR2240/1
F-GSCR	Ce525B	Unijet	dep LEA094C	G-HCSA	Ce525A	Bookajet	14 BOO851/77
HB-IGI	Falcon 900EX	CAT Aviation	dep CAZ301	G-OBYJ	B767-304ER	ThomsonF. f/v	TOM9841/TFL9932
HB-VMU	Ce560XL	JABJ	02 PJS400/1	N424TM	CL-300	EMC	
I-PBRA	Falcon 50EX	Sirio	dep SIO505	SX-OAG	A319-112	Olympic Air	f/v NOA151/2
LN-KHD	B737-8BK	Norwegian	f/v NAX1256/7	07. ZD703	BAe125 CC3	32(TR)sq	RRR1307/A
N18DF	Falcon 900EX	CDS Equipment	02	U-06	Fokker 50	334sq	NAF50
N606AT	Ce650	Longborough Aviation	02	CS-TQM	A340-313X	Hi Fly (a/w)	SLM994/3
OO-ACT	Falcon 900C	Flying Service	02	D-AHIJ	A319-112	Hamburg Int'l	08 HH18139/40
UR-82007	An-124-100	Antonov Airlines	dep ADB2012	D-ISGW	Ce525	Air Hamburg	AHO420
UR-CGW	An-12BP	Meridian	MEM4027/8	EI-EHW	ERJ145MP		dep EMB105
VP-CAM	Falcon 2000EX	Allianz	dep	G-OBYJ	B767-304ER	ThomsonF.	TFL9942/TOM9842
VP-CGA	Falcon 2000	Volkswagen	WGT95B	HB-IMJ	G-V	G5 Executive	EXH111/2
02. CS-TQM	A340-313X	Hi Fly (a/w)	SLM993	HB-VMX	Ce550 Bravo	JABJ	08 PJS101
D-CNAF	SA227AC	RAE	REW402P/402/P	HB-VWN	Lj60	Premium Jet	f/v
D-IHLA	PA-42-720	Aerowest		N18WF	Global Express	Westfield Aviation	f/v
HB-JVE	Fokker 100	Helvetic	SWR724/5/8/9	N77FK	G-IVSP	K-Services	09
N515TJ	Beech 400A	Blackburn Int'l	08	OE-GVJ	Lj60	VistaJet	f/v 08 VJS259
03. CS-TQM	A340-313X	Hi Fly (a/w)	04 SLM994/3	TS-ISA	CRJ900	Sevenair	TAR638/9
EC-KPF	G200	TAG Espana	f/v TGM141/A	VP-CGC	Falcon 2000	Volkswagen	08 WGT74A
HB-JVE	Fokker 100	Helvetic	SWR724/5/8/9	08. A6-MDG	B747-228F	Midex Airlines	MIX9639/42
N200UP	Falcon 50	UPC	dep	CS-TQM	A340-313X	Hi Fly (a/w)	14 SLM994/3002
N200UP	Falcon 50	UPC		D-AFKA	Fokker 100	Contact Air	f/v SWR734/5
N900AL	G450	Abbott	04	D-AISX	A321-231	Lufthansa	f/v DLH4676/7
OH-III	Lj60	Jefflite	11 JEF40K	D-CTLX	Ce560XLS	Hapag Lloyd Exec.	HLX669H
VP-BNP	CL-604	Xclusive Jet	f/v 04 XJC311	F-GRUJ	Ce525B	Unijet	LEA096C
04. CM02	Falcon 20E-5	21sm	BAF628	F-OLOV	A340-313E	Air Tahiti Nui f/v	09 SLM3001/993
CS-TMT	A330-322	Belgian Air Force	12 BAF640	HB-IGY	Falcon 900EX	Dasnair	09
D-IPCC	Ce525A	ProAir	f/v PAV204	HB-JVF	Fokker 100	Helvetic Airways	SWR728/9
D-IPCS	Ce525	Air Hamburg	06	N112EA	Eclipse 500		dep
EC-JCU	SA227AC	Aeronova	OVA11T/2T	N200UP	Falcon 50	UPC	09
VP-BNP	CL-604	Xclusive Jet Charter	XJC311A	N836BA	B737-7BC	WFBNW	f/v 09
05. CS-TQM	A340-313X	Hi Fly (a/w)	06 SLM994/3	OK-SLN	ERJ135BJ	ABS Jets	ABP140/1
				OY-SRJ	B767-25EF	Star Air	f/v SRR135/6P
				PH-ACE	Beech 300	Air Charters Europe	REC33P/3
				TC-JDM	A340-311	THY	THY1953/4

09. 102001	Tp102A	TSFE	SVF021	F-OLOV	A340-313E	Air Tahiti Nui	SLM994/3
5A-MAB	B737-406	ex KLM (n/t)	f/v arr	G-EZFR	A319-111	easyJet Airlines	f/v EZY8875/6
D-CAVA	SA227AC	RAE	REW209P/P 2x	G-HCSA	Ce525A	Bookajet	16 BOO877/908
EC-KGX	Ce501	Pirinair Express	f/v	G-KLNW	Ce510	Saxonair	f/v SXN51D/SNX51D
G-EZFS	A319-111	easyJet Airlines	f/v EZY8875/6	LN-AKR	Falcon 900EX	Sundt Air	VIA303
G-HTRL	PA-34-220T	Air Med	MCD086	OO-KRC	CL-604	Flying Service	FYG912K/3K
G-OMRH	Ce550 Bravo	McAir Services	10	OO-KRC	CL-604	Flying Serv.	19 FYG914K/841K
HB-VMX	Ce550 Bravo	JABJ	10 PJS103/1	15. D-CEEE	Ce560XLS	DC Aviation	DCS746
HB-VON	Ce560XLS	Premium Jet		D-CFFF	Ce560XLS	Daimler-Chrysler	DCS497
N125XP	BAe125-800XP	Surewings		D-CROB	Lj60	Cirrus Aviation	DCS601
N200UP	Falcon 50	UPC	12	D-IPVD	Ce525A	Prominent Gruppe	
OH-IVS	Lj60	Jetflite	11 JEF30V	F-GESP	Falcon 2000	Dassault	DSO144
TC-JDK	A340-311	THY	THY1953/4	F-GGGT	CeF550		
TC-JLO	A319-132	THY	f/v THY1955/6	F-GMMC	Ce525	Ixair	16
TF-NPA	Do328-300	Landsflug	ICJ100/A	F-OLOV	A340-313E	Air Tahiti Nui	16 SLM994/3
10. B-2075	B777-F1B	China Southern	f/v 11 CSN441/2	G-FBLK	Ce510	TAG Aviation	17
CS-TFR	Lj45	Omni	f/v OAV359	G-FRYI	Beech 200	London Executive	LNx66FR
D-AHLK	B737-8K5	Hapag Lloyd	f/v 11 HLX8092/3	OM-OPE	Ce525A	Opera Jet	f/v 16 OPJ203/0
D-IHHN	Ce525A	Triple Alpha	CLU1869	SE-DFU	MD-82	SAS	f/v SAS2551/552
ES-PVH	Lj31A	Avies	f/v AIA537	16. A7-CEA	CL-605	Qatar Executive	f/v 17 QTR985
F-GPGH	Beech 350	Joseph Landreau		D-AIND	CL-604	Air Independence	DLY316/7
F-OLOV	A340-313E	Air Tahiti Nui	11 SLM994/3	D-CNAF	SA227AC	RAE	REW116P/116
G-EZTB	A320-214	easyJet Airlines	f/v EZY8881/2	D-CNAY	SA227AT	RAE	REW116/P
G-WNCH	Beech B200	Synergy Aviation	SYG305	EI-SLG	ATR72-201F	Air Contract.	f/v ABR8007/7016
HB-JSY	Falcon 900EX	JABJ	11	G-HCGD	Lj45	TAG Aviation	f/v 17
LN-RRH	B737-883	SAS	f/v SAS1553/556	HB-IFQ	Falcon 900B	Premium Jet	24
OO-ALX	Ce680	Flying S.	FYG001B/2B/3B/4B	M-ALRV	Falcon 2000EX	Lodgings 2000	
11. EI-DVA	B737-36E	Mistral Air	f/v MSA1051/9052	M-IFLY	PC-12/47E	NJ Vetch	f/v
EI-EED	B767-31AER	Blue Panor.	f/v 12 TFL365P/365	N750MD	Beech B200		17
G-EZTO	A320-214	easyJet Airlines	f/v EZY8881/2	OE-GLG	Ce550 Bravo	Airlink	17 JAR17
LX-FGC	Ce510	FlyMe	f/v FLY33B	OH-TNR	Global Express	Airfix Aviation	17 FIX702
OO-ACC	Ce525A	ASL		PH-MRO	Ce421C	Gouden Arend	
12. CM01	Falcon 20E-5	21sm	BAF639	TC-JDN	A340-313X	THY	THY1953/4
A6-MDG	B747-228F	Midex Airlines	MIX9693/4	YL-BDC	B757-256	Air Baltic	BTI617/8
D-AISZ	A321-231	Lufthansa	f/v 13 DLH4688/9	17. B-2073	B777-F1B	China Southern	f/v CSN453/4
F-OLOV	A340-313E	Air Tahiti Nui	13 SLM994/3	D-CITA	Lj60	Senator Aviation	SNA633
PH-EZK	ERJ190-100LR	KLM	arr KLM7882	F-OLOV	A340-313E	Air Tahiti Nui	SLM994/5
TC-JDL	A340-311	THY	THY1953/4	G-HCSA	Ce525A	Bookajet	18 BOO908/167
13. EI-DVA	B737-36E	Mistral Air	MSA9071/1072	HB-VOP	Ce525A	Albinati Aeronautics	18 LUC478
EI-EED	B767-31AER	Blue Panorama	TFL366/P	HL7766	B777-2B5ER	Korean Air	f/v 18 KAL921
F-GLZG	A340-311	Surinam Airways	dep SLM003	LX-FGL	Ce510	Flying Group	18 FYL62A2
OE-GRB	Ce550 Bravo	The Flying Bulls		OE-GVD	Lj60	VistaJet	f/v VJS273
OE-GRB	Ce550 Bravo	The Flying Bulls	14	OK-SLN	ERJ135BJ	ABS Jets	18 ABP140
OO-ACC	Ce525A	ASL		OK-SLX	Ce560XL	Silesia Air	18 SUA661/2
14. 279	SH-14D	MARHELI	NAVY538/695	PH-BGH	B737-7K2	KLM	arr KLM7454
D-AEBD	ERJ195	CityLine	f/v DLH4702/3	TF-MIK	Do328-300	Icejet (n/t)	19 ICJ200
D-CEEE	Ce560XLS	DC Aviation	DCS583	YR-TIK	Global 5000	Tiriac Air	f/v 18
F-GESP	Falcon 2000	Dassault	DSO143	18. 20-1102	B747-47C	701 Hikotai	dep JAF001



This B737 of Mistral Air made a first visit on 11 December, taking a group of people to the Netherlands. Two days later Mistral Air operated the return flight with the same aircraft EI-DVA. (Amsterdam, 13 December 2009, Koos Biesheuvel)



Delta will upgrade their fleet in the coming years. One of these upgrades is to install blended winglets on the B767. N192DN is one of the few which received them already, and is seen here taking off from runway 36L, the Polderbaan.

(Amsterdam, 13 December 2009, Willem Vos)

C-FLMK	CL-605	Chartright Air	f/v 20	OO-CEJ	Ce525	ASL	
D-AIND	CL-604	Air Independence	19 DLY316	24. 5A-MAB	B737-406	Buraq Air	dep
D-CHIL	Ce680	Jetline	JLF05	G-KLNB	Beech 350	Saxonair	f/v SXN35A
F-OLOV	A340-313E	Air Tahiti Nui	SLM996/3	HB-JVE	Fokker 100	Helvetic Airways	SWR734/5
G-FBNK	Ce510	TAG Aviation		SU-GAC	A300B4-203F	Egypt Air Cargo	MSX522
G-WNCH	Beech B200	Synergy Aviation	SYG310	25. D-AGPK	Fokker 100	Air Berlin	SWR728/9
M-HOIL	Lj60	Begal Air	f/v	26. EC-KME	A319-111	Iberia	f/v IBE3246/51
OE-GVD	Lj60	VistaJet	VJS273	G-HCSA	Ce525A	Bookajet	30 BOO167P/167
OH-TNR	Global Express	Airfix Aviation	19 FIX702	SX-OAS	A320-232	Olympic Air	f/v NOA151/2
TC-JDN	A340-313X	THY	THY1951/2	27. F-GKXZ	A320-214	Air France	f/v AFR1340/1
TC-JIH	A340-313X	THY	THY1953/4	HB-JVF	Fokker 100	Helvetic Airways	SWR728/9
VQ-BSN	Falcon 7X	Shell	f/v SHE745/52	M-JANP	Global 5000	Joannou & Paraskevaides	f/v
19. EI-UPI	MD-11F	Cargo Italia	DLH8316/F	28. G-EZFT	A319-111	easyJet Airlines	f/v EZY2159/60
EW-290PAB	B737-5Q8	Belavia	f/v BRU0867/8	OE-GBB	Do328-110	Tyrol Air Ambulance	TYW512
F-GNLH	Fokker 100	Blue Line	AFR3484/5	29. D-CSWF	SA227DC	RAE	REW429P/429
F-OLOV	A340-313E	Air Tahiti Nui	SLM994/3002	F-GKXV	A320-214	Air France	f/v AFR2040/1
PZ-TCP	A340-311	Surinam	f/v 20 SLM004/993	G-LCYH	ERJ170-100STD	British Airways	f/v BAW8455/6
TC-TCF	A321-211	Turkuaz Airlines	f/v TRK973/4	HB-VMX	Ce550 Bravo	JABJ	PJS102/3
20. JY-JAG	B767-204ER	Silverjet	f/v SYR433/4	I-DAWZ	MD-82	Itali Airlines	ISS3423/4
N888RK	Ce525	K.O.M. Activity	21	OY-JTA	B737-33A	Jet Time	NAX8902/6541
OY-NPE	SA227DC	North Flying	NFA127/F	30. F-RAFJ	Falcon 50	ETEC00.065	CTM0007
TC-KHA	BAe125-900XP		25	D-CSWF	SA227DC	RAE	REW430/330/P
21. D-ALCE	MD-11F	Lufthansa	f/v 22 DLH8358/539	D-ISGW	Ce525	Air Hamburg	AHO495
D-CRON	Ce560XLS	JABJ	22	F-HEPA	A320-214	Air France	f/v AFR1740/1
D-IAMO	Ce525A	Windrose	QGA548L	N274JC	IAI1126	JLT Group	f/v
F-GJBZ	Falcon 50EX	Aero Services	BES422	OE-GEH	Ce560XLS	Avcon Jet	f/v AOJ755
G-LCYG	ERJ170-100STD	British Airways	f/v BAW8451/2	OE-INJ	CL-604	Amira Air	31 XPE127
I-PRAD	Lj60	Prada	f/v 22	TC-JDK	A340-311	THY	THY1953/4
LN-RRF	B737-85P	SAS	f/v SAS827/8	31. 4L-KMK	B747-281F	Eurex Cargo (n/t)	f/v URX602
N515TJ	Beech 400A	Blackburn Int'l		EC-KSB	Ce525	Wondair	WNR443
PH-PXD	EC135-P2+	KLPD	arr RDF020	N752SA	B747-228F	Southern Air	f/v ETH3716
22. D-AGPH	Fokker 100	Contact Air	SWR734	OY-RAA	BAe125-800XP	Air Alsie	MMD8403
D-CALL	Ce550 Bravo	Hamburger Air Charter	AHO489	PH-SHO	EC155B-1	CHC Helicopters	f/v HNL43B
D-CHHH	Ce560XLS	Augusta Air	AUF121/2				
D-CLLL	Ce560XLS	Augusta Air	AUF221/2				
F-GVYC	Ce560XLS	Lyreco	23				
G-FBNK	Ce510	TAG Aviation					
HB-VOZ	Lj60	Premium Jet	24				
N250AC	PA-31-310	North West Air Charters	23				
OE-HPZ	CL-300	IJM	IJM419				
OO-DDA	Ce525A	Abelag Aviation	SKS27A				
OO-FPB	Ce550 Bravo	Flying Service	FYG092/3L				
OY-NPE	SA227DC	North Flying	NFA122P/				
OY-TDA	B737-8K2	Transavia Denm.	f/v TDK2768/033				
23. D-AISW	A321-231	Lufthansa	f/v DLH4680/1				
D-CSWF	SA227DC	RAE	REW323P/323/P				
D-IDRF	Beech B200	Deutsche Rettung	AMB046				
F-HBGE	TBM-850	TBM Aviation	f/v				
LX-LAR	Lj35A	Ducair	DUK3AMB				

Winter had set in during the month of December which resulted in several days of delays and diversions. Traditionally the last and first months of the year tend to be not so busy with special visitors and December 2009 was no exception. Although there is still enough to talk about.

In the morning of the first day of the month Air Memphis An-12 UR-CGW was noted on a cargo charter. It left for Ponta Delgada just before 11am. On the 2nd day of the month the Air Zena's 2nd B737 to use the registration 4L-TGA made its first visit. Late in the evening Turkish Airlines decided to send in A319 TC-JLM on their Istanbul Amsterdam v.v. service.

The Belgian Air Force A330 CS-TMT returned for some more work at KLM maintenance in hangar 11 on the 4th. Like the last time the crew was ferried back to Brussels with Falcon 20 CM02. On the 5th Aeroflot B767 VP-BWQ departed back

to Moscow after maintenance followed by Alitalia B777 I-DISU which left for Rome after receiving the 'new' Alitalia colours in hangar 14.

Despite the fact that Surinam Airways had received its first A340 problems with the paperwork still prevented them from operating the machine. This resulted in the lease of A340 CS-TQM. A340s, though, normally have less seats than B747s have but if you keep selling the same amount of seats as if you still own a B747 then there might be a problem. This is what Surinam experienced and in order to fly the passengers that were 'over-booked' they leased a Thomson B767. G-OBYJ was selected to operate the flight on the 6th returning on the 7th after which it departed back to Luton.

From the QAPS paintbay ERJ145 EI-EHW emerged in Regional Airlines SA colour scheme on the 7th. The former British Midland aircraft later departed to Alverca. Hamburg Airlines A319 D-AHIJ brought a group of people from Munich and flew the same group back to Munich on the 8th. The Sevenair CRJ900 still flies for Tunis Air and was sent to Amsterdam on the 7th.

The aforementioned lease of HiFly A340 CS-TQM by Surinam was ended and replaced by the beautifully coloured Air Tahiti Nui A340 F-OLOV. This aircraft arrived from Paris on the 8th and operated the flights to and from Paramaribo until the 19th. During this time the paperwork was finished and F-GLZG was reregistered to PZ-TCP and delivered to Paramaribo on the 13th. The aircraft returned on the 19th and was put in regular service soon thereafter.

The Midex B747 arrived from Al Ain on the 8th on a cargo charter and flew back to Sharjah the same day. Star Air B767 OY-SRJ made a quick stop at KLMs Maintenance department arriving around 12:30 pm and departing again just after 4 pm. In the afternoon of the 9th B737-400 5A-MAB arrived at Schiphol East. The Boeing was still painted in basic KLM colours and recently was sold to Buraq Air from Libya. After receiving the colours of Buraq at QAPS the aircraft departed to its new home on the 24th. In the evening of the 9th Swedish Air Force G-IV 102001 made a quick visit of little more than half an hour at East.

China Southern Cargo B777 B-2075 was noted on its first visit on the 10th departing back to China on the 11th. The B777s will operate next to the Cargo B747s to and from Amsterdam. TUIFly B737 D-AHLK which was flying in Hapag Loyd colours arrived from Stansted on the 10th departing to Frankfurt on the 11th.

From Rome Mistral B737 EI-DVA arrived on the 11th bringing a bunch of people and picking them up on the 13th with the same machine. Arke Fly was in need of some help and found Blue Panorama willing to operate their flight to Bonaire and Curaçao. Curious fact was that the flight was flown by B767 EI-EED which is the former PH-MCV which used to fly for Arke a couple of years ago.

KLM Cityhoppers 10th ERJ190 was delivered on the 12th and made its first revenue flight on the 14th to Helsinki. Far from its warmer home Qatar Executive CL-605 A7-CEA arrived on the 16th. The climate conference in Copenhagen was visited by lots of world leaders including those of Japan and Korea. Both were brought to Copenhagen by big aircraft which had to be parked anywhere but Copenhagen. Amsterdam was found to have a large parking spot so JASDF B747 20-1102 and Korean B777 HL7766 spent the night at J platform on the 17th. A Romanian Global Express also made a night stop at Schiphol and KLM received a new B737-700 from Boeing.

On the 19th Cargotalia MD-11 EI-UPI was doing a cargo flight from Munich. In between the snow showers on the 20th B767 JY-JAG brought a group of pilgrims back from Mecca. Egypt Air Cargo A300 SU-GAC diverted from Ostend on the 24th.

Norwegians flight to Copenhagen was operated by B737 LN-NOG on the 28th but had to return due to engine problems. The problem was not fixed during the night so in the morning the passengers were picked up by Jettime B737 OY-JTA. The month and subsequently the year was closed by the arrival of Eures B747-200 4L-KMK which was still painted in basic NCA colours.

Credits: Dirk Gortzak, Alexander Schelbergen, Gerrie Stigter, Joop de Vries, DSML and of course the ladies and gentlemen working at Amsterdam Schiphol Airport.



FlyBe will increase their flights from Southampton on Monday and Friday. So this gives us the opportunity to see this kind of aircraft more often. DHC-8 G-ECOH visited Schiphol on 1 December. (Amsterdam, Gert-Jan Vis)



If you visit Rotterdam on Saturdays you will see Sky Work Airlines. They operate a scheduled flight from Bern-Belp every Saturday. On Boxing Day they came with Dornier 328 HB-AES. (Rotterdam, 26 December 2009, Peter Heeneman)

Rotterdam

December 2009

01. D-ITIP	Ce525	VHM	2x VHM211
F-GNLG	Fokker 100	Blue Line	dep BLE101
HB-IMJ	G-V	G5 executive	EXH121/2
N514MM	IAI1125SPX	WilMax International	
N666MX	Ce560XL	Flying Group	
N752S	Falcon 2000	Shell Oil	dep
OO-KRC	CL-604	Flying Serv.	10 FYG382K/911KL
OY-EJD	Falcon 2000EX	Air Alsie	02 MMD652/0
PH-JNX	Ce560XLS	JetNetherlands	dep JNL326
PH-LAB	Ce550	NLR - TU Delft	dep
PH-SOL	Ce525	Solid-air	02 SOX921
YR-DIP	CL-604	Ion Ionescu	02 RDP2D
YU-BNA	Falcon 50	Serbian Government	
02. D-HCHS	MD-500E	Nordcopters	
HB-IMJ	G-V	G5 executive	EXH132/3
N7277F	Beech C90GT	Schuybroek Aviation	
PH-BYA	Beech A58	KLM Luchtvaartsch.	KLM7908
PH-ECI	Ce525	Ypsilon	arr
PH-HWH	AB206B	Heli Holland	
PH-JNX	Ce560XLS	JetNetherlands	03 JNL326/694
PH-LCG	Falcon 900B	Solid-air	05 SOX847/751
03. V-11	G-IV	334sq	04 NAF11
CS-DXK	Ce560XLS	NetJets Europe	04 NJE3LD
D-CAWU	Ce560	Adolf Würth	
EC-IXL	SA227AC	Aeronova	dep OVA81X
I-WISH	CL-604	Air Four	2x AFM6047
PH-BYB	Beech A58	KLM Luchtvaartsch.	KLM7908
PH-DLN	P180	JetNetherlands	10 JNL248/421
PH-MLN	PA-44-180	Martinair Vliegschool	
SP-ITC	PA-31-350	Eurosense	dep
04. D-CSWM	CeS550	Bluebird Aviation	
G-FIFA	Ce404	Trans Euro Air	TRJ804P/804
G-LEAA	Ce510	London Exec. Av	LNK37AA
N37172	Beech 350	NAC Aviation	
OO-ACC	Ce525A	Air Service Liège	
PH-JNX	Ce560XLS	JetNetherlands	10 JNL694/ -
SE-HJC	AS350B1	Osterman Helicopter	5
YU-SPM	Ce510	Prince Aviation	5
05. CS-DXN	Ce560XLS	NetJets Eur.	06 NJE6BR/964K
PH-LUX	PA-46-350P	Luxajet	dep
06. EC-IXL	SA227AC	Aeronova	OVA81R/2R
07. D-CNAF	SA227AC	Regional Air Ex.	REW407P/407
N700GY	TBM-700		

PH-FJK	Ce525B	JetNetherl.	12 JNL215/020P
PH-JNE	Ce525A	JetNetherlands	dep JNL135
08. V-11	G-IV	334sq	NAF11
01-0040	C-40B	99th AS	09 SAM6228
CS-DFD	Falcon 2000	NetJets Europe	NJE564H/893U
CS-DFF	Falcon 2000	NetJets Eur.	09 NJE875A/118H
CS-DRJ	BAe125-800XPi	NetJets Europe	NJE733N/30C
D-IEGO	Ce510	Triple Alpha	CLU1609
M-SPEX	Beech 350	Specsavers Aviation	SSZ18B/C
N18CJ	G450	Exec. Jet Management	EJM18
PH-HHF	H269D	Heli Holland	
S5-AAL	CRJ900	Adria Airways	ADR3840/1
09. CS-DNR	Falcon 2000	NetJets Europe	NJE015L/398Y
D-CLAT	Ce525B	Liebherr	
D-CNAF	SA227AC	Regional Air Ex.	REW409/409P
D-ILCE	PA-31T	Windrose Air	Jetcharter
G-EVLN	G-IV	Wings Worldwide	PIX361
N707KD	G-IIB	Colt International Europe	11
PH-SOL	Ce525	Solid-air	SOX854
RA-09008	Falcon 900EX	Gazpromavia	10 GZP9613/4
S5-AAL	CRJ900	Adria Airways	ADR3847/9
10. CS-DMV	Beech 400A	NetJets Europe	11 NJE7FA
G-KLNW	Ce510	Saxonair	SXN51D
G-MAJV	BAe4100	Eastern Airw.	EZE145P/1045
G-MAJV	BAe4100	Eastern Airw.	EZE1046/146P
LX-FGC	Ce510	Flying Group Lux.	FYL31B/2B
M-SPEX	Beech 350	Specsavers Aviation	
N752S	Falcon 2000	Shell Oil Company	
PH-DLN	P180	JetNetherlands	11 JNL421/0
PH-JNX	Ce560XLS	JetNetherl.	11 JNL472/933T
PH-KBX	Fokker 70	Dutch Government	
PH-RIS	EC130B4	KNSF Flight Services	
PH-SOL	Ce525	Solid-air	SOX854
11. U-06	Fokker 50	334sq	NAF50
CS-DLC	Falcon 2000EX	NetJets Europe	12 NJE2YQ
CS-DMV	Beech 400A	NetJets Europe	14 NJE7FA
D-ANFC	ATR72-202	Avanti Air	ATV7613/613A
D-IRKE	Ce525	Avanti Aviation	CLU156F/1561
D-ISCO	Ce525A	Windrose Air	14 QGA470J/1J
G-SPUR	Ce550	London Exec. Av	LNK76PU
PH-BYC	Beech A58	KLM Luchtvaartsch.	2x KLM7902
PH-JNX	Ce560XLS	JetNetherl.	17 JNL993T/405A
13. V-11	G-IV	334sq	NAF11
CS-DLC	Falcon 2000EX	NetJets Eur.	16 NJE2YQ/843B
D-ANFC	ATR72-202	Avanti Air	ATV613B/7613
OE-GBB	Do328-110	Welcome Air	TYW572

	PH-DLN	P180	JetNetherlands	JNL-389
	PH-LUX	PA-46-350P	Luxajet	arr
	PH-VBG	Falcon 2000EX	JetNetherlands	25 JNL359/ -
14.	D-IMMI	Ce525	Dr. Schenk Flugbetrieb	VF1116
	D-INCS	Ce525	Bizair Flug	
	M-NGSN	PC-12/47	Niels Stolt-Nielson	
	N1454H	G-V	Amerada Hess Corp.	15
	N335BF	PA-30-160	Quaak Holding	dep
	N666MX	Ce560XL	Flying Group	
	OO-NHD	AS365N3	N.H.V.	
	OO-TCH	A320-214	Thomas Cook	TCW912T/9126
	PH-AJR	R44	Flight Services	
	PH-DLN	P180	JetNetherlands	18 JNL468/538
	PH-HHF	H269D	Heli Holland	
	PH-SOL	Ce525	Solid-airR	SOX961
	PH-TXA	Ce510	Airfield Holding	dep
15.	CS-DXF	Ce560XLS	NetJets Eur.	16 NJE126N/3PF
	D-FDAK	Ce208B	Cloudbusters	16
	N444BK	Beech B200	Koop Holding	
	N60864	Beech G58		16
	OH-FIX	Falcon 2000	Airfix Aviation	FIX31
	PH-RWX	H269C	P.J.M. Bos	
	PH-TXA	Ce510	Airfield Holding	
16.	F-GPKS	P180	Transport'Air	TSI52B1/2
	HB-JEV	G550	G5 executive	EXH221/31
	LX-FGL	Ce510	Flying Group Lux.	17 FYL61A/2A
	N666MX	Ce560XL	Flying Group	18 FYG994E/ -
	N680SE	Ce680	Flying Group	
	OE-FHL	Beech C90A	Airlink	JAR28
	PH-JNE	Ce525A	JetNetherlands	17 JNL165/506
	PH-KBX	Fokker 70	Dutch Government	2x 17
	TC-MSB	Beech 400A	Air Enka	17
	VP-CAM	Falcon 2000EX	Delta Technical	
17.	D-CHLE	Lj60	Hapag-Lloyd Exec.	HLX528M
	G-CJDB	Ce525	Breed Aircraft	
	N550FP	Ce550 Bravo	Flying Group	18 FYG752G
	OH-LEO	ERJ170SU	Finnair div EBBR	18 FIN3661/8921
	PH-JNE	Ce525A	JetNetherlands	25 JNL506/96
	PH-JNX	Ce560XLS	JetNetherlands	18 JNL405/230
	PH-TXA	Ce510	Airfield Holding	arr
	SE-RAA	ERJ135ER	City Airlines	SDR702
18.	EC-KJR	Ce551	Nordjet	SGP211/2
	G-CERZ	Saab 2000	Eastern Airw.	EZE1045/1046P
	HB-JEL	ERJ135BJ	G5 executive	EXH651/9
	N444BK	Beech B200	Koop Holding	
	N712PR	CL-604	RM Aviation	21
	PH-DRS	Ce560XLS	JetNetherlands	arr JNL058
	PH-FZG	Fokker 50	Denim Air a/w	DNM5152
	VQ-BSP	Falcon 7X	Shell	del SHE751
19.	CS-DLH	Falcon 2000EX	NetJets Europe	NJE2LM/282K
	HB-JGA	DHC8-402	Sky Work Airlines	SRK161/2
	OO-FYG	Ce550 Bravo	Flying Service	FYG931C/2C
	PH-KBX	Fokker 70	Dutch Government	
21.	U-05	Fokker 50	334sq	JGI77
	D-IVER	DHC-6-300	Business Wings	JMP511/2
	G-CJDB	Ce525	Breed Aircraft	
22.	D-CASA	Ce560	Air Tasking Service	Dortmund
	OO-CEJ	Ce525	Air Service Liège	
	SE-RBD	Ce550	QuickNet Air	QUN502/3
23.	U-06	Fokker 50	334sq	JGI77
	V-11	G-IV	334sq	24 NAF11
	CS-DXT	Ce560XLS	NetJets Europe	25 NJE7BF
	G-MAJC	BAe4100	Eastern Airw.	EZE231P/1045
	G-MAJC	BAe4100	Eastern Airw.	EZE1046/146P
	LX-RLG	ERJ135BJ	Global J. Lux.	31 VW23LG/03LG
	OE-LIR	Do328-110	Welcome Air	TYW235/6
	OE-LJR	Do328-310	Welcome Air	TYW233/4
	PH-LCG	Falcon 900B	Solid-airR	SOX041/24
24.	S-459	AS532U2	300sq	
	N666MX	Ce560XL	Flying Group	arr
	OY-TDZ	B737-7K2	Transavia	TDK2622
25.	PH-DYE	Ce550 Bravo	Solid-airR	26 SOX001/43
26.	V-11	G-IV	334sq	27 NAF11
	HB-AES	Do328-110	Sky Work Airlines	SRK161/2
	OE-GBB	Do328-110	Welcome Air	TYW265/4
	OE-GBB	Do328-110	Welcome Air	TYW263

	OE-LIR	Do328-110	Welcome Air	TYW261/2
	PH-JNE	Ce525A	JetNetherlands	JNL598/636
27.	VP-BNI	S-76C	Starspeed	
	VP-BNM	S-76B	Starspeed	
28.	G-USAR	Ce441	Annenskiy Igor	
	PH-HHF	H269D	Heli Holland	
	PH-SUE	R44	Helicon	
30.	266	SH-14D	MARHeli	NRN430
	V-11	G-IV	334sq	NAF11
	N274JC	IAI1126	YMA	arr
	PH-JNE	Ce525A	JetNetherlands	31 JNL001
	PH-MFX	Ce650	Solid-airR	SOX080
31.	OE-GBB	Do328-110	Welcome Air	TYW243/4
	OE-GCI	Ce550	Tyrolean Air Amb.	TYW645/6
	PH-JNE	Ce525A	JetNetherlands	arr JNL

The first day you could spot Depeche Mode, departing Rotterdam inside a Blue Line Fokker 100. The Gazpromavia Falcon on the 9th repositioned in from Eindhoven to pick up the Russian primminister. The Thomas Cook Airbus A320 on the 14th operated a charter for Cirque du Soleil. A diversion from Brussels on the 17th, departing te next day. The Denim Air Fokker 50 on the 18th operated a local promotional flight for VLM Airlines. On that same date the next new Shell Falcon 7X was delivered. Very limited local traffic on the 20th because the airport closed down for several hours due to heavy snow. On the 24th Transavia Denmark came to the rescue. Transavia's own aircraft suffered a technical malfunction, so passengers were transported to Rotterdam in the Danish aircraft.

Credits: Rotterdam Airport, Yorden.

Maastricht

October 2009

01.	G-JANV	Lj45	Ocean Sky	dep RVR45B
	TC-SKJ	A320-211	Sky Airlines	SHY459/60
	VP-BII	B747-281F	Air Bridge Cargo	ABW455/6
	VP-CFZ	Ce750	Flying Partners	
02.	PH-RIS	EC130B4	KNSF Flight Services	
	SE-DUU	Fokker 100	MCA Airlines	MCA9001/2
03.	PH-KXM	Fokker 50	Denim Air a/w	dep ARA3069
04.	VP-BIM	B747-4HAER	Air Bridge Cargo	ABW755/06
05.	G-DAFY	Beech 58	Peter Richard Earp	
	PH-ACE	Beech 350	Air Charters Eur.	RCC33P/333
	PH-ACE	Beech 350	Air Charters Eur.	RCC444/44P
	PH-FZH	Fokker 50	Denim Air	arr DNM407
06.	D-ADCA	G-V	DC Aviation	DCS159
	D-ISCH	Ce525A	Schubert	
	VP-CGA	Falcon 2000	Volkswagen Air Serv.	WGT95A
07.	D-ISAG	Raytheon 390	Spitzke	
	OE-GNF	Lj60XR	Vistajet	VJS262
	OY-CKN	Falcon 2000EX	Air Alsie	MMD4436
08.	G-CBHT	Falcon 900EX	TAG Aviation	09
	OO-TUC	B767-341ER	JetairFly	11 JAF864P/703P
	TC-SKJ	A320-211	Sky Airlines	SHY459/60
09.	N100WS	Beech F33A		
	OY-CKN	Falcon 2000EX	Air Alsie	MMD4436
	PH-MYX	Ce650	Solid-airR	2x SOX395
	PH-PXC	EC135P2	KLPD	ZXP03
10.	OE-FKO	Ce525A	Jet Alliance	AOJ390
	PH-PXC	EC135P2	KLPD	ZXP03
11.	OO-JAP	B767-38EER	JetairFly	16 JAF602/P607
	VP-BIG	B747-46NF	Air Bridge Cargo	ABW755/06
12.	5N-BKU	DHC-8-402	Arik Air	tst
14.	5N-BKU	DHC-8-402	Arik Air	dep
15.	D-EHPA	PA-46-350		
	OO-CEJ	Ce525	Air Service Liège	
	TC-SKM	B737-49R	Sky Airlines	SHY459/60
	VP-BIC	B747-329F	Air Bridge Cargo	ABW455/6
	VP-CFZ	Ce750	Flying Partners	
16.	CC-1	CN295M	TukiLLv	FNF215
	PH-LSV	Falcon 50EX	Solid-airR	
17.	D-GICL	PA-44-180	RWL Flight Academy	
	RA-12988	An-12BP	Kosmos Airlines	19 KSM9647/8
	TF-FIH	B757-208F	Icelandair Cargo	ICE718/9
18.	D-CMHS	Ce525B	HTM Jet Serv	20 HTM18A/20A

VP-BIM	B747-4HAER	Air Bridge Cargo	ABW755/06
19. OO-SFI	DA42	Sabena Flight Academy	
20. KAF325	L-100-30	41sq	22 KAF3206
	PH-KBB	Beech C90A	Offshore Marine Holding
21. PH-WRW	EC120B	Helicon	
22. CS-DMB	Beech 400A	NetJets Europe	NJE4EX
	D-IHKM	Beech C90A	Porta Flug
	HB-JTB	CL-300	Air Sarina
	PH-BYD	Beech A58	KLM Luchtvaartsch. KLM7918
	PH-KBB	Beech C90A	Offshore Marine Holding
	TC-SKK	A320-211	Sky Airlines SHY459/60
	VP-BIJ	B747-281F	Air Bridge Cargo ABW455/6
23. SE-DUU	Fokker 100	MCA Airlines	24 MCA9521/623
24. D-IFDN	Ce525A	HTM Jet Service	HTM24C
	N703CK	B747-212B(F)	Kalitta Air CKS513/9217
	TC-KZV	A300B4-103F	Kuzu Cargo Airlines KZU997/8
25. D-CINI	Ce560XL	Jetline	2x JLF6
	VP-BIK	B747-46NF	Air Bridge Cargo ABW755/6
26. PH-BYB	Beech A58	KLM Luchtvaartsch.	KLM7904
	PH-BYD	Beech A58	KLM Luchtvaartsch. KLM7902
	PH-LXK	Fokker 50	KLM Cityh. a/w n/tarr KLM7131
27. D-ISCH	Ce525A	Luwe Flug	
	N104AJ	Beech C90A	KLM Luchtvaartsch. KLM7902
	PH-BYD	Beech A58	Widex
28. OY-GSA	PC-12/45	Widex	
29. TC-SKK	A320-211	Sky Airlines	SHY459/60
	VP-BIC	B747-329F	Air Bridge Cargo ABW455/6
31. N902	G-IVSP	Owens-Illinois General	02

Cargolux

LX-GCV	03	LX-SCV	06, 14
LX-LCV	10, 19, 22	LX-TCV	20, 29
LX-MCV	07, 26, 31	LX-UCV	05, 08, 17, 24
LX-NCV	12, 15	LX-VCV	10, 25, 28
LX-OCV	13, 18, 21, 24	LX-WCV	03, 11, 17, 27, 31
LX-RCV	04, 08	LX-YCV	01

Ryanair

EI-DAC	03	EI-DAK	14
EI-DAN	10	EI-DCC	27
EI-DCI	09, 18	EI-DCP	09, 21, 23
EI-DCR	14	EI-DHS	02
EI-DHY	16	EI-DLV	18
EI-DPE	31	EI-DPF	07

EI-DPS	16	EI-DPT	04
EI-DPZ	07, 12	EI-DWB	25
EI-DWJ	17, 24	EI-DWK	06
EI-DWM	11	EI-DWO	13
EI-DYE	28	EI-DYS	05
EI-EBL	11, 23	EI-EBY	20
EI-EFC	02, 04, 19, 21		

Turkish Cargo

TC-JCT	03, 04, 07, 11, 18, 21, 22
TC-JCV	08, 24
TC-JCY	25, 27
TC-JCZ	01, 10, 14, 15, 17, 28, 31

On the 3rd of this month, a Denim Air Fokker 50 departed on lease to Arik Air. On the 8th, a JetairFly Boeing 767 arrived for paintwork by MAAS. It departed three days later in a revised colour scheme, in a new non-committed livery as in winter it will also operate on behalf of its competitor Thomas Cook Belgium. The aircraft was replaced by sister ship OO-JAP and this one departed on the 16th in the same revised colours. The Kuzu Cargo Airbus on the 24th is being operated in ULS colours.

November 2009

01. G-OOBA	B757-28A	First Choice	08 TOM921/9207
	PH-FZG	Fokker 50	Denim Air arr ARA3069
	VP-BII	B747-281F	Air Bridge Cargo ABW755/6
02. 5N-BKV	DHC-8-402Q	Arik Air	tst
	5Y-VVW	DHC-8-402Q	Blue Bird Aviation 03
	D-FFHZ	PC-12/47	Pilatus Wings
	F-HBGE	TBM-850	OPM Aviation
	N902	G-IV	Owens Illinois General dep
03. C-GAQN	DHC-8-311	CHC Global Operations	a/w dep
	F-HBGE	TBM-850	OPM Aviation 06
04. 102003	S102B	73 SIGINT sq	05 SVF23
	G-JCBB	G-V	JC Bamford 05 JCB1
	G-NLPA	BAe125-750	Hangar 8 HGR861
	HB-IIQ	B737-7CN	Privatair PTI645F
05. D-CELE	Ce525B	Aero-Dienst	ADN704
	G-JCBB	G-V	JC Bamford JCB1
	OE-HMR	Falcon 2000EX	Tupack Verpakkingen
	OO-ECB	EC120B	Noordzee Helicop. Vlaanderen
	OO-SKY	Ce525A	Sky-Service SKS40K
	PH-BYB	Beech A58	KLM Luchtvaartsch. KLM7924



This DHC-8 was on its way for delivery to Arik Air. 5N-BKU was on its way from Canada when he made a stop at Maastricht, after which it went to its final destination Lagos in Nigeria with a stop at Marrakech, Morocco.

(Maastricht, 14 October 2009, Arjen Sleenwenhoek)



This MD-11 started its career in 1991 with VARIG. In 2000 it was converted to a freighter version and was operated by Gemini as N702GC. By the end of 2008 it moved to World Airways and became N384WA. (Maastricht, 26 November 2009, Arjen Sleenwenhoek)

PH-UKK	TBM-850	ES Management		19. D-ITOR	Ce525A	Horman KG	
VP-BIC	B747-329F	Air Bridge Cargo	ABW455/6	G-CPEU	B757-236	First Choice	25 TOM9206/7
06. 5N-BKV	DHC-8-402Q	Arik Air	dep	N1262K	Ce425	MAC Aviation	
F-HBGE	TBM-850	OPM Aviation		VP-BIM	B747-4HAER	Air Bridge Cargo	ABW455/6
OY-CEV	Ce500	North Flying	NFA045	20. EC-FTR	B757-256(F)	Gestair Cargo	IBE9041/0
PH-KXH	Fokker 50	KLM Cityh. a/w	arr KLM7331	PH-ECE	EC120B	Heli Holland	2x
PH-UKK	TBM-850	ES Management		PH-FZH	Fokker 50	Denim Air	tst DNM474
07. 5Y-VVX	DHC-8-402Q	Blue Bird Aviation	09	RA-26142	An-26B	Pskovavia	PSW9553/4
G-OOBD	B757-28A	First Choice A/w	13 TOM9206/7	VQ-BSN	Falcon 7X	Shell	SHE753
S5-DJC	PA-46-500TP	Aviofun	AFU31M	21. D-IUTI	Beech 60	Fair Air	
08. KAF325	L-100-30	41sq	10 KAF3204	PH-LSV	Falcon 50EX	Solid-airR	
VP-BIJ	B747-281F	Air Bridge Cargo	ABW755/06	22. PH-MLN	PA-44-180	Martinair Vliegsschool	
09. 5H-KMC	DHC-8-103	Kahama Mining Corporation	tst	UR-CHT	An-26B	Meridian Airl.	23 MEM4016/7
D-CIFM	Ce560 Encore	Avanti Aviation Aachen		VP-BIC	B747-329(F)	Air Bridge Cargo	ABW755/06
10. 5H-KMC	DHC-8-103	Kahama Mining Corp.	dep	23. D-CMPI	Ce650	Stuttgarter Flugdienst	FFD701
N515TJ	Beech 400A	Blackburn Int'l		D-IMME	Ce550/SP	ABC Nordflug	2x
PH-SOL	Ce525	Solid-airR	11 SOX628/737	PH-HRK	P180	Solid-airR	SOX832
11. D-FBFS	TBM-700	BFS Flugservice		PH-SOL	Ce525	Solid-airR	SOX810
D-ISGW	Ce525	Air Hamburg Pvt Jets	AHO111	SE-MAP	BAe ATP(F)	West Air Europe	SWN372/572
N92156	PA-46-350P			24. D-AHFK	B737-8K5	Travel Service	30 HLX998P/8167
PH-SOL	Ce525	Solid-airR	14 SOX737/644	PH-HRK	P180	Solid-airR	SOX833
12. D-IMAG	Beech C90GT	Grenzebach		25. EC-KLD	B757-236(F)	Gestair Cargo	IBE9041/0
N384WA	MD-11F	World Airways	AJK2603	26. A6-MBH	CL-604	Empire Av Group	MEJ974
OE-GCI	Ce550	WWW Bedarfsflug	TYW842/3	D-FERY	TBM-700		
PH-MEX	Ce650	Solid-airR	SOX738T/A	F-HAJV	Ce550	Aero St. Exupery	VLJ51A/B
RA-26134	An-26B	Pskovavia	PSW9551/2	HB-VOU	Ce560XL	Sky Work	28 SRK604
UR-CGW	An-12BP	Meridian	MEM4025/90	N382WA	MD-11F	World Airways	AJK2603
VP-BII	B747-281F	Air Bridge Cargo	ABW455/6	PH-ACE	Beech 350	Air Charters Eur.	RCC33T/44T
13. G-CPEV	B757-236	First Choice	19 TOM9206P/9207	PH-LMT	Fokker 50	Arik Air	arr ARA6349
PH-ELP	EC135T2	ANWB - MAA	Lifeliner03	27. D-CAPO	Lj35A	Jet Executive Int'l	JEI454
14. EC-JMS	Ce525A	Jetnova	JNV111	EC-KLD	B757-236(F)	Gestair Cargo	IBE9041/0
OY-CIN	ATR72-212A	Cimber Air	CIM 9063/1763	F-HACY	AS355N-2	Heli & Co	
15. VP-BII	B747-281F	Air Bridge Cargo	ABW755/06	PH-SOL	Ce525	Solid-airR	28 SOX851
16. D-CAVE	Lj35A	D.R.F.	AMB961	VP-BIJ	B747-281F	Air Bridge Cargo	ABW455/6
N38CM	Ce340A	Eichhorn		28. HB-VNZ	Ce550 Bravo	Jet Avn Bus. Jets	29 PJS302/1
OM-VRA	ATR72-202	Danube Wings	VPA911P/9110	M-DBOY	A109C	Herair	2x
PH-JNE	Ce525A	JetNetherlands	JNL236	PH-SOL	Ce525	Solid-airR	SOX851
RA-26134	An-26B	Pskovavia	PSW9551/2	29. F-GKPD	ATR72-202	Airlinair/AFR	29 RLA712C/8475
17. PH-DRK	Ce560XL	JetNetherlands	JNL257	N32PA	Lj36	Phoenix Air	
18. OO-PRM	Ce510	Air Service Liège	2x	VP-BIM	B747-4HAER	Air Bridge Cargo	ABW755/06
PH-DRK	Ce560XL	JetNetherlands	JNL257	30. D-AHFX	B737-8K5	HapagFly	06 HLX8166/54
RA-11025	An-12BP	Kosmos Airlines	KSM9650	PH-PNG	PC-12/47E	Heijst	

Cargolux

LX-GCV	26, 29	LX-PCV	08, 15
LX-LCV	01, 30	LX-RCV	24, 28
LX-MCV	06, 13, 14, 22, 27	LX-SCV	19
LX-NCV	09, 16, 23	LX-WCV	03, 25, 26
LX-OCV	02, 10, 12, 20	LX-YCV	17

Ryanair

EI-DAH	13, 14, 16	EI-DLW	25
EI-DAK	21	EI-DPL	12, 26
EI-DAX	01	EI-DPW	06
EI-DCD	18, 23, 25	EI-DYD	15
EI-DCI	27	EI-DYR	05
EI-DCO	23	EI-DWS	20, 28, 30
EI-DHC	27	EI-EBB	04, 07, 09
EI-DHH	02, 09	EI-EFD	02
EI-DHS	30	EI-EFG	06, 22
EI-DLC	04, 11, 13, 18, 20	EI-EFH	11
EI-DLN	29	EI-EHI	08, 19

Turkish Cargo

TC-JCT	06, 10, 16, 17, 27
TC-JCV	09, 13, 30
TC-JCY	03, 05
TC-JCZ	02, 12, 19, 23, 242, 26

The first day of this month saw the arrival of the first of four Thomson aircraft, still in First Choice colours. All four were repainted in blue Thomson colours. The second aircraft arrived on the 7th and the third arrived on the 13th with the last one arriving on the 19th. TUIfly also sent some aircraft to Maastricht for some paintwork with the first aircraft arriving on the 24th in Travel Service colours. The aircraft departed in basic yellow TUIfly colours with logo and was previously operated by Travel Service as HA-LKC. The last day of this month, the second TUIfly aircraft arrived in the shape of the well-known Cagliari logojet. As for non-paintshop traffic we can start with former 5N-BHW, which arrived on February 26th. This dash-8 departed all-white with a Canadian registration. Gestair operated several cargo-flights for Iberia.

December 2009

01. A6-MBH	CL-604	Empire Avn Group	03 MEJ974
G-JCBB	G-V	JC Bamford	JCB1
02. D-AELK	F27-600	WDL Aviation	APF9402
EC-KLD	B757-236(F)	Gestair Cargo	RG9041/0
F-HBGE	TBM-850	OPM Aviation	
LX-WAS	BAe ATP(F)	West Air Europe	03 WLX411/311
PH-BYA	Beech A58	KLM Luchtvaartsch.	KLM7908
PH-NDK	Falcon 900B	Solid-aiR	SOX504
03. N382WA	MD-11F	World Airways Cargo	AJK2603
PH-BYD	Beech A58	KLM Luchtvaartsch.	KLM7926
RA-12988	An-12BP	Kosmos Airlines	KSM9657/58
VQ-BFX	B747-428ERF	Air Bridge Cargo	ABW455/6
04. EC-FTR	B757-256(F)	Gestair Cargo	RG9041/0
PH-HHF	H269D	Heli Holland	2x
PH-LNE	Fokker 100	Denim Air	08 DNM2009/10
PH-PNG	PC-12/47E	Heijst	
05. HB-JQA	DHC-8-402	FlyBaboo	07 BBO9501/701
PH-FZH	Fokker 50	Denim Air	a/w dep ARA6618
06. D-AHFP	B737-8K5	HapagFly	12 HLX8728/665
D-AHFX	B737-8K5	TUIFly	dep HLX8154
VP-BIK	B747-46NERF	Air Bridge Cargo	ABW755/06
07. D-CFCF	Lj35A	Aero Dienst	ADN31D
HB-FOX	PC-12/45	Lions Air	08 LEU1
08. EC-GVE	SA227AC	Aero Nova	OVA832/3
PH-LNE	Fokker 100	Denim Air	arr DNM2010
PH-RPW	Bo105C	Politie Luchtvaart Dienst	
09. EC-GVE	SA227AC	Aero Nova	OVA834/5
EC-KLD	B757-236(F)	Gestair Cargo	RG9041/0
OO-VLF	Fokker 50	VLM Airlines	VLM706P/706
10. D-EKFD	PA-46-350P	Jetprop DLX	
M-TSRI	Beech C90GT	Mann Air	AAD910A/B
N382WA	MD-11F	World Airways Cargo	AJK2603
OY-GSA	PC-12/45	Widex	11
PH-ECE	EC120B	Heli Holland Holding	2x
VP-BIK	B747-46NERF	Air Bridge Cargo	ABW455/6
11. D-CAAA	Ce560XL	DCAviation	DCS991



Because of heavy snow problems at several European airports on 20 December 2009, there were a lot of diversions. Brussels and Dusseldorf also had big problems and some flights diverted to Maastricht. One of them was this Alitalia ERJ170 EI-DFJ originally destined for Brussels. (Maastricht, 20 December 2009, Arjen Sleeuwenhoek)



Gazpromavia owns a fleet of Falcon 900s and B737s. One of the older aircraft they operate is this Falcon 900B RA-09001. Jack Poelstra took this picture of a ready-to-go Falcon on a wet apron on 6 December 2009. (Groningen)

EC-FTR	B757-256(F)	Gestair Cargo	RGN9041/0	PH-MEX	Ce650	Solid-aiR	SOX082
PH-KXH	Fokker 50	SAMCO a/w	dep SXI919	29. D-INCS	Ce525	Bizair Flug	
PH-PNG	PC-12/47E	Heijst		PH-FJK	Ce525B	JetNetherlands	JNL216
12. D-AHFT	B737-8K5	HapagFly	18 HLX8664/154	<u>Cargolux</u>			
OE-FLR	Ce510	Globe Air	GAC361/2	LX-GCV	16	LX-TCV	13, 14
OO-PRM	Ce510	Air Service Liège	2x	LX-LCV	12, 26	LX-UCV	02, 23
PH-FZG	Fokker 50	Denim Air a/w	tst DNM506	LX-NCV	05, 28	LX-VCV	01, 27, 31
13. VP-BIJ	B747-281F	Air Bridge Cargo	ABW755/06	LX-OCV	12, 24	LX-WCV	06, 29
14. F-HBGE	TBM-850	OPM Aviation	16 2x	LX-RCV	05, 19, 20, 22, 30	LX-YCV	07, 09
PH-NLZ	SA226TC	SNLR		LX-SCV	08, 21		
PH-RWX	H269C	P.J.M. Bos		<u>Ryanair</u>			
PH-UKK	TBM-850	ES Management		EI-DAG	15, 17, 19, 31	EI-DWX	23
15. D-IABE	PA-42-720	Finow Air service		EI-DCG	13	EI-DYA	01, 22
D-INCS	Ce525	Bizair Flug	2x	EI-DCK	29	EI-DYH	26
PH-PNG	PC-12/47E	Heijst		EI-DCL	27	EI-DYS	03, 08, 10
16. F-HBGE	TBM-850	OPM Aviation		EI-DHX	20	EI-DYZ	12
17. D-HNDL	S-76B	SILAG		EI-DLB	02	EI-EBY	24
EI-DEH	A320-214	Aer Lingus div EHEH	EIN928	EI-DLT	16	EI-EFA	30
F-HAJV	Ce550	Aero St. Exupery	18 VLJ51E/F	EI-DWV	06, 09	EI-EFD	05
N382WA	MD-11F	World Airways Cargo	AJK2603	<u>Turkish Cargo</u>			
OO-DWB	BAe146-RJ100	Brussels div EBBR	18 BEL54P/9920	TC-JCT	02, 16, 17, 20, 22, 23		
OO-VEP	B737-43Q	Brussels div EBBR	BEL2548/28G	TC-JCV	03, 05, 08, 09, 26, 27		
18. D-ATUC	B737-8K5	HapagFly	22 HLX8728P/478P	TC-JCY	06, 11, 12, 15, 19, 30		
PH-DYN	Ce550 Bravo	Solid-aiR	2x SOX985	TC-JCZ	01, 13, 15		
PH-FZG	Fokker 50	Denim Air a/w	tst DNM5152				
VP-BIK	B747-46NERF	Air Bridge Cargo	ABW455/6				
19. CS-DLB	Falcon 2000EX	Netjets Europe	NJE639K/2CB				
20. CS-DFZ	BAe125-800XP	Netjets Europe	NJE689Q/123X				
D-ABKD	B737-86J	Air Berl. div EDLW	21 BER825M/245P				
D-ALTH	A320-214	Air Berl. div EDDL	21 BER653V/224P				
EI-DFJ	ERJ170LR	Alitalia Ex. div EBBR	SMX5984/8801				
OY-KFF	CRJ-900	SAS div EHAM	SAS2551/9239				
PH-BXK	B737-8K2	KLM div EHAM	KLM1572				
UR-GAO	B737-4Z9	Ukraine Int'l div EHAM	AUI101				
23. 5Y-VVK	Fokker 50	Blue Bird Aviation	tst				
24. PH-HRK	P180	Solid-aiR	2x SOX059				
25. 5Y-VVK	Fokker 50	Blue Bird Aviation	dep				
26. PH-FJK	Beech A58	KLM Luchtvaartsch.	KLM7916				
PH-FYK	Ce525B	JetNetherlands	JNL216				
PH-PXZ	AW139	Politie Luchtvaartdienst	ZPX26				
27. 9G-AXD	DC-8-63F	Meridian Airways	28 MAG423				
CS-DMB	Beech 400A	NetJets Europe	NJE957P/4EX				
28. G-CJAG	Raytheon 390	Corporate Jet Services					
OO-CIV	Ce525A	Sky-Service	SKS19S				
OO-LIE	Ce525B	Sky-Service	SKS28E				
PH-FIS	Ce525	KNSF Flight Services					
PH-FIS	Ce525	KNSF Flight Services					
PH-HHF	H269D	Heli Holland Holding	29				
PH-LSV	Falcon 50EX	Solid-aiR					

December 2009							
01. D-INCS	Ce525	Bizair Flug					
PH-HBH	H269C	Heli Holland					
PH-RYF	H269C	Heli Holland					
PH-SUE	R44	Helicon				dep	
SP-NAT	Ce208B	Sowiniec Spolka				dep	
02. CS-DMU	Beech 400A	NetJets Europe	04 NJE279R				

G-CPEU	B757-236	Thomsonfly	TOM849F/8494
G-MAJB	BAe4100	Eastern Airw.	EZE833P/1833
03. G-CDEB	Saab 2000	Eastern Airw.	EZE1834/834P
SE-DJM	Falcon 900EX	Andersson Business Jet	
04. G-CPEU	B757-236	Thomsonfly	TOM8497
05. RA-09001	Falcon 900B	Gazpromavia	GZP9621/2
07. ES-YLZ	L-39	Skyline Aviation	arr Lion39
PH-AJR	R44	Flight Services	09
PH-ATT	H269C	Heli Holland	
08. N801WW	Falcon 2000EX	Wyndham Worldwide Op's	09
OO-TMS	PA-44-180	Ben Air Flight Academy	
PH-SWN	Ce414A	H.S. Swen	
09. LX-FGC	Ce510	Flying Group Lux.	FYL01B/02B
10. OO-CLX	Ce560 Ultra	Abelag Aviation	11 AAB41X
PH-ATT	H269C	Heli Holland	
PH-FHG	PA-46-350P	Mulder Design	
11. PH-ATM	Beech 200	Skyline Aviation	
PH-RWX	H269C	P.J.M. Bos	
12. EC-FTB	S-61N	Helicsa	13
14. A-301	SA316B	300sq	Bluebird51
PH-SUE	R44	Helicon	15
15. D-INCS	Ce525	Bizair Flug	
PH-PXZ	AW139	KLPD Dienst Luchtvaart	ZXP26
PH-SUE	R44	Helicon	16
16. PH-RYF	H269C	Heli Holland	
18. PH-DRK	Ce560XL	JetNetherlands	JNL537
20. PH-DRK	Ce560XL	JetNetherlands	JNL537
21. D-CSWF	SA227DC	Regional Air Expr.	REW221/P
PH-AJR	R44	Flight Services	23
23. D-ISIX	Beech C90A	ACH Hamburg	
27. N274JC	IAI1126	YMA	
OO-CEJ	Ce525	Air Service Liege	
28. N274JC	IAI1126	YMA	29
PH-AJR	R44	Flight Services	29
PH-JRM	PA-32R-301T	Business Wings	dep
PH-RYF	H269C	Heli Holland	
29. D-INCS	Ce525	Bizair Flug	
PH-AJR	R44	Flight Services	30
SE-HJZ	EC130B4	Exec. Helicopter Maintenance	
30. D-CCGN	Lj55	Quick Air Jet Charter	QAJ535
D-INCS	Ce525	Bizair Flug	

Thomsonfly operated a football charter for SC Heerenveen to Lisbon on the 2nd and the same aircraft arrived back on the 5th. Skyline Aviation has chosen Eelde as base for its fleet and on the 11th, the first aircraft arrived. The Swedish Eurocopter on the 29th used Eelde for a fuelstop.

bmi
G-RJXJ 14, 16
G-RJXL 02, 03, 04, 07, 09, 10, 11

Credit: GEAS.

Eindhoven

December 2009

01. G-988	C-130H	336sq	Marshall3
CS-DRJ	BAe125-800XPi	NetJets Europe	NJE575L/187D
D-ISHF	PA-31T		
N18DF	Falcon 900EX	Cintas Corp. No.2	
N208MN	Ce208	WES Air	dep
OY-CKN	Falcon 2000EX	Air Alsie	MMD4459
PH-CGC	Do228-212	Kustwacht	*NCG03
PH-MCI	B767-31AER	Martinair	MPH301
PH-MEX	Ce650	Solid-aiR	dep SOX845
RA-76846	II-76TD	Aviacon Zitotr.	04 AZS7005/6
02. 43+65	Tornado IDS	JBG31	*NO10
02	C-17A	HAW	Bartok110 dep03
L-01	PC-7	131(EMVO)sq	*Diamond14
L-03	PC-7	131(EMVO)sq	*Diamond26
L-05	PC-7	131(EMVO)sq	*Razor30
L-12	PC-7	131(EMVO)sq	*Diamond09
L-13	PC-7	131(EMVO)sq	*Diamond04
1x	Do228-212	Kustwacht	*NCG03
D-ISCO	Ce525A	Windrose Air 03	QGA929G/30G
G-PMHT	TBM-850	Ewan	
OK-SWU	B737-522	SmartWings	03 TVS184/5

OK-SWV	B737-522	SmartWings	03 TVS192/3
PH-MCI	B767-31AER	Martinair	03 MPH302/1
PH-MEX	Ce650	Solid-aiR	SOX845/918
PH-SOL	Ce525	Solid-aiR	03 SOX921/16/46
03. 43+65	Tornado IDS	JBG31	*NO10
2x	Bo105P1	nn	*GAM8809
CS-DRZ	BAe125-800XPi	NetJets Europe	NJE899C/87P
N501MK	Falcon 900EX	Merck & Co	dep
OY-CKN	Falcon 2000EX	Air Alsie	MMD4459
PH-DYE	Ce550 Bravo	Solid-aiR	04 SOX809/942
PH-EVY	Do328-110	Solid-aiR	dep SOX917
PH-MEX	Ce650	Solid-aiR	10 SOX918/76
04. LX-N90447	E-3A(mod)	NAEW&CF	*NATO02
L-13	PC-7	131(EMVO)sq	*Razor01
D-ABKH	CL-604	Jetair Flug	06 JTI0407/601
G-PMHT	TBM-850	Ewan	
OO-PHI	Ce525	Capital Avn Group	CGP602H
PH-MCI	B767-31AER	Martinair	MPH302
UR-82008	An-124-100	Antonov AI	ADB595F/5790
06. CS-DRV	BAe125-800XPi	NetJets Eur.	07 NJE981B/671K
D-AHIA	B737-73S	TUIfly	13 BER889/91P
D-AHXD	B737-7K5	Air Berlin	dep BER891
07. 747	C-130H	356Mira	HAF356 dep08
LX-N90453	E-3A(mod)	NAEW&CF	*NATO12
D-101	CH-47D	298sq	Corona3 GLV-V
PH-CGN	Do228-212	Kustwacht	*NCG03
OY-CKN	Falcon 2000EX	Air Alsie	MMD4451
PH-DYN	Ce550 Bravo	Solid-aiR	dep SOX947
PH-VBG	Falcon 2000EX	JetNetherlands	08 JNL193
RA-76846	II-76TD	Aviacon Zitotr.	08 AZS7005/6
UR-82008	An-124-100	Antonov AI	ADB5791/ -
08. FB12	F16BM	2w	*Matrix55
43+65	Tornado IDS	JBG31	*Club
J-867	F16AM	311sq	*M2929
L-02	PC-7	131(EMVO)sq	*Diamond12
EC-JIP	SA226TC	Via Tauro	FTL513/4
OE-GVJ	Lj60	VistaJet	VJS259
OY-CKN	Falcon 2000EX	Air Alsie	MMD4451
PH-DYN	Ce550 Bravo	Solid-aiR	10 SOX947/83
PH-LCG	Falcon 900B	Solid-aiR	11 SOX751/62
PH-MCM	B767-31AER	Martinair	MPH301
PH-SOL	Ce525	Solid-aiR	09 SOX946/754/854
09. 1x	Tornado IDS	JBG31	*NO02T
L-10	PC-7	131(EMVO)sq	*Diamond11
L-12	PC-7	131(EMVO)sq	*
PH-MCM	B767-31AER	Martinair	MPH302
RA-09008	Falcon 900EX	Gazpromavia	10 GZP9613
10. FB23	F-16BM	nn	*Mace92
ST-47	SF260D	5sm	*BAF152
A-301	SA316B	300sq	Bluebird53
L-02	PC-7	131(EMVO)sq	Diamond13
L-03	PC-7	131(EMVO)sq	*Diamond12
G-FBKA	Ce510	BLink	
OO-CEJ	Ce525	Air Service Liège	
PH-MCJ	B767-33AER	Martinair	MPH301
PH-SOL	Ce525	Solid-aiR	11 SOX854/961
UR-82008	An-124-100	Antonov AI	ADB598F/5798
11. 1x	CH-47D	298sq	*Corona2
D-CAAA	Ce560XLS	DC Aviation	DCS991
F-HAPN	Falcon 50EX	Michelin Air Services	
G-HCGD	Lj45	TAG Aviation (UK)	
OO-ACC	Ce525A	Air Service Liège	
PH-MCJ	B767-33AER	Martinair	MPH302
PH-MFX	Ce650	Solid-aiR	SOX974/95
PH-MFX	Ce650	Solid-aiR	15 SOX995/690
PH-SOL	Ce525	Solid-aiR	14 SOX961
RA-76846	II-76TD	Aviacon Zitotrans	AZS7005/6
12. PH-MCJ	B767-33AER	Martinair	MPH302
13. D-AHXE	B737-7K5	TUIfly	21 BER 889/96P
PH-DLN	P180	JetNetherlands	14 JNL389/468
PH-DYN	Ce550 Bravo	Solid-aiR	15 SOX983/003
PH-LCG	Falcon 900B	Solid-aiR	17 SOX762/041
UR-82008	An-124-100	Antonov AI	ADB5799/580F
14. MM62164	P180AM	311°Gr	RSV12164/I2164
LX-N90448	E-3A(mod)	NAEW&CF	*NATO19
L-03	PC-7	131(EMVO)sq	*Diamond19

Q-19	AH-64D	301sq	*Bat73	19. OK-TVH	B737-8Q8	Travel Service	FHE6910/7911
D-BETI	Falcon 50EX	Air Tasking Service	Dortmund	PH-MFX	Ce650	Solid-aiR	20 SOX814/576
RA-76846	II-76TD	Aviacon Zitotrans	AZS7005/6	TF-MIK	Do328-300	Icejet	ICJ200
15. 03	C-17A	HAW	Bartok112 dep16	20. EI-DCE	B737-8AS	Ryanair div EDLV	21 RYR6165/20P
A-301	SA316B	300sq		EI-DLR	B737-8AS	Ryanair	21 RYR9K5/23P
1x	Do228-212	Kustwacht	*NCG03	EI-DWL	B737-8AS	Ryanair div EDLV	21 RYR62QZ/21P
D-AHIL	A319-112	Hamburg Int'l	HHI812F/8124	PH-DYE	Ce550 Bravo	Solid-aiR	21 SOX023/47
PH-DYN	Ce550 Bravo	Solid-aiR	18 SOX003/985	PH-MEX	Ce650	Solid-aiR	24 SOX139/068
PH-MCM	B767-31AER	Martinair	MPH301	PH-MFX	Ce650	Solid-aiR	21 SOX576/051
PH-MFX	Ce650	Solid-aiR	17 SOX690/018	PH-XRY	B737-7K2	Transavia div EHRD	TRA5606/0081
16.50+62	C-160D	nn	*GAF551	PH-XRZ	B737-7K2	Transavia div EHRD	TRA6016/0083
L-02	PC-7	131(EMVO)sq	*Diamond12	21. D-IEGO	Ce510	Triple Alpha	CLU2659
L-03	PC-7	131(EMVO)sq	*Diamond11	EI-DLD	B737-8AS	Ryanair div EDFH	RYR9273/972X
L-13	PC-7	131(EMVO)sq	*Diamond13	HB-FOW	PC-12/45	Future Finance	
16.Q-21	AH-64D	301sq	*	HB-JID	MD-90-30	Hello	FHE7910/6911
CS-DXQ	Ce560XLS	NetJets Europe	NJE186R/597G	PH-DYE	Ce550 Bravo	Solid-aiR	23 SOX047/20
EC-HZH	SA227AC	Aeronova	17 OVA31T/2T	PH-HRK	P180	Solid-aiR	24 SOX016/59/2
G-CJAG	Raytheon 390	Manhattan Jet Charter	28	PH-MFX	Ce650	Solid-aiR	27 SOX051/19
I-MLHT	F27-500F	Miniliner	17 MNL931/40P	RA-76846	II-76TD	Aviacon Zitotr.	24 AZS7005/6
OO-CEJ	Ce525	Air Service Liège		22. J-066	F-16BM	323sq	*Diana2
PH-MCM	B767-31AER	Martinair	17 MPH302/1	J-512	F-16AM	323sq	*Diana1
TF-NPA	Do328-310	Icejet	ICJ100	D-AKBH	CL-604	Jetair Flug	28 JTI2103/801
17.03	C-17A	HAW	Bartok112	D-BUBI	CL-300	Triple Alpha	CLU1843
XV101/S	VC-10C1K	10sq	Ascot2527	PH-AAG	CRJ200ER	Solid-aiR	dep SOX635
D-AHIL	A319-112	Hamburg Int'l	HHI8125/812F	PH-ECC	PC12/45	ELAS Prof. Serv. Network	arr
OO-CEJ	Ce525	Air Service Liège		PH-LCG	Falcon 900B	Solid-aiR	24 SOX024/616
OY-SRN	B767-219ER(F)	Star Air	SRR132P/133	23.L-03	PC-7	131(EMVO)sq	*Razor01
PH-MEX	Ce650	Solid-aiR	SOX139	L-12	PC-7	131(EMVO)sq	*Diamond12
PH-MFX	Ce650	Solid-aiR	18 SOX018/691	24. OK-TVD	B737-86N	Travel Service	WZZ227K/828R
RA-76846	II-76TD	Aviacon Zitotr.	18 AZS7005/6	OK-TVD	B737-86N	Travel Service	WZZ827Q/228L
18. MM62164	P180AM	311°Gr	RSVI2164/I2164	PH-HRK	P180	Solid-aiR	31 SOX059/17
LX-N90448	E-3A(mod)	NAEW&CF	*NATO28	26. HB-FOW	PC-12/45	Future Finance	27
D-661	CH-47D	298sq	Grizzly76 GLV-V	PH-DYE	Ce550 Bravo	Solid-aiR	SOX043
L-13	PC-7	131(EMVO)sq	*Razor01	PH-MEX	Ce650	Solid-aiR	28 SOX815/082
S-458	AS532U2	300sq	Wildcat01 GLV-V	27. PH-MFX	Ce650	Solid-aiR	SOX019/76
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ526	28. G-CJAG	Raytheon 390	Manhattan Jet Charter	arr
F-GZPE	P180	Pan Europ. Air Service	PEA182	PH-CGC	Do228-212	Kustwacht	*NCG03
G-ZAPX	B757-256	Titan Airways	EIN928/9	PH-MEX	Ce650	Solid-aiR	29 SOX082/54
HB-VON	Ce560XLS	JetClub		PH-PXZ	AW139	KLPD	*ZXP26
PH-DYN	Ce550 Bravo	Solid-aiR	19 SOX048/999	29. OE-FRR	Ce525A	SalzburgJetAv	MOZ219/129
PH-DYN	Ce550 Bravo	Solid-aiR	SOX985/048	PH-DYE	Ce550 Bravo	Solid-aiR	30 SOX083/6
PH-HRK	P180	Solid-aiR	21 SOX014/6	PH-MEX	Ce650	Solid-aiR	29 SOX054
PH-JNX	Ce560XLS	JetNetherlands	JNL230	PH-MFX	Ce650	Solid-aiR	30 SOX050/80
PH-MCM	B767-31AER	Martinair	MPH302	PH-PXZ	AW139	KLPD	*ZXP26
PH-MFX	Ce650	Solid-aiR	19 SOX691/814	RA-76846	II-76TD	Aviacon Zitotr.	31 AZS7005/6



Just a nice shot of RSV-operated P180AM MM62164, one the weirdest aircraft types in the Italian military inventory.
(Eindhoven, 14 December 2009, Niels Quist)



NATO's C-17A 03 on finals at Eindhoven. Whatever their owner, it's always an impressive sight to see these beasts in action.
(Eindhoven, 15 December 2009, Niels Quist)

30. PH-DYE	Ce550 Bravo	Solid-aiR	31 SOX086/06	EI-DHD	08	EI-DWZ	01, 03, 10, 12, 17, 19, 22, 24, 29, 31
PH-LCG	Falcon 900B	Solid-aiR	arr SOX616	EI-DHE	19	EI-DYA	06, 07, 09, 17, 21
TF-MIK	Do328-300	Icejet	ICJ200	EI-DHF	07, 13	EI-DYC	02,04,09,13,14,24
31. EC-KSB	Ce525	Wondair	WNR442/3	EI-DHG	19, 22	EI-DYD	05, 08
PH-DYE	Ce550 Bravo	Solid-aiR	arr SOX006	EI-DHH	18, 29	EI-DYE	27, 28
PH-HRK	P180	Solid-aiR	arr SOX017	EI-DHI	30	EI-DYF	24, 29
PH-MFX	Ce650	Solid-aiR	arr SOX577	EI-DHK	02	EI-DYH	27
<u>Aer Lingus</u>				EI-DHM	18, 22, 27	EI-DYI	13, 28
EI-DEE	01, 02			EI-DHN	04, 14, 15	EI-DYJ	18
EI-DEG	03, 04, 05, 07, 08, 10, 27			EI-DHO	23	EI-DYK	04, 10
EI-DEH	06, 09, 11, 13, 14, 16, 17, 20, 26			EI-DHP	16	EI-DYL	06, 11
EI-DEL	12, 15, 28, 29, 30			EI-DHR	09, 10, 17, 19, 22, 24, 26	EI-DYO	02, 07, 12
EI-DEO	16, 22, 23, 24			EI-DHS	14, 27, 30	EI-DYR	02
EI-DVE	31			EI-DHV	24	EI-DYY	07, 09, 15
<u>Corendon Airlines</u>				EI-DHW	26	EI-DYZ	13, 16, 28
TC-TJB	26			EI-DHX	18	EI-EBB	13
TC-TJE	15, 17, 22, 24, 29			EI-DHY	01, 04, 13	EI-EBG	03, 07, 09, 11, 14, 17, 21, 28, 30
TC-TJF	03, 05, 10, 12, 19, 31			EI-DHZ	06, 09, 10, 16, 17		
<u>Ryanair</u>				EI-DLC	02, 05, 15, 17, 20, 21		
EI-DAG	30	EI-DPI	04, 23	EI-DLD	21	EI-EBL	17
EI-DAH	20, 23, 27	EI-DPJ	01, 03, 04, 27, 30	EI-DLE	07, 10	EI-EBM	26
EI-DAK	29	EI-DPK	11, 28	EI-DLF	09, 30	EI-EBR	15, 27
EI-DAL	23	EI-DPM	03, 15	EI-DLG	27, 30, 31	EI-EBS	05, 09, 16, 18
EI-DAM	13	EI-DPN	01, 16, 17	EI-DLH	16, 21, 23, 28	EI-EBT	29
EI-DAP	19	EI-DPO	02,06,06,09,11,12,13	EI-DLK	23, 24, 29	EI-EBY	02, 14, 28
EI-DAS	23	EI-DPP	04, 06, 07, 12	EI-DLM	20	EI-EFA	24
EI-DAT	01, 12	EI-DPR	29, 31	EI-DLN	02, 21, 31	EI-EFB	16, 23, 31
EI-DAV	01	EI-DPS	16, 17, 30, 31	EI-DLO	13	EI-EFC	07
EI-DAY	09	EI-DPT	10, 29, 30	EI-DLR	08, 10, 14, 16, 18		
EI-DCB	10	EI-DPV	10, 11	EI-DLV	01, 08, 14, 22	EI-EFD	03
EI-DCD	11, 14, 15	EI-DPW	14	EI-DLW	01, 02, 03, 04, 07, 15, 18		
EI-DCE	11, 21	EI-DPY	01	EI-DLX	02, 03, 07, 08, 11, 12, 14, 15, 18		
EI-DCJ	03, 06, 22	EI-DWA	03,05,08,10,12,15,30	EI-DLY	06, 19, 22, 28	EI-EFF	26
EI-DCK	28	EI-DWB	09	EI-DLZ	02, 03, 05, 06	EI-EFO	09
EI-DCL	28, 30	EI-DWD	18, 21	EI-DPA	20, 23, 31	EI-EFR	12
EI-DCO	17	EI-DWE	02, 06	EI-DPC	10, 20, 23	EI-EFS	19, 24, 31
EI-DCP	09, 23, 24, 27	EI-DWF	08, 13, 16	EI-DPD	27, 30	EI-EFX	07
EI-DCR	19, 22, 23, 28	EI-DWG	05, 08, 14	EI-DPF	16	EI-EGC	03
EI-DCS	05, 18, 21, 30, 31	EI-DWK	08, 17	EI-DPH	02, 04, 06, 10, 13, 16		
EI-DCT	03, 04, 21	EI-DWL	07	<u>Wizzair</u>			
EI-DCV	14	EI-DWO	05	HA-LPB	15, 312	HA-LPR	03, 12
EI-DCW	06, 27, 28	EI-DWR	11	HA-LPC	17, 19, 22	HA-LPS	02, 04, 06-08, 19, 28
EI-DCY	04, 11, 18	EI-DWV	21	HA-LPD	12	HA-LPT	23, 27, 30
EI-DCZ	17, 22, 28	EI-DWW	14, 21, 23	HA-LPF	18, 19, 22	HA-LPU	01, 03
EI-DHB	11	EI-DWX	21, 27, 29	HA-LPH	01, 29	HA-LPV	11, 13, 21
EI-DHC	07	EI-DWY	16				



If not for the modern hangars in the background, it feels like happy days are here again with this duo of Super Cubs, R-109 and R-124.
(Gilze Rijen, 15 December 2009, Hans Heemskerck)

HA-LPI	10, 24	HA-LPW	31
HA-LPJ	04, 06, 09, 14, 18, 23, 28		
HA-LPK	09, 10, 20	HA-LPX	20, 29
HA-LPL	07, 11, 16, 20, 21, 27, 30		
HA-LPN	15, 16, 17	LZ-WZA	09, 13, 23, 30
HA-LPO	08, 17	LZ-WZB	02, 06, 16, 27
HA-LPQ	29		

On day two, two Smartwings aircraft arrived, bringing Spartak Prague and some supporters to Eindhoven for a football match against PSV. Another football related movement, Hamburg Airlines, appeared on the 17th. This month also some traffic for the local paintshop with the first departing on the 6th. This TUIfly Boeing 737 arrived last month and departed in Air Berlin colours. It was replaced by another TUIfly aircraft. This aircraft departed on the 13th and was again replaced by the next TUIfly aircraft. This Boeing 737 departed on the 21st with all aircraft being painted in Air-Berlin colours. Other traffic were the more or less regular military visitors and related charters. Some diversions could be seen on the 20th and the 21st. Travel Services operated some Wizzair flights on the 24th with Boeing 737 equipment.

Credits: Eindhoven Airport, Stefan Jongen - EWAS Eindhoven Welschap Aviation Society, Yorden, Coen van Noordwijk.

Gilze-Rijen

December 2009

02. XZ221	Lynx AH7	1Rgt	*AAC125
03. 86+02	Bo105P1	KHR36	GAM8809 dep11
88+09	Bo105P1	KHR36	GAM8809 dep11
07. H23	A109BA	16sqMRH	*AYB625/AYB640
H40	A109BA	16sqMRH	*AYB625/AYB640
G-273	C-130H-30	336sq	NAF35
08. XZ216	Lynx AH7	1Rgt	*AAC125
14. J-637	F-16AM	312sq	*Bonzo
J-884	F-16BM	313sq	*Tiger81
15. 274	SH-14D	7/860sq	NRN274
XZ211	Lynx AH7	1Rgt	*AAC125
XX216	Lynx AH7	1Rgt	*AAC125

Credits: Gilze-Rijen Aviation Society, Scramble messageboard.

Leeuwarden

December 2009

02. J-057	F-16AM	312sq	Bonzo
ES-YLZ	L-39C	Skyline	Lion39
03. 43+65	Tornado IDS	JBG31	*NO10

G-273	C-130H-30	336sq	+04 *NAF35
S-456	AS532U2	300sq	Wildcat15
U-06	Fokker 50	334sq	NAF50
07. 604/133-JP	Mirage2000DEC03.033		*FAF7261
648/3-XT	Mirage2000D EC03.003		*FAF7261
10. J-015	F-16AM	311sq	Flame2
J-063	F-16AM	311sq	*Flame1
14. J-013	F-16AM	311sq	+15 Snake1
J-635	F-16AM	313sq	+15 Metal2
J-637	F-16AM	313sq	Metal1
J-638	F-16AM	311sq	Snake2
15. J-014	F-16AM	313sq	Metal2
J-641	F-16AM	311sq	Snake1
24. S-4xx	AS532U2	300sq	Wildcat11

A very quiet last month at Leeuwarden. The French mirages on the 17th made a pass over the airfield at 1000ft. The "Orange Lion" arrived at Leeuwarden on the 10th, as the base will host the F-16 demoteam for the coming 2 years. The Volkel F-16s on the 14th and 15th came in for hotpit-refueling.

Credits: Cristian Schrik, Dirk Visser.

Volkel

December 2009

01. 43+07	Tornado IDS	JBG33	*GAFE25T
02. L-13	PC-7	131EMVOsq	*
(XZ221)	Lynx AH7	1Rgt	*AAC125
04. FB..	F-16BM	BLU	*Matrix55?
LX-N90447	E-3A	NAEW&CF	*NATO02
J-144	F-16AM	KLu/nmks	Slammer21
L-13	PC-7	131EMVOsq	*Diamond07
07. J-881	F-16AM	(323sq)	Slammer
PH-PXZ	AW139	KLPD	ZXP26
08. XZ216	Lynx AH7	1Rgt	*AAC125
PH-NLZ	SA226TC	NLR	NOZ12
11. L-02	PC-7	131EMVOsq	*Diamond13
1x	AS532U2	300sq	*
PH-PXZ	AW139	KLPD	ZXP26
14. LX-N90448	E-3A	NAEW&CF	*
15. 2x	Lynx AH7	AAC	*AAC125
18. LX-N90448	E-3A	NAEW&CF	*NATO08
L-02	PC-7	131EMVOsq	*Razor05
L-13	PC-7	131EMVOsq	*Razor01

Due to a lot of night flying operations, bad weather and base closure due to the holiday season, December ranks very low in the 'best month ever' competition.

Credits: Oscar Sannen, SGVolkel Messageboard, Scramble messageboard.

Woensdrecht

December 2009

01. D-661	CH-47D	298sq	tst Grizzly91
Q-25	AH-64D	301sq	*Redskin44
02. XZ221	Lynx AH.7	1Regt.	*AAC125
D-661	CH-47D	298sq	tst Grizzly05
PH-LNE	Fokker 100	Denim Air	tst FOP322
03. D-661	CH-47D	298sq	tst Grizzly05
PH-LAB	Ce.550	NLR – TU Delft	
04. G-273	C-130H-30	336sq	*NAF30
J-144	F-16AM	no mks	dep Slammer
F-GPXL	Fokker 100	Regional/AFR	dep REA8350
F-GPXM	Fokker 100	Regional/AFR	arr REA8351
PH-LNE	Fokker 100	Denim Air	dep DNM2009
OO-VLK	Fokker 50	VLM Airlines	tst VLM123T
07. D-106	CH-47D	298sq	*Grizzly24
D-661	CH-47D	298sq	tst Grizzly23
G-273	C-130H-30	336sq	*NAF35
U-06	Fokker 50	334sq	*NAF51
272	F-16AM	FLO	tst Dolly01
272	F-16AM	FLO	dep NOW132
690	F-16BM	FLO	tst Dolly02
OO-JAS	B737-700	Jetairfly	13 JAF081/2
OO-VLX	Fokker 50	VLM Airlines	arr VLM123M
08. 86+02	Bo105P1	KHR36	Baron9
88+09	Bo105P1	KHR36	Baron10
XZ216	Lynx AH.7	9Regt.	*AAC125
D-101	CH-47D	298sq	Grizzly1
D-106	CH-47D	298sq	Grizzly2
Q-25	AH-64D	301sq	Redskin5
Q-24	AH-64D	301sq	Redskin6
Q-19	AH-64D	301sq	Redskin7
Q-21	AH-64D	301sq	Redskin8
S-456	AS532U2	300sq	Wildcat3
S-454	AS532U2	300sq	Wildcat4
D-661	CH-47D	298sq	dep Grizzly05
09. 5A-MAB	B737-306	KLM n/t	dep
10. OE-IIB	Fokker 100	MJet Aviation	2x tst FOP403

11. J-640	F-16AM	312sq	dep M2929
U-05	Fokker 50	334sq	*NAF51
F-GPXM	Fokker 100	Regional/AFR	arr REA8351
14. 305	F-16BM	FLO	arr NOW132
690	F-16BM	FLO	dep NOW132
15. 274	SH-14D	MARHeli	*NAVY74
A-247	SA316B	300sq	*Bluebird75
S-456	AS532U2	300sq	22 Wildcat11/35
F-GPXM	Fokker 100	Regional/AFR	dep RAE8350
16. S-444	AS532U2	300sq	arr Wildcat16
21. PH-MJR	Fokker 100	Contact Air	tst FOP500
22. S-444	AS532U2	300sq	tst Wildcat35
D-AFKC	Fokker 100	Contact Air	arr DLH8995
23. J-201	F-16AM	322sq	arr Nasty
S-444	AS532U-2	300sq	tst Wildcat35
D-AOLH	Fokker 100	OLT	arr OLT900
EP-SUS	Fokker 100	NAFT Airl. a/w	dep IRG2601
OO-VLK	Fokker 50	VLM Airlines	dep VLM123M
24. OE-IIB	Fokker 100	MJet Aviation	tst FOP403
28. UR-82027	An-124-100M	Antonov AI	ADB220F/2426
31. UR-82027	An-124-100M	Antonov AI	ADB2428/ADB228F

A former KLM Boeing 737 left for Schiphol on the 9th, to be painted by QAPS in the colours of its next operator. The Contact Air Fokker 100 on the 21st was still flying in Mandarin colours. Puma S-444 departed Woensdrecht on the 28th, inside the Antonov 124. A few days later the Antonov arrived back at Woensdrecht with Puma S-447 inside.

Credits: Pieter van 't Hof / SG Woensdrecht, Niels Quist.

Hato (Curaçao, Dutch Caribbean)

December 2009

01. 140117	CP-140	14 Wing	tdy
77-0353/OK	E-3B	964th AACS	03
82-0006/OK	E-3C	964th AACS	24
61-0288	KC-135R	93rd ARS	
N808TH	Ce560	Aircraft Guaranty	
N93EA	Ce560		
YV123T	SA26AT		



Some say this is the best photo spot in the Netherlands. The Slope at Gilze Rijen does certainly provide the die-hard photographers with nice possibilities as this picture of Cougar S-456 shows. (Gilze Rijen, 7 January 2010, Hans Heemskerck)

YV225T	Sabre 40A	Super Autos Carabobo	20. N18314	P-3A Slick	Dept of Homeland Security
YV265T	Sabre 75A		N296L	Lj60	Hop-A-Jet
YV2375	Bell 206B3		YV147T	SA227AC	
02. N420DH	Beech 400A		YV238T	Ce500	
YV151T	Bell 222		20. YV155T	B727-223F	Vensecar/DHL
VP-BLC	Lj60	Quantex Financial	21. N40BA	Beech B90	Astar B3
03. 62-3524	KC-135R	106th ARS AL ANG dep 15	N420DH	Beech 400A	
81-0004/OK	E-3C	964th AACs 24	22. N296L	Lj60	Hop-A-Jet
04. N211CQ	Ce650-VI	Mobek Investments	23. N5RF	Beech 350	Avalon Laboratories
N717CF	Beech 400A		N575MA	BAe125-900	Annessi
N972AG	MD-82		N717CF	Beech 400A	
05. 62-4135/OF	RC-135W	38th RS tdy	24. 75-0556/OK	E-3B	960th AACs tdy
N43MH	IAI1125SP	United Aircraft	59-1519	KC-135R	174th ARS IA ANG tdy
N723HH	Global Expr	Global Aviation Investment	26. N526EL	Lj45	
YV1425	Ce402C		27. N296L	Lj60	Hop-A-Jet
YV1823	Ce402		N727M	B727-30C	Nomads Air Travel Club
07. N296L	Lj60	Hop-A-Jet	28. N296L	Lj60	Hop-A-Jet
N786YA	Lj31A	Pegasus Equity Invest.	29. N410UJ	G-III	FM
08. N31GA	Ce550	Rainbow International	30. N865F	DC-8-63F	National Airlines
09. N390DB	CL-300	Vektra	31. 82-0007/OK	E-3C	960th AACs tdy
PT-BBB	Lj31A		N296L	Lj60	Hop-A-Jet
10. N43MH	IAI1125SP	United Aircraft	N979RF	Lj35A	
11. 63-8026	KC-135R	191st ARS UT ANG tdy			
12. EI-EED	B767-31AER	Blue Panorama Airlines			
N420DH	Beech 400A				
N66NJ	Lj35A	National Jets			
PT-SKW	ERJ135BJ	Sao Conrado Taxi Aereo			
15. N211CQ	Ce650	Mobek Investments			
N898EW	CL-601-3A				
16. N15390	P-3A Slick	Dept of Homeland Security			
N223FA	BAe125-800XP				
PT-SKW	ERJ135BJ	Sao Conrado Taxi Aereo			
17. N671QS	Ce560XL	NetJets			
N7HG	BeechC90GT	Business Air Parts			
18. 58-0073	KC-135R	106th ARS AL ANG tdy			
N138F	Falcon 900B				
N722JB	Falcon 2000	Clos de Berry			
YV1425	Ce402C				
19. N60GC	PA-34-200T	Rodolfo Azpurua dep			

An interesting month at Hato for both the military and civil minded among us. The 5th saw the arrival of the annual RC-135 for its winter deployment, probably raising a pair of socialist eyebrows in Venezuela. Tankers were deployed from Fairchild AFB, as well as the Alabama, Iowa and Utah ANG to provide kerosene for the Sentries. The US Department of Homeland Security again sent one of its P-3 Slicks to protect the homeland against drugs. Blue Panorama Airlines was probably the most unexpected visitor this month, which also saw the cessation of Air Comet on the 21st. The Venezuelan Sabreliners do not seem to move a whole lot, over all, Venezuela traffic has been down considerably from last year following the country's imposed travel restrictions. One of the highlights was the Vensecar/DHL 727, which was followed by Nomads 727 the day after Boxing Day. A National Airlines DC-8 finished off the year in style.

Credit: Felix Martina.



This B767 of Blue Panorama Airlines could be found at least three times in the movements Netherlands. It visited Schiphol on 11 and 13 December when it operated a flight for ArkeFly to Curaçao. Felix Martina sent this picture of EI-EED taking off from Hato for its flight back to Amsterdam-Schiphol. (Curaçao-Hato, 12 December 2009, Felix Martina)

Civil Movements Elsewhere



XL Airways Germany leased this B737 D-AXLF for the winter period to Air Namibia. It was delivered to its new user on 19 November. (Frankfurt, 15 November 2009, Edward Kleiser)

Due to the low amount of input we received for several airfields in this section, those airfields/movements will be collected and published at a later date. This month it concerns Düsseldorf, Köln-Bonn, Paris-Charles de Gaulle, Paris-Le-Bourget, Paris-Orly, Saarbrücken, Shannon and Weeze(Niederrhein). As always, a % in the last column means that the aircraft underwent maintenance or arrived for a paint job, while a * in the last column means that the aircraft did not land and only performed an overflight/overshoot. Underlined items have been corrected or completed from the submitted logs.

Germany

Frankfurt-Main November 2009

01. 5B-DBS	A330-243	Cyprus Airways	
B-2473	B747-41BF	China Southern Cargo	+09
B-16407	B747-45E(BDSF)	EVA Air Cargo	f/v
EC-KSE	A340-313X	Iberia	f/v
PH-AHY	B767-383ER	ArkeFly	02 %
SP-ZSZ	CL-300	Jet Service	02
SU-GCI	A330-243	Egypt Air	
VP-BSR	G450	Saudi Oger	f/v
02. EC-LCX	Ce510	Sur Aviation	f/v 03
M-STCO	Falcon 2000EX	STC Bermuda	
N861NW	A330-223	Delta Air Lines	f/v
OE-IMI	Falcon 900B	Magna Air	f/v
SU-GCF	A330-243	Egypt Air	+21
TC-JIH	A340-313X	THY Turkish Airlines	
VP-BUH	B757-231	Uzbekistan Airways	
VP-CMG	G450	JABJ/SAP systems	04
YL-BBI	B737-33A	Air Baltic	f/v
03. A7-AGA	A340-642	Qatar Airways	dep %
A9C-LB	A340-312	Gulf Air	f/v
F-HAVN	B757-230	Open Skies/British Airways	05 %
YL-BBA	B737-505	Air Baltic	f/v a/w,n/t
YR-RPR	Ce560XL	Eurojet Romania	
04. A7-AGB	A340-642	Qatar Airways	25 %
D-AISZ	A321-231	Lufthansa	f/v del
ES-LVA	Lj60XR	Avies	f/v 07
EW-276PJ	CRJ200ER	Belavia	f/v
G-ZAPO	BAe146-200QC	Titan Airways	for CFE +17
RA-11025	An-12TB	Kosmos	+20
SU-GCG	A330-243	Egypt Air	+27
YL-BBL	B737-33V	Air Baltic	f/v
05. EI-DSO	A320-216	Air One	f/v for AZA
F-WBSR	A340-311	Air Comet	f/v arr %
G-KSFR	CL-300	London Executive Aviation	f/v
I-LIVN	A330-243	Livingston Energy Flight	06 %

N10QS	Raytheon 4000	Universal Health Managmt.	f/v
N33103	B757-224	Continental Airlines	f/v
OO-PRM	Ce510	Air Service Liège	f/v
SU-GCJ	A330-243	Egypt Air	+06,21,22,24,26
06. D-AXLF	B737-8Q8	Air Namibia	f/v 19
G-EZTC	A320-214	easyJet	f/v
N860NW	A330-223	Delta Air Lines	f/v
TC-TCF	A321-211	Turkuaz Airlines	f/v +13,27
07. A9C-KG	A330-243	Gulf Air	f/v
D-ACNH	CRJ900LR	Eurowings	f/v del fit
F-GNLG	Fokker 100	Blue Line	08
F-HBOY	A310-324ET	Blue Line	dep %
N859NW	A330-223	Delta Air Lines	f/v
VQ-BAO	B737-4Q8	Donavia	f/v
08. OM-LBG	Ce525B	Opera Jet	f/v
SU-GCH	A330-243	Egypt Air	+10
09. N236LC	G200	Atlanta Jet	f/v 11
N377GM	Falcon 2000EX	Propinvest	f/v +10
OE-GAK	Ce680	JetAlliance	f/v
P4-MSG	ERJ135BJ	HWC Aviation	f/v 10
TC-JNB	A330-203	THY Turkish Airlines	
YL-BBX	B737-36Q	Air Baltic	f/v
10. C-FCPR	Ce680	Canadian Pacific Railway	f/v +11
D-CJJJ	CeS550	Travel Air	f/v
N718DW	Falcon 50	Colleen	f/v 11
UR-DWG	An-12BK	Aero-Charter Airlines	f/v
11. G-NGEL	Ce510	London Executive Aviation	f/v
VP-CVX	A319-133X	VW Air Services	
12. 9A-BKB	Beech B200	Columba Air	f/v 13
CS-DPN	Ce510	Nortavia/Aeronorte	f/v
EI-REJ	ATR72-201	Air Contractors	f/v
ER-LGB	Lj60	Nobil Air	f/v 13 +18
G-LCYF	ERJ170STD	British Airways/Cityflyer	f/v 13
HB-IEE	B757-23A	PrivatAir	24 %
N189RB	Falcon 20F-5	Fly Dix-Huit	13
VP-CAP	CL-604	Thunder Air	
13. EP-IBL	A310-304	Iran Air	
OO-GMJ	Beech 350	Air Service Liège	f/v 14
PH-LXT	Fokker 50	KLM Cityhopper	
VQ-BGS	Global XRS		f/v
14. D-AGPH	Fokker 100	Contact Air/Star Allian. for SWR	
YL-BBF	B737-548	Air Baltic	f/v
15. F-GUOC	B777-F28	Air France	f/v
G-DIMB	B767-31KER	Monarch	f/v for BIE 16
JY-AYI	A320-232	Royal Wings	+16,17
M-BFLY	CL-300	Litavio Consulting	f/v +17
SU-GCK	A330-243	Egypt Air/Star Alliance	
16. EI-XLS	Ce560XLS	Airlink Airways	17

17. C-GENW	Falcon 2000EX	Enbridge	19	OM-ASD	B737-306	Albanian Airlines	f/v
F-GYAZ	A321-111	Air Méditerranée	18	TC-JLM	A319-132	THY Turkish Airlines	
HB-IHY	A320-214	Edelweiss Air	for SWR +25	29. 9A-DWA	Ce525A	Winair	f/v 30
N703DN	B777-232LR	Delta Air Lines	f/v	A6-ECX	B777-31HER	Emirates	f/v
OK-SLX	Ce560XL	Silesia Air		D-AKNS	A319-112	Germanwings	f/v arr %
OM-ASE	B737-306	Albanian Airlines	f/v +21	30. N88SF	Ce560XLS	Steiner Film Aviation	01
18. B-2383	A340-313X	China Eastern		P4-AAA	Global Express	Xiamen Aviation	
CS-TNT	A320-214	TAP Portugal	f/v	UK-67001	B767-33PER	Uzbekistan Airways	f/v
EC-KKK	Ce560	Gestair	f/v	VQ-BCW	A330-301	Vladivostok Avia	arr %
N373SB	Global Express		f/v 20	Mentioned Egypt Air A330 on the 1st could also be seen on the 3rd, 7th, 13th, 15th, 17th, 23rd, 25th and 28th of this month. The Eurowings CRJ of the 7th wore basic Lufthansa Regional colours and performed a fuel stop during its delivery flight from Montreal-Mirabel to Nürnberg.			
OE-IVA	Falcon 7X	JetAlliance	f/v 20	Frankfurt-Main			
19. F-GTAV	A321-211	Air France	f/v	December 2009			
F-GYAP	A321-111	Air Méditerranée	20	01. AP-OOI	A310-304	Pakistan Gvmt	f/v 02
LX-JAG	Lj45XR	Global Jet Luxembourg	f/v 20	D4-CBP	B757-2Q8	TACV Cabo Verde Airlines	15 %
N128GV	G-V		f/v 20	TC-ARC	Lj60	Arkasair	
N914SP	Ce680	Adams Aviation Services		TC-JDL	A340-311	THY Turkish AI/Star Allian	
YA-TTB	A340-311	Safi Airways	f/v 21 %	UR-CAH	An-12BK	Meridian	f/v n/t
YL-BDB	B757-256	Air Baltic	f/v	VP-BFH	Falcon 900B	Al Hokair Aviation	+02
20. A6-ECW	B777-31HER	Emirates	f/v	02. 4K-AZ88	G200	SW Business Aviation	
D-ISHF	PA-31T		f/v	EI-UPI	MD-11F	Cargotalia	
F-GKXS	A320-214	Air France	f/v	03. 9A-BKB	Beech B200	Columba Air	+06
HB-JVG	Fokker 100	Helvetic Airways	for SWR +24	CS-DSA	Falcon 7X	NetJets Europe	f/v 04
M-URUS	B737-7GC	Ingram Services	f/v	D-AKNS	A319-112	Germanwings	dep %
SU-GDE	B737-866	Egypt Air	f/v	G-LCYG	ERJ170STD	British Airways/Cityflyer	f/v
YL-BBY	B737-36Q	Air Baltic	f/v	N22UP	PA-42	Aerotel	f/v
21. HB-JVF	Fokker 100	Helvetic Airways	for SWR	N857NW	A330-223	Delta Air Lines	f/v
22. 4X-CPX	G-IVSP	Arkia	+23	VQ-BCW	A330-301	Vladivostok Avia	dep %
A4O-DC	A330-243	Oman Air	f/v	VQ-BFX	B747-428ERF	Air Bridge Cargo	f/v a/w
N888CX	Lj45	Compar Foundation		04. B-2473	B747-41BF	China South. Cargo	+07,11,14
S7-FCS	B777-306ER	Air Seychelles	f/v	EI-CPC	A321-211	Aer Lingus	+13,27
TC-DOY	BAe125-850XP	Doysa Air		HB-JVE	Fokker 100	Helvetic Airways	for SWR
23. EC-KTG	A330-202	Air Europa	f/v for LAN	SU-GBR	B777-266ER	Egypt Air/Star Alliance	+21
I-LIVM	A330-243	Livingston Energy Flight	%	YL-BBJ	B737-36Q	Air Baltic	f/v
N573FE	MD-11F	FedEx Express	f/v	05. 9A-CLN	Ce525A		06
PH-AHQ	B767-383ER	ArkeFly	arr %	EP-IBL	A310-304	Iran Air	+11,21,26
ZS-XRS	Global XRS	Rwanda Gvmt	24	HA-LQC	DHC-8-402	Malév	
24. A6-ECV	B777-31HER	Emirates	f/v	N75LJ	Lj55	Jet ICU/Air Ambulance	f/v 07
HB-IHX	A320-214	Edelweiss Air	for SWR	TC-AAN	B737-82R	Pegasus Airlines	f/v
S5-BAV	Ce560XL	Linair Business Airlines		06. EI-CPH	A321-211	Aer Lingus	
25. EI-UPI	MD-11F	Cargotalia	f/v	M-BFLY	CL-300	Litavio Consulting	07
HB-JVE	Fokker 100	Helvetic Airways	for SWR	N8000E	Falcon 7X	Emerson Electric	f/v 07 +07
OK-MPM	PA-42-720	Time Air	f/v	OO-FTS	Ce560XL	Flying Group	f/v 07
PH-EZF	ERJ190STD	KLM Cityhopper	f/v	07. A4O-DD	A330-343E	Oman Air	f/v
26. 9A-CRO	CL-604	Croatia Gvmt	27	EI-DTA	A320-216	Air One	f/v for AZA
EI-CPF	A321-211	Aer Lingus		JY-AYI	A320-232	Royal Wings	+08,11
LN-AKR	Falcon 900EX	Sundt Air	f/v 27	N1892	G-V	DFZ	f/v 08
SE-RGX	Ce525	Waltair Europe	f/v 27	TC-IZH	A319-132	Izmir Airlines	for PGT +10
27. 9A-CLN	Ce525A		+29	UK-67002	B767-33PER	Uzbekistan Airways	f/v
A7-AGC	A340-642	Qatar Airways	f/v arr %	VP-CWN	Global 5000	Metrojet	f/v 09
EC-KFS	Global XRS	TAG Aviation España	f/v 28	08. HA-LQD	DHC-8-402	Malév	f/v +09,17
TC-AAO	B737-86N	Pegasus Airlines	f/v				
UK-31005	A300B4-622R	Uzbekistan Aw. Cargo	f/v a/w				
28. EC-KOM	A330-202	Air Europa	f/v for LAN				
HA-LQA	DHC-8-402	Malév					



Jet Alliance took delivery of this Falcon 7X by the end of October 2009. It was delivered from Paris-Le Bourget via Luxembourg to Vienna. (Frankfurt, 20 November 2009, Edward Kleiser)

N888SF	Ce680	Steiner Film Aviation	09	SX-DVW	A320-232	Aegean Airlines	div EDDS
PH-ACE	Beech 300	Air Charters Europe	f/v	TC-JLJ	A320-232	THY Turkish Airlines	div EDDL
09. D-CELI	Ce550B	Euro Link	f/v	TC-JRH	A321-231	THY Turkish Airlines	div EBBR
EI-DVC	B737-33AQC	Mistral Air	f/v 10	VQ-BBA	A319-111	Aeroflot	div EDDL 21
EI-OZB	A300B4-103F	Air Contractors	f/v	YR-BGP	B737-86J	TAROM	div EBBR
ER-LGB	Lj60	Nobil Air	+10	YU-ANJ	B737-3H9	JAT	div EBBR
LY-OOV	ATR42-310F	Danu Oro Transportas	f/v	21. EC-HZS	B737-86Q	Air Europa	for LAN 22
N720MM	B737-7BC	MGM Mirage Aircraft	f/v 10	EI-CPD	A321-211	Aer Lingus	
SP-KKA	Ce525		f/v	EI-CPG	A321-211	Aer Lingus	22
SU-GDD	B737-866	Egypt Air	f/v	F-HBOY	A310-324ET	Blue Line	29 %
VQ-BEQ	A330-301	Vladivostok Avia	f/v 12%+18,25	OK-SLX	Ce560XL	Silesia Air	
VT-ALM	B777-337ER	Air-India	div VIAR	TC-SNJ	B737-86J	SunExpress	div EDDR 22
10. A6-GDP	B747-2B4BF	Dubai Air Wing	f/v a/w,n/t 11+12	22. CS-TQK	A320-232	White	for TAP
D-ABKG	B737-86J	Air-Berlin	f/v	D-ABQJ	DHC-8-402	Air-Berlin	f/v
N861NW	A330-223	Delta Air Lines	f/v	EI-DHL	A300B4-203F	DHL/Air Contractors	f/v
VP-BWO	A321-211	Aeroflot		YJ-JAG	B767-204ER	Jordan Aviation	f/v for SYR
PH-AHQ	B767-383ER	ArkeFly	dep %	LN-RNU	B737-783	SAS	f/v
PH-DLN	P180	JetNetherlands	f/v +14	N216UA	B777-222ER	United Airlines	div
VP-CPF	CL-300	Alliance Air		SE-DFU	MD-82	SAS	f/v
11. 4X-CLL	IAI1126	Memorand Management		23. D-AFKE	Fokker 100	Contact Air	f/v
B-KAE	B747-412BCF	Cathay Pacific Cargo	f/v	EI-DST	A320-216	Air One	f/v for AZA
EI-OZC	A300B4-103F	DHL/Air Contractors	f/v 15	EI-SAF	A300B4-203F	DHL/Air Contractors	f/v 15
HA-LQA	DHC-8-402	Malév		YR-LCA	A310-325ET	TAROM	
12. 4L-TGA	B737-5Q8	Airzena Georgian Airlines	f/v	24. N429MC	B747-481BCF	Atlas Air	f/v div EDFH
D-CFME	Beech 350	FCS - Flt Calibration Serv.	f/v	SU-GCK	A330-243	Egypt Air/Star Alliance	+27
HB-JRV	CL-601-3A	Sonnig	f/v	VT-AYD	B737-8HG	Air-India Express	f/v del flt 25
I-ADCB	ATR72-121A	Air Dolomiti	f/v	26. EC-HDN	A320-214	Iberia/OneWorld	27
I-LIVL	A330-243	Livingston/Kuwait Airways	14 %	EI-DTE	A320-216	Alitalia	f/v
OE-FIX	Ce525	Hasi-Air	f/v 13	HA-TCO	An-26	Cityline Hungary	27
OM-VPT	Ce525B	VIP Wings	f/v +21	N751NS	BAe125-750	NAS - Nat'l Air Services	f/v 27
VP-BYV	B737-5Q8	Donavia	f/v	TC-TCE	A321-211	Air Truck	f/v
13. CS-DGQ	Ce525A	Masterjet Executive	f/v	27. B-2172	MD-11F	China Cargo	f/v div ELLX
N909MN	Ce525A	Aircraft Guaranty	f/v 15	OE-GAS	G150	Avcon Jet	f/v
PH-AHY	B767-383ER	ArkeFly	17 %	OK-UNI	Ce680	Travel Service	f/v
14. G-PSTR	Beech B200	Red Air	f/v	28. A6-EHF	A340-642X	Etihad	f/v
I-LIVN	A330-243	Livingston Energy Flight	16 %	YL-BBR	B737-31S	Air Baltic	f/v
OY-MHA	Falcon 2000EX	Air Alsie	f/v	29. CS-DPF	Falcon 900EX	Masterjet	f/v
SX-BPS	BAe ATP(F)	Air Go	f/v +29	31. A6-EHE	A340-642	Etihad	
VP-CVI	G550	JABJ	18 +25	PH-LMA	Fokker 50F	Amapola Flyg	f/v
15. D-ACUA	CL-605	Execujet Europe	f/v 16				
F-HAVN	B757-230	Open Skies/British Airways	17%				
OM-OPE	Ce525A	Opera Jet					
16. B-2075	B777-F1BLR	China Southern Cargo	f/v +22				
I-LIVM	A330-243	Livingston Energy Flight	18 %				
M-CHEM	Falcon 2000EX	Ineous Aviation	17				
VP-BAR	Falcon 7X	Armad	f/v 18				
17. 5B-DBV	B737-8Q8	EuroCypria	for CYP				
CS-TNU	A320-214	TAP Portugal	f/v				
F-GLZS	A340-313X	Air France	f/v				
F-GYAQ	A321-111	Air Mediterranée	f/v				
G-DIMB	B767-31KER	Monarch	for BIE				
OE-GMZ	Ce525B	JetAlliance	f/v				
18. A7-AGD	A340-642	Qatar Airways	dep %				
B-2073	B777-F1BLR	China South. Cargo	f/v 19 +23				
D-ABCF	A321-211	Air-Berlin	f/v				
D-ABKH	B737-86J	Air-Berlin	f/v				
D-CAHH	Ce680	Aerowest	f/v				
EC-HUH	A321-211	Iberia	19				
F-GYAN	A321-111	Air Mediterranée					
HL7765	B777-2B5ER	Korean Air	f/v				
N524SF	Ce525	Steiner Film Aviation	+21				
VQ-BGS	Global XRS		19				
19. EI-CWX	B737-4Y0	Air One	f/v for AZA				
N27UB	Ce525B	FlightPartner	f/v div EDFZ 20				
20. 9A-CTF	A320-211	Croatia Airlines	div EHAM				
D-ABFB	A320-214	Air-Berlin	f/v				
D-ACKC	CRJ900LR	LH Reg'l/Cityline	f/v div EDDL				
D-ALPE	A330-223	Air-Berlin	div EDDL				
HA-LOU	B737-8Q8	Malév	div EHAM				
HB-IYS	BAe146-RJ100	Swiss European	div EDDL				
HL7605	B747-4B5ERF	Korean Air Cargo	div EBBR				
LN-RRL	B737-883	SAS/Star Alliance					
N358AA	B767-323ER	American Airlines	div EBBR 21				
N68061	B767-424ER	Continental AL	div EBBR 21				
OE-LGK	DHC-8-402	Austrian Arrows	f/v				
SX-DVK	A320-232	Aegean Airlines	div EBBR				

Mentioned Air Bridge Cargo B747 on the 3rd could also be seen on the 8th, 13th, 19 and 21st of this month. Air Zena tried to fool us on the 12th as they used the registration 4L-TGA for the second time. This time on another B737-500 than before as the previous one was reregistrated to N22YH and the 'new' one coming from Okay Airways, China . Also on the 12th a Livingston A330 was noted in Livingston colours with Kuwait Airways titles and logos. These titles and logos were removed on the 13th and the aircraft left Frankfurt again on the 14th after some maintenance. The Contact Air Fokker on the 23rd is another one in basic Lufthansa Regional colours.

Credit: Manfred Kaspiczak/Rhein-Main Aviation Society.

Stuttgart December 2009

01. VP-BUI	B757-231	Uzbekistan Airways	f/v
02. OE-GHG	Ce525B	Salzburg Jet Aviation	f/v
TC-JIH	A340-313X	THY Turkish Airlines	
03. VP-CME	B767-231ER	Sheikh M. Al Amoudi	f/v
YR-TIK	Global Express	Tiriac Air	
05. F-ORAF	A319-132	Belle Air	+19,26
06. 4O-HCC	AB212	Montenegro Police	
07. D-ABFB	A320-214	Air-Berlin	f/v
OE-LNR	B737-8Z9	Lauda Air	
VP-BCO	G550	Benslow Bermuda	
08. 4X-COI	Global 5000	Arkia	
A6-IAS	Lj60	Royal Jet	
OE-GBY	Ce680	MAP Executive Flightservic	f/v
YR-LCA	A310-325ET	TAROM	10
09. LZ-ABV	Ce550B	Air VB	10
N709FG	Global XRS	Flex Air	10
VP-BKZ	G-V	Dennis Vanguard Int'l	
VP-CPF	CL-300	Alliance Air	f/v
10. I-CMAD	Ce560XLS	Aliven	f/v
N888SF	Ce680	Steiner Film Aviation	14
S5-AAJ	CRJ200LR	Adria Airways	
11. N144EA	Eclipse 500	Aircraft Guaranty	12
SP-KOB	PA-46	Immobile	+20



Since July 2009, National Airlines has been using this DC-8 N865F. This is the new name for Murray Air. In November 2009 it paid a visit to Luxembourg.

13. VP-BYY	Global Express	Mid East Jet
14. G-TTOE	A320-232	British Airways
15. N46BE	Ce525A	Niros Aviation
SX-BNR	Lj60	Aegean Aviation
16. D-ABCF	A321-211	Air-Berlin
F-GYAN	A321-111	Air Méditerranée
N37200	Beech C90GT	Aerospace Trust Management
17. G-TTOB	A320-232	British Airways
S5-BAR	Ce525A	Linair Business Airlines
18. LZ-MDM	A320-232	Air Via for ECA
19. HB-JVG	Fokker 100	Helvetic Airways
TS-INB	A320-214	Nouvelair
20. OE-LSB	DHC-8-311	Intersky
Z3-AAJ	B737-33A	Skywings Int'l f/v div EDDL
23. D-AOLC	Saab 2000	OLT
F-ORAD	A320-233	Belle Air f/v
25. 5B-DBV	B737-8Q8	EuroCypria

Credit: Oliver Schmid.

Luxembourg

Luxembourg		November 2009	
01. SE-DIS	MD-82	SAS	
02. UR-CAH	An-12BK	Meridian	n/t
03. HB-IJJ	A320-214	Swiss Int'l	
ZS-AOL	G-V	Anglo Operation	
04. S5-BAS	Ce525A	Linair Business Airlines	
UR-CBG	An-12BP	Aerovis Airlines	
06. N746SA	B747-206BF	Southern Air	
UR-DWH	Ce525B	Aero-Charter Airlines	
XA-JZL	CL-601-3R	Serv. Aeronauticas Zeta	
09. N118HC	Beech C90	Harbert Fund Advisors	
N865F	DC-8-63F	National Airlines	10
12. HB-IJI	A320-214	Swiss Int'l	
14. N276WA	MD-11CF	World Airways	for APW
OK-XGB	B737-55S	CSA	
TF-BBH	B737-4Y0F	Bluebird Cargo	
16. VP-CJI	Ce525	LC	
17. F-HLOV	B747-422	CorsairFly	
N45JB	Falcon 200	Barron Aircraft	
N794RC	CL-300	Red Line Air	
TF-AMD	B747-243BF	Air Atlanta Cargo	
18. HB-IPR	A319-112	Swiss Int'l	
19. F-GTUI	B747-422	Garuda/Corsair	%
UR-CEZ	An-12BP	Aerovis Airlines	
22. TC-VEL	A310-308F	Kuzu Cargo	a/w,n/t
23. F-HSEA	B747-422	CorsairFly	
TF-ARP	B747-230F	Air Atlanta Icelandic	a/w,n/t
24. LX-LGT	B737-8K5	Luxair	f/v del
26. CS-TFS	B767-3Y0ER	EuroAtlantic Airways	
EC-IXL	SA227AC	AeroNova	
N46BE	Ce525A	Niros Aviation	
27. OK-OKL	PA-42-720	L-Consult	
28. D-ABBE	B737-86J	Air-Berlin	
30. F-HSEX	B747-422	CorsairFly	01 %

The B747 of the 19th had 'Garuda Indonesia' and the Garuda logo simply painted over its Corsair colour scheme.

December 2009

01. 9V-JEB	B747-281F	Jett8 Airlines Cargo	
F-HSEX	B747-422	CorsairFly	dep %
02. N125XP	BAe125-800XP	Surewings	+10
VP-BKZ	G-V	Dennis Vanguard Int'l	
04. TF-ARP	B747-230F	Air Atlanta Icelandic	a/w,n/t
UR-CAK	An-12BP	Meridian	n/t
UR-DWA	An-26B	Aero-Charter Airlines	
05. HB-JVG	Fokker 100	Helvetic Airways	for SWR +13
N758SA	B747-281F	Southern Air	for CLX
N71909	Beech C90GT	Gene Reed Enterprises	
06. HB-JVC	Fokker 100	Helvetic Airways	for SWR +12
08. N515TJ	Beech 400A	Blackburn Int'l	
09. HB-IJB	A320-214	Swiss Int'l	
10. HB-IPX	A319-112	Swiss Int'l	
11. RA-12988	An-12TB	Kosmos	
12. CS-TMT	A330-322	21sm	
N754SA	B747-228F	Southern Air	for CLX +16
UR-CAH	An-12BK	Meridian	n/t +22,26
15. N497XP	Beech 400A	V&P Midlands	
TF-NPA	Do328-310	Icejet	
16. TF-AMU	B747-48EF	Saudi Arabian Airlines	
17. CS-TPG	ERJ145EU	Portugalvia	div EBBR
HL7415	B747-48E	Asiana Cargo	div EBBR
18. SE-MAJ	BAe ATP(F)	West Air Sweden	
19. LX-LGE	DHC-8-402	Luxair	f/v del
20. CN-RPG	B737-8K5	Jet4you	div EBCI
I-BIXB	A321-112	Alitalia	div
N747CK	B747-221F	Kalitta Air	div EHAM
TF-FIB	B767-383ER	Travel Servis	n/t 24 %
TS-IMO	A319-114	Tunis Air	div
23. 4K-AZ101	Il-76TD-90	Silk Way Airlines	
D-ABBS	B737-76N	Air-Berlin	
UR-CAG	An-12BK	Meridian n/t	n/t
26. HB-IPR	A319-112	Swiss Int'l	
HB-JVF	Fokker 100	Helvetic Airways	for SWR
UR-MDA	An-26-100	Meridian	
29. G-BUUP	BAe ATP(F)	Atlantic Airlines	
PH-EZH	ERJ190STD	KLM Cityhopper	for KLM
30. G-BIKU	B757-236F	DHL Airways	
31. HB-JVE	Fokker 100	Helvetic Airways	for SWR

The B767 of the 20th had basic Icelandair colours.

Credit: Mike Moro.

United Kingdom

Farnborough		December 2009	
01. A6-HRS	B737-7E0	Dubai Air Wing	
A9C-BAH	G-IVSP	Bahrain Royal Flight	
CN-TJD	Beech 400A	Tafarayt Jet	
M53-01	B737-7H6	2Skn Malaysia AF	02 +07/08
M-HDAM	BAe125-800B	ABG Air	02

M-OLTT	PC-12/47E	One Luxury Travel	*
M-FUAD	G550	TAG Aviation (UK)	
N5UU	Global Express	Final Sequel Newco	based
N107WR	Raytheon 390	Trigeant Air	02
N889CP	Global Express	Consolidated Press	02
VP-BCL	CRJ701	Consolidated Contractors	02
VP-BGS	Lj60	Gulf Global Services	
VP-BZL	B737-8DV	Lowa	
VP-CEI	CL-601-3A	Baltic Jet	
YR-ELV	Ce560	Eurojet Romania	
02. G-ZAPN	BAe146-200QC	Titan Airways	
HB-AEU	Do328-310	Air Engiadina	+07,17,23,24,29
N737RJ	Ce501	Aviation Equipment Leasing	+17
N800PJ	IAI1126	Asset Management	
N932XL	Ce560XLS	FB Aviation	
OE-HRJ	Do328-310	Tyrolean Jet Service	+14
07. M-WMWM	Ce525A	Standard Aviation	+18
N92CX	Ce750	Cessna Aircraft	
N725LB	Global Express	TAG Aviation	08
N1388J	Ce680	Prestige Jet Rental	
TC-AKK	Falcon 900B	AK Aviation	08
VP-BAM	Global 5000	Dobro	08
VP-CJC	Global XRS	Avpro	08
08. M-SKSM	Global 5000	Tekser Management	
N701WH	Global Express	Vesey Air	
OD-EAS	BAe125-800XP	Executive Aircraft Sales	
14. I-MFAB	BAe125-900XP	Skybridge Airops	
M-SKZL	CL-604	Kerzner Int'l Management	
N541FX	CL-300	Flexjet	+18
N888SF	Ce680	Steiner Film Aviation	+17,18
VP-CLL	ERJ135BJ	Titan Aviation	
17. 9H-AFQ	CL-605	Comlux Malta	
C-FPHS	B737-53A	Pacific Sky Aviation	
N707BC	G200	Westwind Acquisitions	
VP-BAH	Global XRS	Veteran Air	18
VP-BNS	Falcon 900DX	NS Aviation	
YR-RPR	Ce560XL	Eurojet Romania	
18. A6-RJX	B737-7AK	Royal Jet	
M-ABCD	Falcon 20F-5	Pan Gulf Aviation	
M-HOIL	Lj60	Begal Air	
N117TF	Global Express	Tudor Investment	
VP-BGM	CL-605	Elitavia	
VP-BSF	Lj45XR	Seafight Aviation	
VP-CHH	CL-605	Aviamax Aviation	
23. A6-HHH	G-IVSP	Dubai Air Wing	
24. A7-CEB	CL-605	Qatar Executive	
P4-ARL	A319-133X	System Capital Management	

Credit: John Leadbetter.

London-Heathrow

November 2009

01. 2590	VC-2	GTE Brazil AF	f/v 02+04/05
678	G-V	356 MTM	HAF678
D-AISX	A321-231	Lufthansa	f/v
EC-KPB	Ce560XLS	Jetnova	f/v
F-GPOC	ATR72-202F	Air France/Airlinair	
LN-RRJ	B737-883	SAS	f/v
N425QS	G450	NetJets	f/v +08
RA-96011	II-96-300	Aeroflot	
SU-SMD	Ce680	Smart Aviation	f/v 02
VP-BWR	B737-79T	Usal	
ZS-XRS	Global XRS	Rwanda Gvmt	04
02. A6-SAC	Falcon 900B	Elite Jets	f/v
A9C-BHR	G450	Bahrain Royal Flight	07+10/12
C-GFCB	CL-601-3A	Execaire	
M-GLRS	Lj45	Bombardier Transportation	03
N173AN	B757-223	American Airlines	f/v
RA-64518	Tu-214	Transaero	f/v
03. YU-BNA	Falcon 50	Serbian Gvmt	+19
04. 2101	VC-1A	GTE Brazil AF	05 BRS01
T.18-4	Falcon 900B	451 Esc '45-43'	05 AME4537
VP-BVV	Falcon 2000EX	Oldbury	+07/10
05. 12+07	CL-601	FBS BMVg	+11
258	Lj45	MATS	IRL258
D-AISZ	A321-231	Lufthansa	f/v
F-GKPD	ATR72-102	Air France/Airlinair	a/w +06
G-JMED	Learjet 35A	Air Medical	f/v

06. A7-AAM	Global Express	Qatar Amiri Flight	07
HZ-AIF	B747SP-68	Saudi Arabian Airlines	
07. 5B-DBR	B737-8Q8	EuroCypria	for CYP
A6-EWJ	B777-21HLR	Emirates	f/v
F-GVZN	ATR72-212A	Air France/Airlinair	
OK-NEN	A319-112	CSA Czech Airlines	f/v
08. T.18-2	Falcon 900	451 Esc '45-41'	AME4538
F-GVZF	ATR72-202	Air France/Airlinair	
F-HAAV	ATR42-300	Atlantique Air Assist.	f/v for AFR
JY-AID	A340-212	Royal Jordanian	
OK-NEO	A319-112	CSA Czech Airlines	f/v
VQ-BDD	A318-112CJ	Jordan Gvmt	
09. 747	C-130H	356MTM	f/v? 10
A6-DFR	B737-7BC	Abu Dhabi Amiri Flight	10
D-BPPP	ATR42-512	Lufthansa Reg'l/ContactAir	
EI-RJZ	BAe146-RJ85	CityJet	f/v
F-GMLI	MD-83	Blue Line	
F-GNLK	Fokker 100	Air France/Régional	+26,27
N200GN	Falcon 2000	Gannett	f/v
N59053	B767-424ER	Continental Airlines	f/v
OE-IDM	Falcon 900EX	The Flying Bulls	f/v
SE-DJP	BAe146-RJ70	Transwede Airways	f/v for ADH
10. F-ORMJ	A321-231	MEA - Middle East Airlines	f/v
N78060	B767-424ER	Continental Airlines	f/v
SX-OAJ	A319-112	Olympic Air	f/v
11. G-WELY	A109E	Titan Airways	f/v
HZ-XY7	A320-214	NAS - Nat'l Air Serv.	12+18/25
OK-NEP	A319-112	CSA Czech Airlines	f/v
SE-RAB	ERJ135LR	City Airline	+13
SX-DVS	A320-232	Aegean Airlines	f/v
12. EC-KKO	Ce550B	Transportes Aereos del Sur	f/v
VT-ALA	B777-237LR	Air-India	f/v
14. 5B-DBV	B737-8Q8	EuroCypria	f/v for CYP
SX-DVX	A320-232	Aegean Airlines	f/v
SX-OAK	A319-132	Olympic Air	f/v
15. N424TM	CL-300	EMC	f/v
VQ-BEA	A321-211	Aeroflot	f/v
VQ-BED	A321-213	Aeroflot	f/v
16. N83CP	G-V	Pfizer	f/v 18
SX-DVG	A320-232	Aegean Airlines	f/v
17. G-LSAJ	B757-236	Jet2	f/v for BMA
I-WJET	P180	Wind Jet Platinum Line	f/v 18
M-GBAL	Global XRS	Noclaf	+26
OM-BYR	Tu-154M	LU-MV SR	
SX-DVR	A320-232	Aegean Airlines	f/v
18. D-CXLS	Ce560XLS	Air Hamburg	f/v 19
G-GTDL	A320-231	Thomas Cook	f/v +22
HZ-NSA	A310-304	Arabasco	
SX-OAP	A320-232	Olympic Air	f/v
19. EC-LBB	G200	Executive Airlines	f/v
G-OBYJ	B767-304ER	Thomsonfly	
N888CX	Lj45	Compar Foundation	+23/24
20. HB-JHD	A330-343E	Swiss Int'l	f/v
21. A9C-BA	B727-2M7	Bahrain Royal Flight	22
D-ACKL	CRJ900LR	Lufthansa Reg'l/Cityline	f/v
N203BP	Raytheon 390	CW Aviation Holding	f/v
22. A4O-DB	A330-343E	Oman Air	f/v
A6-MMM	B747-422	Dubai Air Wing	25
S7-FCS	B777-306ER	Air Seychelles	f/v
VP-BAR	Falcon 7X	Armada	
23. A6-ECW	B777-31HER	Emirates	f/v
A9C-BAH	G-IVSP	Bahrain Royal Flight	24
24. 9H-AFK	A319-115X	Champion Air	25
9H-AFR	Global 5000	Comlux Aviation Malta	
N5120	Bell 430	Jaymax	
PH-KZV	Fokker 70	KLM Cityhopper	f/v for KLM
25. A4O-DC	A330-243	Oman Air	f/v
A6-HRM	B747-422	Dubai Air Wing	26
OE-HMS	Do328-300	Tyrolean Jet Services	26
TC-AKK	Falcon 900B	AK Aviation	
V8-BKH	A340-212	Brunei Royal Flight	30 +dep
26. 5N-MJP	B737-8JE	Arik Air	f/v
5N-PVA	B737-5H6	Air Midwest	f/v dep
CS-TNT	A320-214	TAP Portugal	f/v
D-AIZA	A320-214	Lufthansa	f/v
G-CGUL	G550	Gama Aviation	f/v

N129NS	G-IVSP	NAS - Nat'l Air Services	f/v 28
27. A6-NMA	G-IVSP	Royal Jet	28
A7-AAG	A320-232	Qatar Airways/Amiri Flight	
SX-OAF	A319-112	Olympic Air	f/v
UK-67001	B767-33PER	Uzbekistan Airways	f/v
28. A6-ECX	B777-31HER	Emirates	f/v
G-KHCG	AS355F2	London Helicopter Centres	f/v
M-ISLE	Ce680	Bakewell Industries	
OK-ACH	Ce550B	ABS Jets	f/v
OK-OER	A319-112	CSA Czech Airlines	f/v
29. A6-YAS	B747-4F6	Abu Dhabi Amiri Flight	
D-ACNF	CRJ900LR	Eurowings	f/v for DLH
30. N59AP	G-IVSP	Computer Sciences	f/v
SX-DVU	A320-232	Aegean Airlines	f/v
VP-BRM	B737-75U	Dobro	
VQ-BSO	Falcon 7X	Shell Aircraft	f/v

The very first aircraft in the log is an Embraer 190 and used callsign BRS2590 on both visits. ATRs rediscovered Heathrow, especially those flying for Air France. Their schedule was to fly here twice a day and stay for a nightstop after the second arrival. They are in the list just once, see below for their consecutive visits. Mentioned Qatari Amiri Flight Global Express on the 6th could also be seen on the 15th, 17th till the 20th and 23rd till the 24th of this month. The Hellenic Herc of the 9th was called HAF356H. The mentioned Air Midwest B737 on the 26th is former British Airways G-GFFH and left London-Heathrow this date on her delivery flight. On the 29th we saw a Eurowings CRJ in basic Lufthansa Regional colours.

ATR72 for Air France, follow-up visits

F-GPOC	02-05,11-17,23-26,29
F-GVZF	10,18,20,22,27,28
F-GVZN	09,10,21,27,28

Credits: David Apps, Mike Bezzina, Stephen Bowler.

London-Luton November 2009

15. N204DD	G200	Orange Crimson Aviation	
N236LC	G200	Atlanta Jet	
N288Z	Global XRS	Chamarac	+21
N340GF	Global 5000	Bombardier Aerospace	
N352AF	Falcon 900B	Fayair	
XA-CHR	G550	Taxi Aéreo	+21
21. N90R	B737-7EL	Swiftite Aircraft	+25
VP-BSA	G450	Saudi Oger	

December 2009

01. LZ-BVV	Lj60	Air VB	
N838SC	Global Express	Red Line Air	
N79711	B737-7BQ	Dallah Al Baraka	
P4-TPS	G550	Petroff Air	
VP-CNR	G550	Rashid Engineering	
VQ-BGA	G450	Execujet Middle East	
VQ-BGS	Global XRS		
08. N101UD	CL-300	Unicorp Aviation	
N340GF	Global 5000	Bombardier Aerospace	
N352AF	Falcon 900B	Fayair	
N501JT	Global 5000	J T Aviation	
N737ER	B737-7CJ	BBJ One	
VP-BRT	B737-7BC	R. Tariko	

Credit: Paul Crew.

London-Stansted December 2009

01. D-ABKE	B737-86J	Air-Berlin	f/v
D-AHXH	B737-7K5	TUIfly	for BER +08
D-CCAS	Sh360-300	Night Express	
M-YBBJ	B737-7HE	Hamilton Jets	
N336UP	B767-34AF	UPS	f/v
VP-BAM	Global 5000	Dobro	+06
VP-CCJ	A319-115X	Aravco	+06
YL-RAG	Saab 340A(F)	RAF-Avia	
05. G-LCYE	ERJ170STD	British Airways/Cityflyer	dep %
G-LCYG	ERJ170STD	British Airways/Cityflyer	f/v %
HZ-NSA	A310-304	Arabasco	09
06. 5B-DBR	B737-8Q8	EuroCypria	
P4-MSG	ERJ135BJ	HWC Aviation	07 +10
07. 84-0082	C-21A	HQ USEUCOM	f/v 09
N757MA	B757-24Q	Mid East Jet	+15

RA-11025	An-12TB	Kosmos	
08. C-FWEZ	CL-850	Chartright Air	f/v 09
CS-DPJ	BAe125-900XP	Heliportugal	f/v
HB-JGE	Global XRS	TAG Aviation	f/v del fit 09
N371BC	B737-8EF	Executive Jet	10
TF-FIH	B757-208	Icelandair Cargo	+15,17
09. D-ABFA	A320-214	Air-Berlin	
EC-JBD	EMB120ER(F)	Swiftair	n/t for FDX
M-ILSA	CL-850	Knightsdene	f/v
N50PE	S-76C		
N725FD	A300B4-622RF	FedEx Express	
N767A	B767-2AXER	ARAMCO	10
N902PR	MD900	Helilogic	
OY-SRI	B767-25EF	Maersk/Star Air	
SU-GAS	A300B4-622R	Egypt Air Cargo	div EGMH 10
VP-CME	B767-231ER	Sheikh M. Al Amoudi	10
10. C-GAPT	Ce750	Centaero Aviation	
D-AHLK	B737-8K5	TUIfly	f/v
HB-JIE	MD-90-30	Hello/Iceland Express	
N59LW	Ce510	Aircraft Guaranty	
N546QS	G550	NetJets	f/v
P4-SIS	ERJ135BJ	KAB Holding	
RA-02810	BAe125-700A	Aero Limousine	
14. 9H-SNA	A319-115X	Champion Air	+17
A6-GDP	B747-2B4BF	Dubai Air Wing	a/w,n/t 15
G-WOWA	DHC-8-311A	Air Southwest	
N45JB	Falcon 200	Barron Aircraft	
N441FP	Beech 350	Flagstone King Air Holding	
N602AL	DC-8-73F	ATI - Air Transport Int'l	15
N723HH	Global Express	Global Avn Investment	f/v +17
VP-CPA	B737-7AW	Chief H.A. Akande	
VQ-BAA	Falcon 7X	Sonair	
15. N360LA	Global Express	Luft Aviation Charter	
P4-AEG	ERJ135BJ	AEG Air	
VQ-BDS	G200		
16. A7-RZC	CL-605	Rizon Jet	f/v
G-RJXF	ERJ145EP	bmi British Midland	
17. G-LCYC	BAe146-RJ85	British Aw/Cityflyer	div EGLC
G-MONR	A300B4-605R	Monarch	
HZ-AKF	B777-268ER	Saudi Arabian Airlines	
HZ-MIS	B737-2K5	Sheikh M. Edress	
M-KELY	EMB500	Kelly Air	
N302AK	Global XRS	Pennwest Pharmaceuticals	
TF-FIG	B757-23APF	Icelandair Cargo	for TNT
TZ-TAC	B707-3L6B	Mali Gvmt	
21. CS-DXJ	Ce560XLS	NetJets Europe	div EGLC
G-MKKA	B747-212B(F)	MK Airlines	div EGMH
HB-IYW	BAe146-RJ100	Swiss European	div EGLC
22. 5A-IAY	A300-620	Afriqiyah	
G-LBAI	EC155B1	Polaris Aviation	f/v
N26ME	BAe125-700A	FBL Jetco	
N909RR	G-III	Ramsey Asset Management	
TC-MNV	A300C-605R	MNG Airlines Cargo	
VP-BEE	Falcon 900EX	Sonair	
23. EC-FTR	B757-256	Gestair Cargo	for TNT
LX-SCV	B747-4R7F	Cargolux	div EGMH
LY-SKA	B737-35B	Aurela	

TF-TIH, mentioned on the 8th, was alternatively flying for Icelandair and TNT Airways.

Credits: Paul Crew.

Norwich November 2009

01. EC-HNH	RC690	TASA	%
G-EZKB	B737-73V	easyJet	15 %
02. G-TABS	EMB110P1	Skydrift	+06,09,10
HA-LMA	Fokker 70	Malév	arr % +08
03. XS712	Dominie T1	55(R)sq	'A'
G-JEDL	DHC-8-402	flyBe	dep %
04. XS739	Dominie T1	55(R)sq	'F' * +05
A9C-AD	A320-214	Gulf Air	11 %
D-CNAF	SA227AC	Regional Air Express	+25
I-BIXH	A321-112	Alitalia	15 %
05. EI-RJG	BAe146-RJ85	Air France/Cityjet	dep %
G-BZAX	BAe146-RJ100	British Airways/Cityflyer	dep %
06. N565F	SA341G	Skyrunner Aviation	
07. G-ZAPK	BAe146-200QC	Titan Airways	arr %

08. ZH540	Sea King HAR3A22sq/B Flt	*	
HA-LMA	Fokker 70	Carpatair	dep %
09. G-OMAF	Do228-200	FR Aviation	n/t for WDG +10
OO-VLL	Fokker 50	VLM Airlines	arr %
10. CS-TPN	ERJ145EP	Portugalia	18 %
G-MAFF	BN-2T	Cobham Leasing	for WDG +11
11. C-FWPE	AS332L1	CHC Global Ops Canada	
D-CSWF	SA227DC	Regional Air Express	+18
12. HZ-OFC5	Falcon 900EX	Olayan Finance	training +28
13. N690CL	RC690A	Centerline Aerospace	
14. I-BIXG	A321-112	Alitalia	23 %
15. PH-HZJ	B737-8K2	Transavia	arr %
16. ZE700	BAe146 CC2	32(TR)sq	+27
17. TF-FIU	B757-256	Icelandair	28 %
18. OO-VLL	Fokker 50	CityJet	dep %
OO-VLJ	Fokker 50	VLM Airlines	arr %
19. G-JEZA	AW139	CHC Scotia Helicopters	training
20. G-LUXE	BAe146-301	BAe SYSTEMS	training +27
M-HOIL	Lj60	Begal Air	+22
21. M-ICRO	Ce525A	Pektron Aviation	
22. F-GZHN	B737-85H	Transavia France	arr %
23. EI-RJP	BAe146-RJ85	Air France/Cityjet	28 %
I-BIXJ	A321-112	Alitalia	arr %
VQ-BEP	Raytheon 390		
25. ZJ195	Apache AH1	3/4Regt	training
26. ZF489	Tucano T1	1FTS	'489' training
N680SE	Ce680	Flying Group	+27,28
VP-CFT	CL-601-3A	Meral Holdings/Jetclub	+27
27. ZJ170	Apache AH1	3/4Regt	training
28. EI-RJY	BAe146-RJ85A	CityJet	arr %
29. M-ERIT	AW139	Mercury Engineering	
OK-ACH	Ce550 Bravo	ABS Jets	

December 2009

01. D-HOSF	S-76B	Wiking Helicopters	
G-LUXE	BAe146-301	BAe SYSTEMS	*
OE-LNL	B737-6Z9	Lauda Air	arr %
OY-NPD	SA227DC	North Flying	
02. D-CNAF	SA227AC	Regional Air Express	
OO-VLJ	Fokker 50	CityJet	dep %
OO-VLO	Fokker 50	VLM Airlines	arr %
03. G-TIGF	AS332L	Bristow Helicopters	dep
I-BIXD	A321-112	Alitalia	12 %
I-BIXJ	A321-112	Alitalia	dep %
PH-HZJ	B737-8K2	Transavia	dep %
04. ZG845	Islander AL1	1Flt/5Regt	
EI-RJY	BAe146-RJ85A	CityJet	05 %

M-TSGP	Ce525A	Airjet	
05. EI-RJJ	BAe146-RJ85	Air France/Cityjet	27 %
06. M-LEAR	Lj31	TNT Airways	+30
07. G-BNPJ	BAe146-200QT	TNT Airways	dep ex std
08. EC-JCU	SA227AC	AeroNova	
G-BLXR	AS332L	Bristow Helicopters	
09. D-CAVA	SA227AC	Regional Air Express	
OE-LNL	B737-6Z9	Austrian Airlines	dep %
10. G-TABS	EMB110P1	Skydrift	+14,17,18,22,28
11. F-GZHD	B737-8K2	Transavia France	dep %
G-RVRE	P68B	Ravenair Aircraft	
OO-VLS	Fokker 50	VLM Airlines	arr %
12. G-THOP	B737-3U3	Thomsonfly	arr
I-BIXA	A321-112	Alitalia	22 %
15. G-CELR	B737-330QC	Jet2	28 %
16. D-CNAY	SA227AT	Regional Air Express	
OO-VLO	Fokker 50	CityJet	dep %
17. N66LN	BAe146-200	Aerospace Trust Mangmt.	dep
19. EC-HKR	B737-85P	Air Europa	
21. G-MAFB	CeF406	Fisheries Patrol/Directfft	+22
G-ZAPK	BAe146-200QC	Titan Airways	dep %
22. I-BIXK	A321-112	Alitalia	arr %
M-TSRI	Beech C90GT	Mann Air	
OO-VLS	Fokker 50	CityJet	dep %
23. D-CSWF	SA227DC	Regional Air Express	+29,30
M-EGGA	Beech B200	Langley Aviation	
OO-TAA	BAe146-300QT	TNT Airways	arr %
24. M-BWFC	Ce560XLS	Limonia	+27
OO-TAY	BAe146-200QT	TNT Airways	arr %
26. EC-HGQ	B737-85P	Air Europa	
27. EI-RJK	BAe146-RJ85	Air France/CityJet	arr %
29. OK-FGS	B737-45S	CSA	30 %
30. G-TNTD	BAe146-200QT	TNT Airways	std

On the 7th, TNT Airways AVRO G-BNPJ left Norwich after being stored for a while. This one is former I-TNTC of Mistral Air. On the 12th, a Thomsonfly B737 arrived to perform flights out of Norwich. Former CityJet AVRO EI-CNQ left Norwich on the 17th as N66LN for her long flight to her new operator in the Philip-pines. Before leaving Norwich on the 30th CSA B737 OK-FGS performed a test flight on the 29th. Still stored at Norwich but being reregistered on the 30th was former Mistral Air I-MSAA. For the moment, it is a citizen of the British register.

Credits: Ian Cockerton, Ian McLaren.

General credit: Airline List.



This Merlin is owned by Blue City Aviation. This is a Birmingham based company for aircraft handling. Before G-CEGE moved to this company it flew for the Danish company North Flying as OY-NPA. (Birmingham, 14 December 2009, Simon Titchmarsh)

Military Movements Elsewhere



According to the titles on the nose, this HC-130H belongs to the Sacramento Coast Guard unit. Clearly visible is the FLIR dome, which is mounted at the bottom of the nose. (5 December 2009, Kurt Jans)

Germany

Geilenkirchen

December 2009

02. 57-1428	KC-135R	151st ARS TN ANG	9
59-1499	KC-135R	151st ARS TN ANG	18
UR-78786	Il-76MD	Yuzhmashavia	
03. EW-78792	Il-76TD	Trans Avia Export	
04. RA-76352	Il-76TD	Aviocon Zitotrans	
07. MM62203	P180AM	71°Gruppo GE	
ZD703	BAe125 CC3	32(TR)sq	+8
N606TW	B767-231ER	Boeing	8
09. 82-23757	UH-60A	A/1-214th AVN	+10
4L-SKY	Il-76TD	Sky Georgia	
10. 59-1448	KC-135R	151st ARS TE ANG	18
15. 51+11	C-160D	LTG62	
86-00079	C-12J	HQ USEUCOM	
20. 12+06	CL-601	FBS BMVg	
21. UR-82073	An-124-100	Antonov Design Bureau	

The NATO forces jointly bought the C-17A for airlift operations. One would think, this aircraft would be regularly seen at Geilenkirchen. Nevertheless the former Eastern-block aircraft are still the main aircraft to airlift material around the world. A former TWA B767, now used by the Italian Air Force to train their pilots prior to delivery of the KC-767A tanker aircraft, attended on the 7th. The aircraft wears a dull white colour scheme, so not a really exotic visitor to photograph.

Credit: Bill de Koning

Köln-Bonn

December 2009

01. 50+71	C-160D	LTG63	
50+75	C-160D	LTG63	+10
50+93	C-160D	LTG61	+3
02. 50+54	C-160D	LTG63	GAF171
XS737/K	Dominie T1	55sq	RFR7109
03. 50+87	C-160D	LTG63	GAF640
50+99	C-160D	LTG61	GAF104
LX-N90449	E-3A	NAEW&CF	NATO08
07. 50+46	C-160D	LTG62	GAF517
144614	CC-144B	412sq	CFC3056
86001/861	Tp86	FC	+14 SVF861
08. Z3-MKD	Lj60	Macedonia Gvmt	10
50+06	C-160D	LTG63	
50+48	C-160D	LTG61	

51+14	C-160D	LTG62	
84+11	CH-53G	HFWS	
136/ABR	TBM-700B	EAAT	FMY8036
1105	An-30	Baza 90 Av.d.Ta	OSY32T
102003/023	S102B	TSFE	SVF023
09. 9A-CRO	CL-604	Croatia Gvmt	
50+10	C-160D	LTG61	
50+94	C-160D	LTG63	
84+26	CH-53GE	MTHR15	GAM N24
MM62210	Falcon 900EX93°	Gruppo TS	I2210
10. 51+08	C-160D	WTD61	Dixi 22
84+68	CH-53G	MTHR15	GAM N46
87+91	Bo105P-1	MTHR15	GAM N444
1556/F-RBFB	A319-115X	ETEC00.065	CTM0003
MM62243	A319-112X	306°Gruppo TS	I9002
045	Yak-40	36.SPLT	PLF102
102001/021	Tp102A	TSFE	SVF021
11. 84+14	CH-53G	MTHR15	GAM N54
15002	CC-150	437sq	12+13-14 CFC4118
177704	CC-177	429sq	12+24-27,29
12. 177703	CC-177	429sq	13+16 CFC4013
LN-N20000	CT-49A	NAEW&CF	13 NATO16
15. 50+69	C-160D	LTG61	
87+91	Bo105P-1	MTHR15	GAM N222
16. 37+79	F-4F-ICE	JG71	Baron 8
50+81	C-160D	LTG62	
70+44	UH-1D	LTG62	Medevac7044
82+53	EC135T1	HFWS	
84+70	CH-53G	MTHR15	
84+71	CH-53G	MTHR15	
84+80	CH-53G	MTHR15	
17. 50+92	C-160D	LTG61	
21. 15001	CC-150	437sq	+23,30-01 CFC4119
26. 177702	CC-177	429sq	+28 CFC4015
28. 15001	CC-150	437sq	29 CFC4120
30. 50+98	C-160D	LTG61	
135L-484	ERJ135BJ	352MMYP	HAF484

Credit: Aviation Friends Cologne/Bonn.

München

August 2009

04. 177703	CC-177	429sq	
14. 02-0203	C-40C	201st AS DC ANG	15
16. 11-111/90401	B737-4Z6	RThAF/602sq	
26. ZE701	BAe146 CC2	32(TR)sq	

28. 7T-WHA C-130H-30 2 ETTL/Algerian AF
 7T-WHL C-130H-30 2 ETTL/Algerian AF

The Thai Air Force B737, also wearing civil registration HS-CMV, was temporarily based at München from the 16th of August till the 22nd of September 2009.

September 2009

16. CE04 ERJ145LR 21sm
 25. 7T-WHA C-130H-30 2 ETTL/Algerian AF
 7T-WHL C-130H-30 2 ETTL/Algerian AF

October 2009

16. 7T-WHA C-130H-30 2 ETTL/Algerian AF +23
 7T-WHL C-130H-30 2 ETTL/Algerian AF
 28. 10+22 A310-304 FBS BMVg

November 2009

11. 10+21 A310-304 FBS BMVg

December 2009

11. 7T-WHL C-130H-30 2 ETTL/Algerian AF
 7T-WHM C-130H-30 2 ETTL/Algerian AF +18
 M53-01 B737-7H6 TUDM/2Skn
 U-06 Fokker 50 334sq
 18. 7T-WHB C-130H-30 2 ETTL/Algerian AF

Credit: Aviation Friends Munich

Ramstein

November 2009

01. 46+27 Tornado ECR JBG32 6
 82-0193 KC-10A 305th AMW Clean12
 84-0191 KC-10A 60th AMW Clean02
 05-0932 C-40C 73rd AS 3+8,13,15-20
 62-1849 C-130E 19th AW RCH200
 57-2597 KC-135R 153rd ARS MS ANG +2
 62-3518 KC-135R AFRC 434 ARW RCH611
 63-8000 KC-135R 22nd ARW RCH252
 02. 85-0028 KC-10A 305th AMW RCH204
 92-0550 C-130H 19th AW RCH195
 63-8015/AK KC-135R 168th ARS AK ANG +4-7
 03. 92-1535 C-130H 187th AS WY ANG RCH142
 58-0093/D KC-135R 351st ARS Koo05
 04. 95-0123 UC-35A F/6-52nd AVN Duke28
 05. FB17 F-16BM 10w +12,23 BAF451
 144615 CC-144B 412sq +17,22,27 CFC3005
 95-0124 UC-35A F/6-52nd AVN Duke09
 07. 01-0041 C-40B 89th AW SAM6043
 08. 97-0400 C-37A 89th AW SAM6023
 61-0324 KC-135R 452nd AMW +10,12,14
 09. 110 An-26 MH 59. Sz.D. R HAF111
 03 C-17A HAW Bartok113
 ZD703 BAe125 CC3 32(TR)sq RRR1209
 87-0124 KC-10A 305th AMW RCH214
 63-8015/AK KC-135R 168th ARS AK ANG 11
 10. 01-0076 C-37A 309th AS +26 Spar76
 87-24621 UH-60A A/1-214th AVN Duke29
 900528 C-26D AOD Sigonella +20,28,30
 11. 38+75 F-4F JG71
 87-9287 C-130H 914th AW AFRC RCH400
 91-1653 C-130H 187th AS WY ANG RCH626
 08-8607/RS C-130J-30 37th AS Herky98
 58-0086/D KC-135T 351st ARS Quid99
 63-7980 KC-135R 412th TW 16+24 Trout99
 12. 727 An-32B 27 ETA/CroatAF HRZ727
 84-00157 C-12U E/6-52nd AVN Duke50
 13. 81-0976/SP A-10C 81st FS *
 82-0650/SP A-10C 81st FS *
 84-00157 C-12U E/6-52nd AVN Duke50
 02-0202 C-40C 201st AS DC ANG Boxer42
 58-0016/D KC-135R 351st ARS Quid53
 58-0093/D KC-135R 351st ARS Koo06
 83-23855 UH-60A A/1-214th AVN Duke01
 91-26342 UH-60L B/1-207th AVN AK ARNG
 91-26343 UH-60L B/1-207th AVN AK ARNG
 91-26345 UH-60L B/1-207th AVN AK ARNG
 91-26347 UH-60L B/1-207th AVN AK ARNG
 91-26348 UH-60L B/1-207th AVN AK ARNG
 91-26349 UH-60L B/1-207th AVN AK ARNG
 91-26391 UH-60L B/1-207th AVN AK ARNG

97-26742 UH-60L B/1-207th AVN AK ARNG
 15. 84-0118 C-21A 375th AW RCH503
 59-1499 KC-135R 151st ARS TN ANG +17,19,21
 910502 C-26D AOD Naples CNV61S3
 16. 64-14859 C-130E 352nd SOG Porgy62
 06-4633 C-130J-30 19th AW RCH180
 61-0324 KC-135R 452nd AMW AFRC RCH199
 97-00102 UC-35A F/6-52nd AVN
 96-26675 UH-60L A/5-158th AVN 18
 96-26678 UH-60L A/5-158th AVN 18
 96-26692 UH-60L A/5-158th AVN 18
 17. ST42 SF260D 5sm BAF195
 74-1670 C-130H 317th AG RCH459
 60-0350/D KC-135R 351st ARS +19 Koo05
 18. ST44 SF260D 5sm BAF198
 94-1570 C-38A 201st AS DC ANG 20 Boxer38
 19. 99-0004 C-32A 89th AW SAM6022
 73-1681 C-9C 73rd AS AFRC Avalon35
 92-26452 UH-60L A/5-158th AVN 27
 94-26570 UH-60L A/5-158th AVN 27
 94-26572 UH-60L A/5-158th AVN 30
 94-26573 UH-60L A/5-158th AVN 30
 94-26577 UH-60L A/5-158th AVN 30
 95-26639 UH-60L A/5-158th AVN 27
 97-26763 UH-60L A/5-158th AVN 27
 97-26766 UH-60L A/5-158th AVN 30
 20. 407 An-26 MH 59. Sz.D. R HAF112
 81-0976/SP A-10C 81st FS *
 05-4613 C-40C 73rd AS AFRC 22 Spar24
 97-5306 WC-130J 53rd WRS AFRC RCH228
 06-6811/RS C-130J-30 37th AS Herky98
 21. 2507 An-26 242.tsl CEF6038
 02-0203 C-40C 201st AS DC ANG Boxer45
 74-1661 C-130H 317th AG 30 RCH580
 2601 L-410UVP 242.tsl CEF171
 22. 05-0932 C-40C 73rd AS AFRC 25,28 Spar22
 59-1450 KC-135R 197th ARS AZ +24,26,28,30
 63-8034 KC-135R 22nd ARW Gold23
 1257 Yak-40K 241.dit CEF169
 23. CM01 Falcon 20E 21sm BAF627
 LJ-1 Lj35A TukiLLV FNF226
 146/XR TBM700A ETEC00.065 Cotam0031
 047 Yak-40 36.SPLT PLF021
 U-06 Fokker 50 334sq NAF51
 T-783 Falcon 50 LTDB +24 SUI010
 ZE395 BAe125 CC3 32(TR)sq RRR1323
 82-0650/SP A-10C 81st FS *
 86-0035 KC-10A 305th AMW
 59-1499 KC-135R 151st ARS TN ANG RCH213
 88-00106 CH-47D B/5-158th AVN 30 R80106
 89-00141 CH-47D B/5-158th AVN 30 R80106
 900530 C-26D AOD Sigonella CNV61S1
 24. C-172 CL-604 Esk721 DAF3060
 ZD703 BAe125 CC3 32(TR)sq RRR1323
 910502 C-26D AOD Naples CNV61S1
 58-0100/D KC-135R 351st ARS Koo05
 0260 Yak-40 241.dit CEF170
 25. 3G-EG PC-6B 4.Flächenstaff Hawker01
 05-5151/HH C-17A 204th AS HH ANG RCH345
 01-0040 C-40B 89th AW SAM6145
 92-3022 C-130H 910th AW AFRC27 Vader22
 62-3545 KC-135R 22nd ARW RCH627/V7
 88-00101 CH-47D B/5-158th AVN 30 R80101
 89-00145 CH-47D B/5-158th AVN 30 R90145
 83-23882 UH-60A 1st SB MFO 30
 88-26075 UH-60A C/1-214 AVN * R26075
 88-26081 UH-60A 1st SB MFO 30
 26. 73-1683 C-9C 73rd AS AFRC Spar12
 27. 97-01944 C-37A USAPAT PAT44
 86-24545 UH-60A 57th MedCo 29
 87-26002 UH-60A 159th MedCo 29
 29. 65-0991 MC-130P 67th SOS Aaron61
 63-8032 KC-135R 434th ARW AFRC RCH182
 30. 61-0307 KC-135R 756th ARS AFRC Deecce94
 87-00073 CH-47D B/5-158th AVN R70073

Deliveries of the new C-130Js for the 37th AS are going smoothly, also this month new Hercs were delivered. On the 11th C-130J-30 08-8607/RS arrived and 9 days later 06-6811/RS was delivered. The serial of the last one could raise questions due to the older FY serial. The aircraft was paid with budget year 2006 funds, but manufacturing began later.

Regular Visitors

3rd Wing AK ANG

C-17A:

90-0532 21
99-0169 23,24,26
00-0174 23-25

60th AMW

C-5B:

86-0011 23-30
87-0030 3,4,30
87-0036 1,2
87-0042 15,16,20-26

60th AMW

C-17A:

06-6154 20-22,30
06-6155 21,28,29
06-6156 29
06-6160 18,19
06-6161 19-21
06-6162 6
06-6157 9,12,30
06-6158 3-5,16-19
06-6159 6,7
06-6160 25-29
06-6161 3,15,16,19,21-23
06-6163 24
06-6164 1-3,26,27

62nd AW

C-17A:

88-0265 3,4,29
93-0600 22-26,28
93-0601 3-5
95-0106 4,12-15
96-0008 5,6,11,12,19-25
97-0042 3
98-0052 11,12
98-0053 2,6,15,16
98-0056 27-30

98-0058 11,12,26

99-0060 7,12,13,18-21

99-0061 1-3

99-0064 5-8

00-0176 15-21,23

00-0177 1,5,6,14

00-0178 11,12

00-0179 4,12,13,21,26-29

00-0181 8-10,28,29

00-0182 6,7,25-27

00-0183 4,5,7,11,12

00-0184 23,30

00-0185 1,20,29,30

01-0186 14

02-1102 9,10,24

02-1103 30

02-1104 7,14-16

02-1105 5-7,20-30

02-1106 2-4,19-22

02-1107 8,9,19,20,26,27,29

02-1108 26,27,29

02-1109 3-7,11

02-1110 21-23,26

305th AMW

C-17A:

03-3125 2,3
03-3126 17,18
03-3127 24-27
04-4128 24,25
04-4129 1-3
04-4130 12,13
04-4132 25-28
04-4134 20,21

436th AW

C-5B:

84-0061 11-14,16-18
85-0002 1,2
87-0027 12-14

87-0029 10,11
87-0045 1,3-6,15,16

C-17A:

06-6166 24,25
06-6167 1,20-23,26,27
07-7169 26,27
07-7171 1,26
07-7173 1,2,15,16,24-27
07-7174 2-4
07-7176 14,15
07-7177 2,3,27-30

437th AW:

C-17A:

89-11190 19-22,29
89-1191 3
89-1192 10,20,21
90-0534 24,25
92-3292 4,5,11
93-0601 30
93-0603 21,22
94-0068 7-9,26,27
94-0070 28
95-0102 24,25
95-0105 28,29
95-0107 21,22,27
96-0004 3,4
97-0041 4
97-0044 1,2
97-0047 11,13,14
97-0048 1,3,4,8,9
01-0188 9,10,12,13,18-20,22
01-0189 13 01-0190 5
01-0191 24
01-0192 1,16,22-24,27-2
01-0193 20,21
01-0196 9,10
01-0197 14
02-1098 13-16
02-1100 6,8,10,11,18,23,25,29
02-1101 2,18-22
03-3122 4-6,27
03-3123 26
03-3124 20
07-7180 14,15,22

07-7181 15,19,20
07-7182 1,5,6,19-22
07-7183 10,11,15,16
07-7184 1,6
07-7185 12,13,28,29
07-7189 28
08-8190 4,5
08-8191 22,23,25

183rd AS AFRC

02-1112 1,7-10,14,15,21-27
03-3113 1,13-16,21,22
03-3114 15,17-20,24
03-3116 1,3-6,10-13,26-29
03-3117 28-30
03-3118 1-3,5-8,14-17,9-22,26-29
03-3119 13-16,20-23

433rd AW AFRC

C-5A:

69-0002 14,15
69-0007 28,29

439th AW AFRC

C-5B:

86-0019 15,16
86-0018 27

445th AW AFRC

C-5A:

70-0453 12-29
70-0457 25-30
70-0461 22-25

452nd AMW AFRC

C-17A:

04-4138 14-26
05-5139 28-30
05-5143 1-14

137th AS NY ANG

C-5A:

68-0224 1,2,13-15
69-0009 10,11,24-27
69-0021 21,22
70-0455 24,25



What do we have to say about this picture? Although the subject is ordinary, it is well caught during departure from Ramstein. (19 December 2009, Mike Schoenmaker)

155th AS TN ANG**C-5A:**

69-0010 30
70-0454 26-29
70-0465 1
70-0467 23,24

167th AS WV ANG**C-5A:**

68-0217 14,15,18-24
68-0225 1-4
69-0011 21-24
70-0459 6-11,13,14,30

Hercules on TDY base with Delta squadron

11. 89-9102	C-130H	910th AW	
89-9104	C-130H	910th AW	
12. 96-7325	C-130H	731st AS AFRC	dep
13. 86-1398	C-130H	180th AS MO ANG	dep
91-1652	C-130H	180th AS MO ANG	dep
96-7322	C-130H	731st AS AFRC	dep

African Detachment

87-9281	C-130H	914th AW AFRC
89-1187	C-130H	914th AW AFRC

Both Hercies arrived on the 12th of September and were both still assigned for tdy during November.

Stuttgart**December 2009**

01. 01-0076	C-37A	309th AS
02. 02-0042	C-40B	76th AS
05-0932	C-40C	73rd AS
04. 1295/SU-BKU	C-130H-30	16sq/EgyptAF
86-0026	C-5B	60th AMW
06. 40-HCC	AB212	Montenegro Police
07. 93-01312	C-23C	D/1-207th AVN AK ARNG
08. 12+07	CL-601	FBS BMVg
10. 7T-WHD	C-130H-30	2 ETTL/AlgerianAF
89-1190	C-17A	62nd AS
88-26019	UH-60A	C/1-214th AVN
12. 86-0015	C-5B	436th AW
14. 02	C-17A	HAW
16. 1257	Yak-40K	241.dlt
17. 86+87	Bo105P	MTHR25
87+73	Bo105P	MTHR25

Credit: Oliver Schmid

Spangdahlem**November 2009**

01. 177703	CC-177	429sq	+14 CFC4045
92-3293	C-17A	62nd AW	RCH274
99-0058	C-17A	62nd AW	+25 RCH9058
00-0178	C-17A	62nd AW	RCH024
06-6158	C-17A	60th AW	+13,21,23-25
58-0094	KC-135T	92nd ARW	RCH863
02. 86-0026	C-5B	60th AW	
87-0027	C-5B	436th AW	4 RCH658
86-0038	KC-10A	60th AW	RCH612
93-0600	C-17A	62nd AW	RCH558
99-0064	C-17A	62nd AW	RCH466
01-0190	C-17A	437th AW	RCH232
07-7177	C-17A	436th AW	RCH104
03. 177704	CC-177	429sq	+5 CFC4045
96-0008	C-17A	437th AW	RCH222
07-7183	C-17A	437th AW	RCH7183
04. 69-0012	C-5A	137th AS NY ANG	15
69-0015	C-5A	137th AS NY ANG	RCH433
87-0039	C-5B	337th AS	19 RCH7039
96-7325	C-130H	731st AS AFRC	Herky634
05. 70-0461	C-5A	445th AW AFRC	RCH0461
98-0052	C-17A	62nd AW	+*11,18-25
01-0197	C-17A	437th AW	RCH678
02-1104	C-17A	62nd AW	RCH567
03-3113	C-17A	183rd AS MS ANG	12+19
06. 70-0454	C-5A	155st AS TN ANG	13
87-0030	C-5B	60th AW	17 RCH694
08. 70-0465	C-5A	155st AS TN ANG	16+18
87-0122	KC-10A	305th AMW	RCH408
10. 96-0004	C-17A	437th AW	12 RCH209
98-0053	C-17A	62nd AW	+25 RCH601
06-6154	C-17A	60th AW	RCH301
11. 00-0181	C-17A	62nd AW	14+27 RCH434
06-6155	C-17A	60th AW	+24-27 RCH436
13. 84-0190	KC-10A	305th AMW	RCH431
02-1100	C-17A	437th AW	RCH719

14. 87-0123	KC-10A	305th AMW	Hoist99
02-1107	C-17A	62nd AW	+19,24 RCH317
04-4133	C-17A	305th AMW	RCH4133
07-7171	C-17A	436th AW	RCH7171
60-0350/D	KC-135R	351st ARS	Blue31
61-0295	KC-135R	319th ARW	16 RCH665
62-3528	KC-135R	756th ARS AFRC	RCH2528
57-1453	KC-135R	106th ARS IL	16 RCH024
15. 70-0467	C-5A	155st AS TN ANG	24
16. 86-0011	C-5B	60th AW	RCH396
02-1101	C-17A	437th AW	RCH2101
17. 70-0455	C-5A	137st AS NY ANG	20,22-24
86-0016	C-5B	60th AW	RCH6016
19. 85-0002	C-5B	436th AW	28 RCH689
87-0042	C-5B	60th AW	RCH7042
07-7179	C-17A	60th AW	+28,30 RCH573
07-7181	C-17A	437th AW	RCH660
20. 69-0007	C-5A		24 RCH335
21. 98-0056	C-17A	437th AW	RCH555
01-0191	C-17A	437th AW	RCH469
06-6166	C-17A	436th AW	RCH6166
22. 69-0009	C-5A	137th AS NY ANG	RCH856
87-0029	C-5B	436th AW	29,30 RCH443
23. 84-0062	C-5B	436th AW	25,27 RCH143
24. 69-0011	C-5A	167th AS WV ANG	27,29
95-0106	C-17A	437th AW	RCH512
06-6164	C-17A	60th AW	RCH411
07-7172	C-17A	436th AW	+25 RCH399
07-7182	C-17A	437th AW	RCH627
25. 00-0184	C-17A	62nd AW	RCH386
06-6163	C-17A	60th AW	RCH456
27. 86-0018	C-5B	60th AW	RCH880
95-0104	C-17A	437th AW	30 RCH5104
95-0105	C-17A	437th AW	RCH339
00-0182	C-17A	62nd AW	RCH644
02-1110	C-17A	62nd AW	RCH398
04-4131	C-17A	305th AMW	RCH328
07-7171	C-17A	60th AW	RCH431
28. 85-0001	C-5B	436th AW	30 RCH5001
94-0068	C-17A	437th AW	RCH614
00-0180	C-17A	62nd AW	RCH229
06-6168	C-17A	436th AW	RCH127
29. 93-0602	C-17A	437th AW	RCH628
04-4132	C-17A	305th AMW	RCH436
89-9104	C-130H	757th AS AFRC	Lion482

Wiesbaden**October 2009**

02. 165939	UC-35D	MCAS Futenma	
04. L-07	PC-7	131EMVOSq	
L-11	PC-7	131EMVOSq	
ZJ118/B	Merlin HC3	28/78sq	
ZJ127/L	Merlin HC3	28/78sq	
89-00268	RC-12N	B/224th MI Bn	6
08. 92-13120	RC-12P	B/15th MI Bn	10
13. N20KW	Beech 300	B/3-214th AVN	16
17. MM55064/61-130	MB339CD	212°Gruppo SVB	
MM55082/61-152	MB339CD	212°Gruppo SVB	
18. XW204	Puma HC1	33sq	
XW217	Puma HC1	33sq	
19. 84-00157	C-12U-3	F/6-52nd AVN	

Not a really spectacular number of moves from Wiesbaden, but the visiting aircraft are always the ones you do not see that often on other military bases across Europe. The US Marine Corps Citation that arrived on the 2nd came for some minor maintenance with the local technical wing. After approximately a week, it departed again to the far east. Two Royal Netherlands Air Force trainees came in with "their" PC-7. After a short stop both departed again. The same day also two Royal Air Force Merlins made a stop. Two sneaky Beeches also, one on the 4th and one on the 8th.

Just like last October, again two Italian Air Force MB339s attended the Army field for a short stop. Perhaps a regular monthly move just like in the past when the Italians came shopping in the US PX stores. Two other RAF helicopter this month as well, at the 18th two Pumas dropped by.

United Kingdom

Brize Norton

December 2009

04. ZG921 Lynx AH9 9 Regt
 06. ZH001 Defender AL2 651sq 10 AA594
 08. ZH884 Hercules C5 LTW RRR525
 XZ608, ZD282 Lynx AH7 657sq AA621/648
 XW213, XW231 Puma HC1 230sq SHF032/010
 XZ592 S.King HAR3 ex 1564 Flt dep by road
 09. XW199, XW231 Puma HC1 230sq *SHF009/043
 ZH661/109 Harrier T12 20(R)sq *Striker20
 12. ZG888/ZG889 Lynx AH9A 9 Regt 14
 14. LX-N90447 E-3A NAEWF *NATO08
 17. 177703 CC-177 429sq CFC4113
 20. 2401 KC-137 2°/2°GT
 30. B-537 C-130J-30 Esk721 DAF2124

Coningsby

December 2009

01. ZH659/107 +1 Harrier T12 20(R)sq *Striker16/18
 ZF240/240 Tucano T1 1 FTS *Linton17
 ZA562/051 Tornado GR4 Marham Wg *Marham62
 02. 098/YO EMB121AA EAT00.319 FAF6796
 099/YP EMB121AA EAT00.319 FAF6797
 98-0135/LN F-15E 492nd FS *Bolar71/72
 97-0222/LN F-15E 492nd FS *Bolar71/72
 ZJ692 Sentinel R1 5sq +03 *Snapshot1
 03. 91-0311/LN F-15E 494th FS Panther41/42
 91-0317/LN F-15E 494th FS Panther41/42
 00-3002/LN F-15E 494th FS Maul81
 ZF140/140 Tucano T1 1 FTS *Linton78
 G-RAFP Beech B200 45(R)sq Cranwell84/353
 04. ZA557/048 Tornado GR4 Marham Wg *Marham24
 ZF515 Tucano T1 1 FTS *Linton70
 07. 91-0318/LN F-15E 494th FS *Mugger61/62
 91-0335/LN F-15E 494th FS *Mugger61/62
 ZA412/017 Tornado GR4 Marham Wg *Marham51
 ZF378/MP-W Tucano T1 1 FTS *Linton71
 08. XX167 Hawk T1W 208(R)sq 09 VYT26
 XX307 Hawk T1 208(R)sq 09 VYT24
 ZF489 Tucano T1 1 FTS *Linton62
 10. ZJ238/Y Griffin HT1 60(R)sq Shawbury97
 ZJ707/O Griffin HT1 60(R)sq Shawbury106
 ZD463/53 Harrier GR9 20(R)sq *Striker200
 ZG858/90 Harrier GR9 20(R)sq *Striker201
 ZA412/017 Tornado GR4 Marham Wg *Marham52
 14. ZJ693 Sentinel R1 5sq *Snapshot1
 15. 86-0165/LN F-15C 493rd FS Gator41/42
 86-0174/LN F-15C 493rd FS Gator41/42
 97-0204/LN +1 F-15E 492nd FS Shifty51/52
 16. XX222/CI Hawk T1A 100sq 17 Carbon2

Lakenheath

December 2009

02. 43+97, 46+10 Tornado IDS AKG51 03 151
 03. 1x Merlin HC3 28/78sq Rapier1
 1x Tornado GR4 nn *Marham32
 04. 1x Tornado GR4 2sq *Marham48
 10. CE02 ERJ135LR 21sm BAF611
 ZA412/017 Tornado GR4 nn *Marham32
 79-1711 KC-10A 305th AMW 12 RCH228
 05-5143 C-17A 729th AS AFRC RCH230
 14. 1x Tornado GR4 nn *Marham32
 15. 84-0109 C-21A 76th AS Jalop43
 16. 1x UH-60A SHAPE Shape5
 24. N637TW B767-33AER Ryan Intl RCH836
 28. N273WA MD-11 World Airways RCH0769
 29. N277WA MD-11 World Airw +30 RCH0781
 30. 90-0535 C-17A 62nd AW RCH325
 31. 87-0030 C-5B 60th AMW RCH237

Leuchars

November 2009

02. 89-26206/LN HH-60G 56th RQS Charlie41Flt
 89-26208/LN HH-60G 56th RQS Charlie41Flt
 89-26212/LN HH-60G 56th RQS Charlie41Flt
 XX318/CN Hawk T1A 100sq *Pirate13
 ZA365/001 Tornado GR4 15(R)sq *Lossie16
 03. ZH104/04 Sentry AEW1 8/54(R)sq *NATO07
 64-14854 MC-130P 67th SOS *Shadow61

XX175/175 Hawk T1 208(R)sq VYT26
 XX203/CC Hawk T1A 100sq Carbon2
 04. ZA459/F Tornado GR4 15(R)sq *Lossie15
 ZG727/126 Tornado GR4A 15(R)sq *Lossie16
 ZD843/106 Tornado GR4 15(R)sq Lossie68
 05. XZ651 Lynx AH7 657sq AA655
 ZD980/DD Chinook HC2 7sq SHF486
 44+70, 44+75 Tornado IDS JBG31 K7A-C
 46+08 Tornado IDS JBG31 K7A-C
 06. 99-0402 C-37A 99th AS Trout 74
 12+06 CL-601 FBS BMVG GAF650
 07. C-172 CL-604 Esk721 DAF002
 02/FP Falcon 900 ETEC00.065
 09. ZK453/M Beech B200 45(R)sq Cranwell50
 ZA398/010 Tornado GR4A 617sq *Vandal11
 10. 69-5828 MC-130P 67th SOS *Shadow61
 ZE700 BAe146 CC2 32(TR)sq RRR1310
 ZF135 Tucano T1 1 FTS
 11. XS739/F Dominie T1 55(R)sq *Cranwell91
 ZA592/059 Tornado GR4 Marham Wg Fang1/2
 ZA614/076 Tornado GR4 Marham Wg Fang1/2
 12. ZJ910/BV Typhoon FGR4 29(R)sq *Razor12
 ZJ922/QO-C Typhoon FGR4 3sq *Razor13
 ZF377/377 Tucano T1 1 FTS
 XX181 Hawk T1W 208(R)sq Mustang 1/2
 XX231 Hawk T1W 208(R)sq Mustang 1/2
 13. XV177 Hercules C3ALTW RRR5630
 16. XX159, XX217 Hawk T1A FRADU
 XX170 Hawk T1 FRADU
 XX303 Hawk T1A FRADU
 17. ZD711/079 Tornado GR4 15(R)sq *Lossie28
 ZD842/105 Tornado GR4 15(R)sq Lossie22
 19. XV260/60 Nimrod MR2 Kinloss Wing *R7U
 ZJ694 Sentinel R1 5sq *Snapshot1
 ZA369/003 Tornado GR4A Marham Wg Marham09
 20. LX-N90448 E-3A NAEWF *NATO02
 ZK454/N Beech B200 45(R)sq
 23. ZF243 Tucano T1 1 FTS
 ZF348 Tucano T1 1 FTS
 24. ZA473/032 Tornado GR4 12sq *Wolf12
 ZH884 Hercules C5 LTW RRR530
 25. ZH885 Hercules C5 LTW *RRR533
 G-RAFX Beech B200 45(R)sq
 26. XX203/CC Hawk T1A 100sq Aztec1-3
 XX222/CI Hawk T1A 100sq Aztec1-3
 XX339/CK Hawk T1A 100sq Aztec1-3
 27. ZF240 Tucano T1 1 FTS Swift1/2
 ZF319 Tucano T1 1 FTS Swift1/2
 30. ZK453/M Beech B200 45(R)sq Cranwell84

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01. ZD703 BAe125 CC3 32(TR)sq RRR1400
 ZA541/034 Tornado GR4 15(R)sq *Stella2
 02. 166380/BH KC-130J VMGR-252 04 Otis25
 XZ588/D S.King HAR3 202sq D Flt SRG137
 ZG756/131 Tornado GR4 14sq *Lossie77
 ZF140 Tucano T1 1 FTS Moonraker1/2
 ZF240 Tucano T1 1 FTS Linton61
 ZF407 Tucano T1 1 FTS Moonraker1/2
 03. XZ578/30 S.King HU5SAR Gannet SAR
 ZD842/105 Tornado GR4 15(R)sq *Lossie40
 04. ZA405/014 Tornado GR4A Lossiemouth Wg
 LX-N90449 E-3A NAEWF *NATO04
 XS712/A Dominie T1 55(R)sq *Cranwell93
 07. ZD980/DD Chinook HC2 7sq 10 Lifter1/2
 ZH776/HC Chinook HC2 7sq 10 Lifter1/2
 XV260 Nimrod MR2 Kinloss Wing *Kinloss589
 ZA398/010 Tornado GR4A 617sq *Saxon4
 08. ZF121/T S.King HC4 846NAS NCV778section
 ZF124/WP S.King HC4 846NAS NCV778section
 09. ZD711/079 Tornado GR4 15(R)sq *Poker
 ZA398/010 Tornado GR4A 617sq *Vandal11
 ZF170 Tucano T1 1 FTS Vega1/2
 ZF317 Tucano T1 1 FTS Vega1/2
 ZF319 Tucano T1 1 FTS
 ZF407 Tucano T1 1 FTS Sabik1/2

ZF417/417	Tucano T1	1 FTS	Linton60
ZF448/448	Tucano T1	1 FTS	Sabik1/2
10. 167924/QB	KC-130J	VMGR-352	Raider17
XX346/CH	Hawk T1A	100sq	*Carbon1/2
XX280/CM	Hawk T1A	100sq	*Carbon1/2
ZJ924/DD	Typhoon FGR4	11sq	14 Razor14
G-BGKO	Tutor T1	G&S UAS	*
11. XX280/CM	Hawk T1A	100sq	Polecat1/2
XX339/CK	Hawk T1A	100sq	Polecat1/2
ZA367/002	Tornado GR4	15(R)sq	*Lossie70
14. 69-5823	MC-130P	67th SOS	*Shadow61
62-3565/D	KC-135R	351st ARS	*Quid10
60-0328/D	KC-135R	351st ARS	*Quid11
ZJ815/DY	Typhoon T3	11sq	Typhoon76
15. E49/705-LB	Alpha Jet E	EAC00.314	*FAF6441
62-3565/D	KC-135R	351st ARS	*Quid76
XX202/CF	Hawk T1A	100sq	*Pirate13
XX224/224	Hawk T1W	208(R)sq	VYT20
ZF172/172	Tucano T1	1 FTS	Linton68
ZF239/239	Tucano T1	1 FTS	Linton79
ZF289/289	Tucano T1	1 FTS	Linton60
ZF342/342	Tucano T1	1 FTS	Linton72
ZF374/374	Tucano T1	1 FTS	Linton62
16. 66-0215	MC-130P	67th SOS	*Shadow61
ZG884	Lynx AH9	9 Regt	AA923
ZA473/032	Tornado GR4	14sq (12 mks)	*Serpent1
ZG729/127	Tornado GR4A	14sq (13 mks)	*Serpent2

Lossiemouth

05. XS739/F	Dominie T1	55(R)sq	CWL55
XS730/H	Dominie T1	55(R)sq	+06 CWL91
06. XX171	Hawk T1	208(R)sq	VYT24
XW217	Puma HC1	33sq	SHF333
07. 1x	KC-135R	351st ARS	*Quid
ZD411/24A	Harrier GR7A	NSW	08 Satan33
XZ264/EE-434	Lynx HAS3S	815NAS	Skua348
XZ677	Lynx AH9	9 Regt	AA950
XW217	Puma HC1	33sq	SHF353
08. ZA613/075	Tornado GR4	Marham Wg	14 mks
09. ZJ176. ZJ218	Apache AH1	3/4 Regt	Gangster
ZH885	Hercules C5	LTW	RRR520
12. XX198/CG	Hawk T1A	100sq	
XX222/CI	Hawk T1A	100sq	
ZG775/134	Tornado GR4	del 617sq	Tarnish20
13. ZD621	BAe125 CC3	32(TR)sq	RRR1753
XZ264/434	Lynx HAS3S	815NAS	Skua
13. ZD411/24A	Harrier GR7A	NSW	15 Vixen91
G-RAFX	Beech B200	45(R)sq	Cranwell79
14. XS713/C	Dominie T1	55(R)sq	CWL94
XS739/F	Dominie T1	55(R)sq	CWL92
XX203/CC	Hawk T1A	100sq	16 Pirate15
XZ264/434	Lynx HAS3S	815NAS	Skua358
15. XS739/F	Dominie T1	55(R)sq	CWL94
16. XS713/C	Dominie T1	55(R)sq	CWL91
19. XX222/CI	Hawk T1A	100sq	23 Pirate16
20. 1x	Lynx AH7/9	9 Regt	AA968
22. XV226/26	Nimrod MR2	Kinloss Wing	*
27. 1x	Hercules C4/5	LTW	RRR604
ZD996	Tornado GR4A	41(R)sq	Rebel80
28. 46+31, 46+34	Tornado ECR	JBG32	29 LC04/A/B
46+43	Tornado ECR	JBG32	29 LC05
XX220	Hawk T1A	208(R)mks	29 VYT20
XX244	Hawk T1	208(R)mks	29 VYT57
XX261	Hawk T1A	FRADU spl mks	NVY74
XX335/225	Hawk T1A	208(R)mks	29 VYT50
29. ZF377	Tucano T1	1 FTS	10
ZF489	Tucano T1	1 FTS	11 Otis
30. 86-1398	C-130H	180th AS MO ANG	Herky627

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06. 89-26206/LN	HH-60G	56th RQS	13 Jolly11Flt
89-26208/LN	HH-60G	56th RQS	13 Jolly11Flt
89-26212/LN	HH-60G	56th RQS	13 Jolly11Flt
09. XX315	Hawk T1A	19(R)sq	10
10. 166472/H	KC-130J	VMGR-252	11 Otis
ZA592/059	Tornado GR4	nmks	Fang1
ZF169	Tucano T1	1 FTS	11 Linton17

ZF244	Tucano T1	1 FTS	11 Linton14
11. XS737/K	Dominie T1	55(R)sq	CWL92
XS739/F	Dominie T1	55(R)sq	CWL91
ZF489	Tucano T1	1 FTS	Linton11
13. ZE700	BAe146 CC2	32(TR)sq	Northolt14
69-5823	MC-130P	352nd SOG	Shadow61
ZA370/004	Tornado GR4A	nmks	*Marham43
16. ZH885	Hercules C5	LTW	+17 *RRR533
G-RAFD	Beech B200	45(R)sq	17 Sceptre
G-RAFX	Beech B200	45(R)sq	+18 17 Sceptre
17. XX287	Hawk T1A	19(R)sq	*Dervish2
ZH884	Hercules C5	LTW	RRR532
19. ZJ692	Sentinel R1	5sq	*Snapshot1
23. ZE700	BAe146 CC2	32(TR)sq	RRR1723
XX159	Hawk T1A	FRADU	24 Bronze
XX217	Hawk T1A	FRADU	24 Bronze
ZE734/JU	Tornado F3	111sq spl mks	*
ZA148/G	VC-10 K3	101sq	*Cotton31
24. XX198/CG	Hawk T1A	100sq	25
XX246/CA	Hawk T1A	100sq	25
XX255/CL	Hawk T1A	100sq	25
XX318/CN	Hawk T1A	100sq	25
ZJ692	Sentinel R1	5sq Merlin	25
27. ZE700	BAe146 CC2	32(TR)sq	RRR1723
XV226/26	Nimrod MR2	Kinloss Wing	*
29. 1x	VC-10	101sq	RRR2111

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02. XX203/CC	Hawk T1A	100sq	
XX202/CF	Hawk T1A	100sq	
XX255/CL	Hawk T1A	100sq	
XV260	Nimrod MR2	Kinloss Wing	spl mks *
07. 1x	Hawk T1/A	4 FTS	VYT43
XX203/CC	Hawk T1A	100sq	Aztec
XX246/CA	Hawk T1A	100sq	Aztec
XX255/CL	Hawk T1A	100sq	Aztec
09. XX231	Hawk T1W	208(R)Sq	VYT28
10. ZE341/GO	Tornado F3	111sq (43 mks)	*Scimitar11
14. ZG884	Lynx AH9	9 Regt	15 AA923
15. AT32, AT33	Alpha Jet 1B+	11sm	BAF101/102
E17/314-AA	Alpha Jet E	EAC00.314	
E44/120-RE	Alpha Jet E	ETO01.008	
E49/705-LB	Alpha Jet E	EAC00.314	FAF6441
E67/314-TB	Alpha Jet E	EAC00.314	FAF6410
E109/705-AG	Alpha Jet E	EAC00.314	FAF6442
E110/314-AH	Alpha Jet E	EAC00.314	
E136/120-RP	Alpha Jet E	ETO01.008	
ZE163/HY	Tornado F3	111sq	*Scimitar23

Lyneham

01. KAF325	L-100-30	41sq	02 KAF3214
73-0991	C-130E	222 Filo	02 TAF320
07. 64-14854	MC-130P	67th SOS	*Shadow61
09. 2470	C-130M	1°GT	10 BRS2470
17. 84-0009/LN	F-15C	493rd FS	diversion EGUL
84-0015/LN	F-15C	493rd FS	diversion EGUL
84-0019/LN	F-15C	493rd FS	diversion EGUL
86-0156/LN +4	F-15C	493rd FS	diversion EGUL
21. 1284/SU-BAQ	C-130H	16sq/EgyptAF	23 EGY1537
27. KAF325	L-100-30	41sq	KAF3201

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Mildenhall

01. 99-0060	C-17A	62nd AW	02 RCH9060
84-00157	C-12U	6-52nd AVN	Duke20
02-1110	C-17A	62nd AW	03 RCH374
LX-N90453	E-3A	NAEWF	*NATO19
94-6705	C-130H	130th AS WV ANG	Herky884
60-0321	KC-135R	nmks	04+26 RCH341
62-3534	KC-135R	22nd ARW	02 RCH2354
63-7997	KC-135R	91st ARS	02 RCH664
64-14849/OF	RC-135U	55th WG	Zonta24
02. 65-0964	HC-130P	79th RQS	RCH0224
165832	C-40A	VR-58	04 CNV4603
57-1453	KC-135R	106th ARS AL ANG	RCH850
61-0284	KC-135R	91st ARS	03 RCH452
61-2670/OF	OC-135B	55th WG	Cobra70
63-8007	KC-135R	106th ARS AL ANG	RCH525

October 2009



At almost a quarter past four this EF2000 of IX Gruppo CIO is seen departing its homebase Grosseto. This particular Eurofighter has been in the inventory of the Aeronautica Militare Italiana for nearly two years according to our database.

(13 January 2009, Filippo Rondini)

63-8035	KC-135R	106th ARS AL ANG	RCH850	58-0071	KC-135T	91st ARS	17 RCH141
N558AX	B757-23N	Omni Air	03 RCH806	60-0314	KC-135R	74th ARS AFRC	Mash52
03. 87-0118	KC-10A	60th AMW	RCH01	165093	C-20G	VR-48	18 CNV2521
05-0730	C-40C	73rd AS AFRC	04 Avalon45	17. 86-0022	C-5B	60th AMW	18 RCH411
58-0092	KC-135R	92nd/141st ARW	RCH203	02-1101	C-17A	437th AW	RCH971
62-3572	KC-135R	117th ARS KS ANG	*RCH321	62-3528	KC-135R	77th ARS AFRC	RCH2528
63-8002	KC-135R	22nd ARW	*RCH703	N803NA	G-III	NASA	18 NASA803
63-8020	KC-135R	92nd/141st ARW	RCH344	18. 01-0197	C-17A	437th AW	19 RCH1197
04. 73-1597	C-130H	317th AG	RCH466	63-3186	C-130H	222 Filo	19 TUAF610
156507	EP-3E	VQ-2	NavyRA507	73-1582	C-130H	317th AG	19 RCH556
05. N488EV	B747-230B	Evergreen	EIA1531	61-0304	KC-135R	92nd/141st ARW	RCH879
09. 05-0424	U-28A	319th SOS	RCH1025-1027	62-3545	KC-135R	22nd ARW	19 RCH194
05-0442	U-28A	319th SOS	RCH1025-1027	63-7977	KC-135R	22nd ARW	19 Cacti92
05-0482	U-28A	319th SOS	RCH1025-1027	63-8006	KC-135R	319th ARW	RCH191
11. FA116	F-16AM	10w	12 BAF495	63-8887	KC-135R	22nd ARW	RCH546
FA134	F-16AM	10w	12 BAF495	19. 87-0039	C-5B	337th AS AFRC	RCH568
12. CE02	ERJ145LR	21sm	BAF676	86-0030	KC-10A	305th AMW	RCH6030
84-0062	C-5B	436th AW	RCH532	N418MC	B747-47UF	Atlas Air	GTI8404
96-0008	C-17A	62nd AW	RCH677	20. 81-0005/OK	E-3C	960th AACs	Shuck80
03-3124	C-17A	437th AW	RCH870	62-3551	KC-135R	22nd ARW	22 RCH305
62-1834	C-130E	40th AS	RCH893	159119/119	C-9B	nmks	21 CNV61RK
88-1308	MC-130W	73rd SOS	RCH1021	85-00152	RC-12K	1st MI BN	Argus32
07-4638	C-130J-30	41st AS	RCH041	N707CK	B747-246F	Kalitta	Kalitta411/412
13. ZH104	E-3D	8sq	*NATO07	21. 00-0183	C-17A	62nd AW	22 RCH973
84-0112	C-21A	76th AS	Spar91	02-1100	C-17A	437th AW	RCH972
88-2101	HC-130H	102nd RQS NY ANG	King2	90-0300	C-20H	76th AS	Sooner01
58-0047	KC-135T	22nd ARW	RCH8047	84-0081	C-21A	76th AS	22 Jalop19
59-1492	KC-135R	92nd/141st ARW	RCH9492	84-0109	C-21A	76th AS	Jalop14
61-0314	KC-135R	22nd ARW	RCH1314	59-1476	KC-135R	92nd/141st ARW	RCH9476
62-3550	KC-135R	197th ARS AZ ANG	Blue47	86-00079	C-12J	6-52nd AVN	Duke05
14. 84-0081	C-21A	76th AS	Jalop5	22. LX-N90448	E-3A	NAEWF	*NATO08
58-0120	KC-135R	91st ARS	RCH303	84-0083	C-21A	76th AS	Spar91
62-3554	KC-135R	22nd ARW	15 RCH2554	92-0548	C-130H	40th AS	26 RCH471
63-8027	KC-135R	319th ARW	15 RCH3027	87-9281	C-130H	95th AS AFRC	Herky20
85-00155	RC-12K	1st MI BN	+16 Argus88	62-3559	KC-135R	22nd ARW	23 Cacti91
15. 62-3524	KC-135R	106th ARS AL ANG	RCH850	23. 63-3186	C-130E	222 Filo	25 TUAF610
63-8011	KC-135R	92nd/141st ARW	RCH882	ZJ699	Typhoon T1	BAe Warton	29 Tarnish5
63-8876	KC-135R	168th ARS AK ANG	RCH330	01-0192	C-17A	437th AW	RCH1815
900530	C-26D	NAF Sigonella	16 CNV6103	84-0083	C-21A	76th AS	Spar91
16. ZJ700	Typhoon F2	BAe Warton	Tarnish8	62-3506	KC-135R	133rd ARS NH ANG	Blue51
84-0111	C-21A	76th AS	Spar91	24. 84-0061	C-5B	436th AW	02 RCH629
06-4634	C-130J-30	41st AS	18 RCH675	62-3562	KC-135R	91st ARS	25 RCH3562

28. LX-N90458	E-3A	NAEWF	*NATO17
ZG500/71	Harrier GR9	20(R)sq	*Striker42
XV301	Hercules C3	LTW	*RRR670
29. E49/705-LB	Alpha Jet E	EAC00.314	30 FAF6442/41
E110/314-TH	Alpha Jet E	EAC00.314	30 FAF6442/41
078/YE	EMB121AA	EAT00.319	FAF9090
30. E17/314-AA	Alpha Jet E	EAC00.314	FAF6440

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02. LX-N90456	E-3A	NAEWF	NATO15
XV707/184	S.King ASaC7	849NAS	05 Cyclops84
03. 203/36-CC	E-3F	EDCA00.36	FAF9051
ZR321	A109E	32(TR)sq	
ZE418/186	S.King ASaC7	849NAS	05 Guardian86
ZD849/110	Tornado GR4	617sq	Lossie01
04. E42/314-TA	Alpha Jet E	EAC00.314	05 FAF6412
E88/314-LL	Alpha Jet E	EAC00.314	05 FAF6413
E137/314-LJ	Alpha Jet E	EAC00.314	05 FAF6411
073/YB	EMB121AA	EAT00.319	FAF9090
05. ZH536	Islander CC2A	Northolt SF	RRR7950
ZF291	Tucano T1	1 FTS	*LOP85
06. 9813	Mi-17	231.vrl	19 CEF471
XX185	Hawk T1	208(R)sq	19 VYT33
09. M-516	Merlin Mk512	Esk722	19 DAF3160
XS712/A	Dominie T1	55(R)sq (flypast)	Banquet
XS728/E	Dominie T1	55(R)sq (flypast)	Banquet
XS730/H	Dominie T1	55(R)sq (flypast)	Banquet
ZG474/64	Harrier GR9	20(R)sq	*Striker
11. XX278	Hawk T1A	BAe Warton	Tarnish 12
ZF622	PA-31-50	QinetiQ	Gauntlet 53
ZF319	Tucano T1	1 FTS	*Cranwell08
12. ZG889	Lynx AH9	WHL/QinetiQ	19 Gauntlet33
13. 090/ZF	EMB121AA	EAT00.319	FAF9090
ZJ205, ZJ218	Apache AH1	4 Regt	Prowler
ZD703	BAe125 CC3	32(TR)sq	Northolt35
15. ZH899	Chinook HC3R	QinetiQ	19 SHF391
ZR323	A109E	32(TR)sq	RRR1746
ZR322	A109E	32(TR)sq	RRR1316
XX308	Hawk T1	Red Arrows	*Red3
XX253	Hawk T1A	Red Arrows	*Red5
099/YP	EMB121AA	EAT00.319	FAF9090
ZJ707/O	Griffin HT1	60(R)sq	Shawbury81
17. XX478/CU-564	Jetstream T2	750NAS	NVY808
ZG862/94	Harrier GR9	20(R)sq	*Striker139
OE-VMN	DA-42	MoD	arrived for trials

20. 84-0083	C-21A	76th AS	*Spar91
ZJ173 +1	Apache AH1	3 Regt	Camelot1/2
23. 58-0100	KC-135R	351st ARS	*Quid76
ZG474/64	Harrier GR9	20(R)sq	*Striker12
24. ZH884	Hercules C5	LTW	*
ZJ814/QO-Z	Typhoon T1A	3sq	*
25. 098/YO	EMB121AA	EAT00.319	FAF9090
60-0355	KC-135R	351st ARS	*Quid01
ZG848	Islander AL1	1 Flt	AA582
26. ZF240 +1	Tucano T1	1 FTS	*Polestar1/2
27. 204/36-CD	E-3F	EDCA00.036	FAF9026
XX481/CU-560	Jetstream T2	750NAS	30 NVY809
30. ZH659/107	Harrier T12	20(R)sq	*Striker14
ZF485	Tucano T1	1 FTS	*

December 2009

01. 098/YO	EMB121AA	EAT00.319	*FAF6796
G-OTCS	Shadow R1	5sq	Rushton71
ZJ814/QO-Z	Typhoon T1A	29(R)Sq 3 mks	*Typhoon29
03. ZA447	Tornado GR4	41(R)Sq	*Rebel41
ZF145	Tucano T1	1 FTS	
07. 204/36-CD	E-3F	EDCA00.036	FAF9020
ZF407	Tucano T1	1 FTS	*LOP74
08. 086/YI	EMB121AA	EAT00.319	FAF9090
XZ246/434	Lynx HAS3	815NAS	Skua348
ZA447	Tornado GR4	41(R)Sq	*Apollo1
ZF243	Tucano T1	1 FTS	Linton76
ZF290	Tucano T1	1 FTS	*LOP76
ZF295	Tucano T1	1 FTS	*
ZF407	Tucano T1	1 FTS	*LOP74
09. 60-0331	KC-135R	351st ARS	*Quid30
ZD703	BAe125 CC3	32(TR)sq	Northolt16
ZG752/129	Tornado GR4	Marham Wg	*Marham22
10. 090/ZF	EMB121AA	EAT00.319	FAF9090
ZJ173	Apache AH1	3 Regt	AA343
ZD560	Lynx Mk 7	ETPS	
11. LX-N20000	CT-49A	NAEWF	
13. LX-N20000	CT-49A	NAEWF	NATO29
14. 203/36-CC	E-3F	EDCA00.036	FAF9022
15. ZF244	Tucano T1	1 FTS	*
16. LX-N19997	CT-49A	NAEWF	+29 NATO29
ZH884	Hercules C5	LTW	RRR524
22. LX-N20000	CT-49A	NAEWF	NATO29

Credits: MAR, Scramble Messageboard.



Albacete is the new home of the Tactical Leadership Programme (TLP). One of the participating aircraft was this Tornado ECR 46+41 from JBG32. (Albacete, 12 November 2009, Philippe Devos)

Civil News



Moskovia Airlines took delivery of this ex SAS Boeing 737-800 late December last year. This VQ-BFR registered aircraft is photographed here at Salzburg on 16 January 2010. (Bill de Koning)

Manufacturers News

Airbus

A320

That there is plenty of life in the current A320 family is evident by a look at the order book. In order to keep the aircraft an attractive choice for its customers, Airbus is seriously investigating the possibility of offering a re-engined A320. The European aircraft manufacturer has signed agreements with both CFM International and Pratt & Whitney. The details of this agreement have not been made public, but sources close to the agreements state that performance targets have been specified for a new power plant. It is likely that Pratt & Whitney will be offering (a revised) PW1000G engine and CFM its LEAP-X engine. The aim is to increase the operational performance of the narrow body and to go head-to-head with a possible 150 seat CSeries (see Bombardier segment). As an interim solution, CFM will be working on an enhanced version of the current CFM56 engine.

Boeing

B737

Despite the efforts undertaken by Airbus and Bombardier to develop a re-engined version or a new aircraft, Boeing has stated that it is looking into ways in which to improve the B737, but that it is in no rush to draw up plans for a re-engined version to compete with the CSeries or the possibly re-engined A320. The Chicago-based company has reiterated that a successor to the B737 will not be available before the mid 2020s.

B747

Gauntlet testing has been completed for the first B747-8F. The results are now processed and subsequently taxi and rejected take-off tests are performed. If this goes well, the aircraft will start the 1,600 hour flight test programme, that will be flown with three aircraft. After the total of 3,700 hours (flying and non flying) have successfully been completed, Cargolux will be able to take delivery of its first aircraft by the end of this year.

Bombardier

CSeries

Rumour has it that Bombardier will develop a 150 seat variant of its current CS300 offering. The CS300 is capable of transporting 130 passengers, whereas its smaller sibling (CS100) will accommodate 100 passengers. Bombardier itself has

called the rumours speculative, but has admitted that before the design freeze of the CSeries possible product enhancements and a new family member will be considered. In the meantime, barrel testing has started. During these tests, the fuselage is subjected to various pressure forces to simulate normal aircraft usage.

COMAC

ARJ21

China will not be able to certify the ARJ21 before the end of this year. A new timeline has not been suggested. This means another delay for the aircraft. But there was also positive news, as the US FAA has started to assess CAAC (Chinese FAA) certification requirements and efforts. Comac needs FAA certification in order to export the aircraft to non-Chinese customers. The certification efforts will be undertaken by four aircraft from the end of January, when the fourth prototype has taken to the skies.

Embraer

Embraer more than tripled its production output of executive jets in 2009. They delivered 115 business jets last year, up from the 36 it delivered in 2008. Embraer delivered 93 Phenom 100s, one Phenom 300, 18 Legacy 600s and three Lineage 1000s. The manufacturer delivered 54 Phenom 100s in the fourth quarter alone. In 2008 it delivered two Phenom 100 light jets, 33 super-midsize Legacy 600s and one E175 bizliner. Embraer plans to start deliveries of its Legacy 650—a \$29.5 million super-midsize jet with 3,900-nm range—in the second half of 2010.

Eurocopter

Eurocopter met its business and delivery objectives for 2009 and stabilised its turnover at the level of its record year 2008. The economic crisis caused a sharp order decline in the civil market for light helicopters. However, government orders compensated the drop in commercial unit sales. In 2009, a total of 558 new military and civil helicopters was delivered, 588 in 2008. Order bookings counted up to 344 new helicopters in 2009 (715 in 2008, 802 in 2007, 615 in 2006 and 401 in 2005).

The orders placed in 2009 for production helicopters are as follows:

- 8 (83 in 2008) units of the EC120 Colibri
- 103 (340 in 2008) aircraft of the Ecureuil/Fennec/EC130 family
- 58 (123 in 2008) units of EC135s

- 63 (81 in 2008) aircraft BK117/EC145 family (including 51 UH-72A Lakota)
- 9 (39 in 2008) aircraft of the Dauphin/Panther/EC155 family
- 81 (45 in 2008) aircraft of the Super Puma/Cougar/EC225/EC725 family
- 22 (12 in 2008) units of the NH90

Hawker Beechcraft

King Air 350i

Hawker Beechcraft received FAA and EASA type certification

for the latest King Air variant. Equipped with a new passenger interior, the 350i is now the quietest of all King Airs with cabin sound levels reduced to an average of 78 dB by extensive soundproofing. It is also the first business aircraft to use the Rockwell Collins Venue cabin management system. The turboprop twin also features Beechcraft's new FlexCabin functionality, which allows users to remove or change the seating configurations easily. Among the 350i's options is a vanity in the aft lavatory area with running water and automatic LED lighting. Deliveries have started in the meantime.

Jetliners



In the near future three ex Air Berlin A320s will join the fleet of Azerbaijan Airlines. One of them is this D-ABDH. The aircraft is waiting for delivery in a full Azerbaijan Airlines colour scheme but still with its German registration. On delivery it will be registered as EK-AZ77. (Eindhoven, 12 January 2010, Michiel van Herten)

A300	B4-103F	189	EI-OZC	Air Contractors / DHL, ex OO-DIJ of European Air Transport (correction previous identity Scramble 368 – Page 47).
	B4-203F	234	EI-OZH	Air Contractors / DHL, ex OO-DLI of European Air Transport / DHL. Registered in Ireland in January.
	B4-203F	236	EI-OZD	Air Contractors / DHL, ex OO-DLE of European Air Transport / DHL. As above.
	B4-203F	250	EI-EAC	Air Contractors / DHL, ex OO-DLT of European Air Transport / DHL. As above.
	B4-203F	259	EI-OZF	Air Contractors / DHL, ex OO-DLD of European Air Transport / DHL. As above.
	B4-203F	261	N261AX	Wells Fargo Bank, ex OO-TZB of TNT Airways. Registered in the US on 7 January. The Airbus has been stored at Mojave (CA) since 28 December 2009.
	B4-203F	289	EI-EAF	Air Contractors / DHL, ex OO-DLU of European Air Transport / DHL. Registered in Ireland early January.
	B4-622R	557	TF-ELK	Air Atlanta Icelandic, ex Etihad Airways. Returned to Air Atlanta after lease to Etihad Airways in December.
A310	-304	595	EK-31095	Vertir Airlines, ex C-GTSL of Air Transat. Delivered on 7 December.
A319	-111	3084	HB-JZS	EasyJet Switzerland, ex G-EZBP of easyJet. Registered in Switzerland on 5 January.
	-132	4166	D-AGWO	Germanwings. Delivered on 22 January. Test registration was D-AVWH
A320	-231	43	S5-AAA	Adria Airways, ex Afriqiyah Airways. Returned to Adria Airways after lease to Afriqiyah already on 7 October.
	-231	193	G-VCED	Thomas Cook Airlines. Ferried to Greenwood (MS) for scrapping on 4 January.
	-232	453	OE-IAE	CIT Leasing Corporation (correction Scramble 368 – Page 47).
	-214	2048	TC-TCH	Turkuaz Airlines, ex N351LF of ILFC. Delivered late December. Former 6Y-JMK of Air Jamaica.
	-216	3952	F-HBEV	CCM Airlines (correction Scramble 368 – Page 47).
	-214	4139	F-HEPA	Air France. Delivered on 21 December. Test registration was F-WWXZ.
	-214	4153	D-AIZC	Lufthansa. Delivered on 15 January. Test registration was D-AVVL.
	-214	4157	G-EZTP	EasyJet. Delivered on 11 January. Test registration was D-AVFN.
	-214	4160	VQ-BEJ	Aeroflot. Delivered on 20 January. Test registration was D-AVVO.
	-214	4161	D-AVVP	Air Berlin. Delivered on 19 January. Test registration was D-AVVP.
	-232	4165	SX-DGB	Aegean Airlines. Delivered on 19 January. Test registration was F-WWBX.
	-232	4174	HA-LPZ	Wizz Air. Delivered on 15 January. Test registration was F-WWDU.
A321	-131	604	TC-TUB	Atlasjet International Airways, ex Best Air. Delivered in December.
A330	-202	205	PK-YVJ	Batavia Air, ex N271LF of ILFC. Delivered on 11 January. Former EC-KIL of Air Comet.

	-243	250	C-GGTS	Air Transat, ex Garuda Indonesian Airways. Returned to Air Transat after hajj lease to Garuda early January.
	-243	271	C-GTIS	Air Transat, ex Garuda Indonesian Airways. As above.
	-343X	356	OY-VKH	Thomas Cook Scandinavia, ex Garuda Indonesian Airways. As above on 1 January.
	-343X	357	OY-VKI	Thomas Cook Scandinavia, ex Garuda Indonesian Airways. As above on 2 January.
	-343X	670	EC-JHP	Iberworld Airlines, ex Garuda Indonesian Airways. As above on 3 January.
	-243	751	VT-JWD	Jet Airways, ex Oman Air. Returned to Jet Airways after lease to Oman Air late November.
	-323X	799	N813NW	Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in December.
	-243	807	VT-JWE	Jet Airways, ex Oman Air. Returned to Jet Airways after lease to Oman Air late October.
	-323X	817	N815NW	Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in December.
	-323X	857	N818NW	Delta Air Lines, ex Northwest Airlines. As above.
	-323X	859	N820NW	Delta Air Lines, ex Northwest Airlines. As above.
	-223	943	EI-ELI	Amentum Aircraft Leasing, ex EC-KIO of Air Comet. Registered in Ireland in January.
	-223	962	EI-ELJ	Amentum Aircraft Leasing, ex EC-KVS of Air Comet. As above.
	-223	970	EI-EJY	Amentum Aircraft Leasing, ex EC-KXB of Air Comet. As above.
	-223	979	EI-EJZ	Amentum Aircraft Leasing, ex EC-KYC of Air Comet. As above.
	-343E	1077	VQ-BEK	Aeroflot. Delivered on 19 January. Test registration was F-WWKN.
	-243	1008	CS-TFZ	HiFly, ex Garuda Indonesian Airways. Returned to HiFly after hajj lease to Garuda on 1 January.
A340	-312	7	EI-ELH	Amentum Aircraft Leasing, ex EC-KHU of Air Comet. Registered in Ireland in January.
	-313X	381	B-HXL	Cathay Pacific Airways. Ferried to Victorville (CA) for storage on 5 January.
A380	-861	25	A6-EDH	Emirates. Delivered on 18 January. Test registration was F-WWSV.
	-842	29	VH-OQF	QANTAS. Delivered on 13 January. Test registration was F-WWSA.
B737	-306	23545	OM-ASE	Air Slovakia, ex Albanian Airlines. Returned to Air Slovakia after lease to Albanian Airlines on 22 January.
	-3G7	24011	G-GDFA	Jet2, ex OE-CID of CIT Leasing Corp. Delivered on 7 January. Former OM-HLX of Seagle Air.
	-4K5	24126	N726CF	Wells Fargo Bank, ex EC-KRD of Blu-Express. Registered in the US on 30 December. The aircraft was leased by Blu-Express from Futura International Airways. The aircraft has been stored at Milan-Malpensa since January 2009.
	-4K5	24128	N728CF	Wells Fargo Bank, ex EC-JSS of Hola Airlines. Registered in the US on 29 December.
	-505	24649	N139MN	Wells Fargo Bank, ex LN-BRS of SAS. Registered in the US on 12 December.
	-4Y0	26085	YA-PID	Pamir Air, ex TC-JEV of Anadolujet. Delivered on 11 January.
	-8FZ	29674	LN-NOU	Norwegian Air Shuttle. Delivered on 13 January. Line # 3140.
	-8AS	29935	ET-ANB	Ethiopian Airlines. Crashed in the Mediterranean sea shortly after take off from Beirut on 25 January. Former EI-CSW of Ryanair. See Dustpan & Brush for details.
	-73V	30237	LV-...	Aerolíneas Argentinas, ex G-EZJC of easyJet. Delivered on 10 January. Registered in between as N384DF of the Wells Fargo Bank.
	-7Z9	30419	OE-LNO	Austrian Airlines, ex Lauda Air. Painted in Austrian colours in January.
	-8Z9	30421	OE-LNQ	Austrian Airlines, ex Lauda Air. As above.
	-86J	30637	C-FTAE	Sunwing Airlines, ex SE-RHR (addition Scramble 368 – Page 49)
	-8K5	30883	D-AHFZ	TUIfly, ex Hapagfly. Painted in a special blue ARD Fernsehlotterie colour scheme at Eindhoven late November.
	-76N	32737	OY-MRS	Cimber Sterling, ex G-STRH of Trawel Air / Astraeus. Delivered on 22 January.
	-8Z9	34262	OE-LNS	Austrian Airlines, ex Lauda Air. Painted in Austrian colours in January.
	-752	34297	TC-JKJ	<u>THY Turkish Airlines</u> (addition and correction Scramble 368 – Page 49).
	-8K5	34685	D-ATUD	TUIfly, ex Hapagfly. Painted in a special Haribo colour scheme in January.



Sichuan Airlines has three brand new Airbus A330-243s on order. They will be the first wide-bodies in their fleet. Sichuan will use these Airbuses on new routes to Los Angeles, San Francisco and Seattle. One of the three is seen here during a test flight at Toulouse wearing its French test registration F-WWYZ. (21 January 2010, Olivier Gregoire)



Albanian Airlines leases this Boeing 737-300 OM-ASD from Air Slovakia. The aircraft is the former PH-BDG of KLM.
(Frankfurt, 2 January 2010, Edward Kleiser)

	-8K5	34686	D-ATUE	TUIfly, ex Hapagfly. Painted in a yellow TUIfly colour scheme in January.
	-8AS	35022	EI-EKA	Ryanair. Delivered on 14 January. Line # 3139.
	-8AS	35023	EI-EKE	Ryanair. Delivered on 21 January. Line # 3148.
	-8AS	35024	EI-EKD	Ryanair. Delivered on 22 January. Line # 3146.
	-8AS	35025	EI-EKF	Ryanair. Delivered on 25 January. Line # 3152.
	-7K5	35136	D-AHXF	Air Berlin, ex TUIfly. Painted in Air Berlin colours late January
	-8FN	37076	OK-TVL	Travel Service Airlines. Delivered on 26 January. Line # 3147.
	-86J	37748	D-ABKI	Air Berlin. Delivered on 28 January. Line # 3157.
	-8AS	38494	EI-EKB	Ryanair. Delivered on 14 January. Line # 3141.
	-8AS	38495	EI-EKC	Ryanair. Delivered on 15 January. Line # 3143.
B747	-251B	21705	N623US	Northwest Airlines. Ferried to Marana (AZ) for storage on 25 November.
	-251B	21706	N624US	Northwest Airlines. As above on 27 November.
	-249F	22245	N643NW	Northwest Airlines. Ferried to Walnut Ridge (AR) for storage on 29 December.
	-251BF	23111	N631NW	Northwest Airlines. Ferried to Marana (AZ) for storage on 28 December.
	-251BF	23112	N632NW	Northwest Airlines. As above on 26 December.
	-306SCD	23508	PZ-TCM	Surinam Airways. As above on 18 January.
	-2J6BF	23746	B-2450	Uni-Top Airlines, ex Air China. Delivered on 2 November.
	-451	23818	N663US	Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in December.
	-451	23819	N664US	Delta Air Lines, ex Northwest Airlines. As above in November.
	-451	23821	N666US	Delta Air Lines, ex Northwest Airlines. As above in December.
	-251F	23887	N639US	Northwest Airlines. Ferried to Victorville (CA) for storage on 27 December.
	-251F	23888	N640US	Northwest Airlines. Ferried to Marana (AZ) for storage on 21 November.
	-256BF	24071	Z3-CAC	Star Airlines (Macedonia), ex N240TR of the Wells Fargo Bank. Delivered in January. Former Z3-CAB of the same airline.
	-212F	24177	N644NW	Northwest Airlines. Ferried to Marana (AZ) for storage on 26 December.
	-446BCF	24424	N742CK	Kalitta Air, ex JA8072 of Japan Airlines. Delivered mid-January after freighter-conversion at Xiamen.
	-451	24255	N670US	Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in December.
	-438	25067	VH-OJK	QANTAS. Ferried to Victorville (CA) for storage on 18 January.
	-4B5BCF	26392	HL7484	Korean Air. Re-delivered to Korean Air after freighter-conversion on 6 January.
	-412	26548	N548MD	Wells Fargo Bank, ex B-HKD of Cathay Pacific Airways. Registered in the US on 12 January. The aircraft flew to Goodyear (AZ) for storage on 25 January.
	-422	26876	N187UA	United Airlines. Ferried to Victorville (CA) for storage on 5 January.
	-412	28031	9V-SPN	Singapore Airlines. As above on 7 January.
	-451	30267	N672US	Delta Air Lines, ex Northwest Airlines. Painted in Delta colours in December.
B757	-23A	24292	G-OJIB	Astraeus, ex Saudi Arabian Airlines. Returned to Astraeus after hajj lease to Saudi Arabian Airlines on 1 January.
	-28A	24544	OM-ASG	Air Slovakia, ex Albanian Airlines. Returned to Air Slovakia after lease to Albanian Airlines on 22 January.
	-256	26241	EC-ISY	PAL Pincipal Airlines, ex Privilege Style. Delivered on winter lease on 13 January.
	-28A	33101	G-OOBF	Thomson Airways, ex First Choice Airways. Painted in Thomson colours at Maastricht in January.
B767	-266ER	23178	9Q-COG	Hewa Bora Airways, ex S9-TOP of the same airline. Noted with this new registration at Johannesburg in December.
	-383ER	24475	N346CL	Wells Fargo Bank, ex UR-VVO of AeroSvit Ukrainian Airlines. Registered in the US on 31 December.
	-3Y0ER	25411	CS-TFS	Euro Atlantic Airways, ex Med-View Airline. Returned to Euro Atlantic Airways after hajj lease to Med-View Airline on 24 December.

	-3Y0ER	26204	N764RD	Ryan International Airlines, delivered on <u>9 January</u> (addition and correction Scramble 368 – Page 50) .
	-3Y0ER	26208	CS-TFT	Euro Atlantic Airways, ex Med-View Airline. Returned to Euro Atlantic Airways after hajj lease to Med-View Airline on 25 December.
	-33AER	27908	N351AX	Omni Air International, ex I-DEIF of Alitalia. Delivered on 31 December.
	-33PER	28392	UK67002	Uzbekistan Airways, ex VP-BUZ of the same Airline. Noted with this new registration at Heathrow on 7 December.
B777	-21B	27359	B-2053	China Southern Airlines, ex Garuda Indonesian Airways. Returned to China Southern Airlines after hajj lease to Garuda on 1 January.
	-21B	27360	B-2054	China Southern Airlines, ex Garuda Indonesian Airways. As above.
	-212ER	28513	CS-TFM	Biman Bangladesh Airlines, ex 9V-SRA of Singapore Airlines. Delivered on 23 January. The aircraft is leased from Portuguese Euro Atlantic Airways.
	-212ER	28507	9V-SQA	Singapore Airlines. Ferried to Victorville (CA) for storage on 18 January.
	-35EER	32642	B-16716	EVA Air. Delivered on 18 December. Line # 822.
	-35EER	33757	B-16715	EVA Air. Delivered on 18 December. Line # 810.
	-31HER	35595	A6-ECY	Emirates. Delivered on 27 January. Line # 840.
	-FZN	36004	D-AALD	AeroLogic. Delivered on 30 December. Line # 838.
	-367ER	36160	B-KPO	Cathay Pacific Airways. Delivered on 25 January. Line # 843.
	-36NER	37712	RP-C7776	Philippines – Philippine Airlines. Delivered on 20 January. Line # 841.
	-381ER	37950	JA784A	ANA – All Nippon Airways. Delivered on 6 January. Line # 833.
BAe146	-200A	E2108	G-RAJJ	Altavia Jet Services Ltd, ex G-CFDH of BAE Systems (Operations) Ltd. Registered on 8 December. Will be delivered in 2010 after being converted into a VIP aircraft.
	-RJ85	E2226	SE-DJO	Malmö Aviation. Leased from Transwede since December 2009.
	-RJ100	E3234	G-CCTB	Trident Jet Leasing (Ireland) Ltd, ex OY-FJE of Atlantic Airways. Registered on 7 January. Was ferried from Southend to Bacau in Romania on 18 November 2009.
CRJ	CL-800	8063	OE-IKG	Mapjet, ex Majestic Executive Aviation and Luxury Travel. Per November.
	CL-850	8065	D-AAIJ	Jetair Flug. Arrived at Saarbrücken on 16 January.



This CL850 was delivered to Jetair as D-AAIJ on the day this picture was taken, 16 January 2010. Jetair is the first operator of this aircraft which was already built in 2006, but it was not until now that a customer was found. (Saarbrücken, Matthias Becker)



South African recently introduced a slightly revised colour scheme, which is seen here on the ZS-NLT registered CRJ700 of South African Express. (Johannesburg, 18 December 2009)

	CL-850	8093	UP-C8503	Khozu Avia. Delivered late December.
	702	10289	UP-CL001	Khozu Avia. Delivered late December.
	900LR	15249	D-ACNJ	Eurowings. Delivered on 8 January.
	900	15250	LN-RNL	SAS, ex (OY-KFM ntu). Delivered on 16 January.
DC-8	-73F	46073	N155CA	National Airlines, ex N803UP of United Parcel Service. Delivered on the last day of 2009.
DC-9	-82	49385	SE-DFT	SAS, ex LN-ROR. Registered 16 December.
	-82	49424	SE-DFX	SAS, ex LN-ROU. Registered 21 December.
	-82	49437	SE-DMI	SAS, ex LN-RLR. Registered 15 December.
	-82	49438	SE-DFY	SAS, ex LN-ROW. Registered 23 December.
	-82	49555	SE-DIO	SAS, ex LN-RMD. Registered 16 December.
	-82	49615	SE-DID	SAS, ex LN-ROY. Registered 22 December.
	-82	49909	SE-DII	SAS, ex LN-RMC. Registered 16 December.
	-83	49936	OY-RUE	Danish Air Transport, ex YR-HBZ of Medallion Air. Registered in Denmark on 21 January.
	-83	53008	SE-DIY	SAS, ex LN-ROM. Registered 22 December.
	-82	53347	SE-DMD	SAS, ex LN-RON. Registered 22 December.
	-82	53366	SE-DME	SAS, ex LN-ROO. Registered 23 December.
	-83	53465	UR-CHM	ATA Airline, ex TC-OAS of Onur Air. Leased from Khors Aircompany. Delivered on 19 December.
ERJ	135BJ	14501107	VH-VLT	Southern Cross Jets. Delivered on 15 January.
	190LR	19000332	D-AECB	Lufthansa CityLine. Arrived at Munich on 29 January.
	190LR	19000333	D-AECC	Lufthansa CityLine. Arrived at Munich on 23 January.
	190STD	19000334	PH-EZL	KLM Cityhopper. Arrived at Amsterdam in the evening of 23 January.
MD-11	F	48410	Z-BAT	Avient Aviation, ex PR-LGE of VARIG LOG. Registered as N575SH of Pegasus Aviation IV Inc. in between. Delivered on 27 January.
	F	48581	D-ALCR	Lufthansa Cargo. Arrived for storage at Victorville (CA) on 11 January.

Credits: Airfleets, Skyliner, RZjets en Airline-List, Matthias Becker, Peter Holzer

Propliners

The new year started in a sad and unexpected way for the three former Aero Union Lockheed Neptune airtankers N701AU (**7190**), N716AU (**7065**) and N718AU (**7214**). All three had been withdrawn from use by Aero Union by 2004, and placed in storage at their base at Chico (CA). In October 2007 they were all registered to Bravo Airlines from Opa-Locka (FL), although in hindsight they apparently remained the property of Aero Union. All this led to quite a bit of speculation at the time about Bravo's plans with these aircraft.

N716AU had been on display at the Chico Air Museum since 2005, but in the Spring of 2007 it was towed back from the museum to a ramp at the airport. Nothing else happened, and the

trio remained in storage at Chico. Until 18 January 2010 that is. On that day the scrappers moved in with heavy gear and reduced Tanker 01 to a heap of wrecked metal in a matter of hours. The next day Tankers 16 and 18 followed.

Every bit of the three aircraft was scrapped, even the props, engines, cockpit instrumentation etc. Not a single part was salvaged, not even for static display. The reason for this insanity allegedly is that Aero Union's CEO did not want to risk that any part, no matter how small, would cause possible "liability issues" in the future. Yeah, right... Aero Union is obviously no longer the friendly and prop-loving company it once was.



In the Propliners section of last month, we mentioned that only three DHC-4 Caribous are still active. One of them is this PK-YRJ of Trigana Air Service. This Caribou flew for the American and Spanish military and Newcal Aviation in the USA before being delivered to Indonesia in 2004.

(Jayapura, 1 October 2009, Sefendy Handoko)

BAe	748	1779	5Y-YKM	748 Air Services, ran off the runway on landing at Tonj, Sudan on 20 December 2009.
Canadair	CL-415	2074	C-FZTY	Delivered to Italy and cancelled from the Canadian register on 21 January 2010.
Douglas	C-47A	13310	N115SA	Classic Aircraft Aviation Museum, registered 12 November 2009. Was flown from Chino (CA) to its new home base at Hillboro (OR) in October 2009. This aircraft will be kept in flyable condition, just like the museum's two A-26 Invaders.
Grumman	AF-2S	2	N3143G	This Guardian was owned by Aero Union since 1962, and was stored at Chico (CA) minus its engine since 1974. In 2008 it was sold to Jimmy Leeward from Florida, to be used for spares for his AF-2S Guardian N9995Z (296). Jimmy removed several parts, and then very kindly loaned the aircraft to the Chico Air Museum. It was placed on display on the museum grounds in 2009, and restoration to display condition started immediately. Only five Grumman Guardians survive today.
	SA-16A	G-38	PP-ZAT	Esquadilha Oi's magnificent Albatross recently traded its black "Global Wildlife Conservancy" colours for the striking orange and yellow Esquadilha Oi colours. Now also carries "FAB 6535" on the dorsal fin, and a large "7" on the fin.
Lockheed	C-130A	3142	N126TG	International Air Response, registration was reserved on 28 December 2009 (current as N131HP). Presumably still stored at Coolidge (AZ).
	SP-2H	7248	203/V	Ex MLD. Almost 30 years after it was withdrawn from use at Willemstad's Hato Airport in Curaçao in 1982, the fin of this aircraft was removed. It will be restored and then displayed as a memorial. It is not yet clear what will happen to the rest of the aircraft, which remains with the fire services for now.
N.American	TB-25N	32782	PH-XXV	Duke of Brabant Air Force, ex N320SQ. On 19 January 2010 our wonderful Mitchell finally received this (very fitting) Dutch registration. It certainly did take some time... This registration had first been reserved for this aircraft on 26 April 1999! The N-reg had already been cancelled a month ago, on 17 December 2009.

Commuters

Not a great deal this month in the way of orders.

Sakhalin Regional Administration plans to acquire ex CHC Air DHC-8-311B (c/n **451**). The aircraft is currently in storage at Maastricht.

The Nigerian Air Force has ordered a new ATR42-500MP (c/n **819**).

The board of Air India has approved the purchase of three ATRs for operations in the south of the country.



This former Augsburg Airways Dash 8-314 was sold to Air Affaires Gabon late 2009. During its ten years with Augsburg Airways it flew as D-BDTM with Team Lufthansa titles until 2006 and with Lufthansa Regional titles from 2006 until 2009. The aircraft was photographed at Munich wearing its new colour scheme and its new registration TR-CLB. (30 December, Martin Bach)

ATR	72-202	215	C-FULE	Calm Air International, ex F-WNUE. Delivered Toulouse to Reykjavik 10 January.
	72-202	405	N640AS	Air Contractors, ex F-WWLP. Ferried from the United States to Edinburgh between 21 and 23 January in Delta colours. For conversion prior to joining the Air Contractors fleet.
	72-212	460	5H-PAR	Precision Air, ex F-WQNA. Ferried Luxor to Toulouse 24-25 January on return to ATR.
	42-500	503	PP-PTV	Trip Lineas Aéreas, ex F-WNUA. Due to be delivered from Toulouse via the Cape Verde Islands 25 January, along with...
	42-500	510	PP-PTW	Trip Linhas Aéreas, ex F-WNUB.
	72-202	519	VN-B248	Vietnam Airlines, ex F-WQND. Ferried Riyadh to Toulouse 15-16 January on return to ATR.
	72-212A	588	G-CGFT	Nordic Aviation Contractor, ex I-ATMC. Ferried Cologne to Mönchengladbach 30 December after storage, to undergo conversion prior to delivery to new Turkish start-up airline Borajet. G-CGFT was cancelled 4 January.
	42-500	614	PK-...	Gatari Air Service, ex OY-EDE. Departed Billund 4 January on delivery to Jakarta.
	42-500	635	OK-KFM	CSA-Czech Airlines, ex F-WWLP. Ferried Prague to Southend 16 January, Southend to Prague 23 January after painting into the new livery.



This Bombardier Dash 8-Q400, with its Canadian test registration C-GAUI, will be the second Q400 for airBaltic and should be registered YL-BAF when it enters service. It is seen at Bombardier Aerospace Inc. at Toronto-Downsview airport (Ont.) on 14 January 2010, carrying out engine runs. The first Q400 for airBaltic will be registered YL-BAE when it enters service and was used as a demo aircraft with its Canadian test registration C-FZGL at the Singapore air show late January. Landing in the background we can see Dash 8-Q400 C-GAUA for Sata Airlines, returning from a test flight. (Andrew H. Cline)

	72-212A	701	OY-EDC	Nordic Aviation Capital, ex I-ATLR. Ferried Cologne to Mönchengladbach 30 December for continued storage.
	72-212A	702	TC-YAD	Borajet, ex OY-EDD. Delivered Cologne to Istanbul 24 January in Alitalia Express colours.
	72-212A	845	F-WWEK	ATR. Ferried Toulouse to Helsinki and on to Malmo 24-25 January on demo tour to UT Air, in full Fly540 colours.
	72-212A	884	4X-AVT	Arkia, ex F-WWEN. Delivered 31 December Toulouse to Tel Aviv in all white colours and minus titles.
	72-212	894	SE-MDC	Golden Air, ex F-WWED. Delivered Toulouse to Angelholm 8 January.
	72-212A	896	VN-B223	Vietnam Airlines, ex F-WWEG. Ferried from Toulouse to Delhi 2-4 January on delivery to Vietnam.
DHC-8	-102	330	SX-BIO	Olympic Air, ex C-GZQZ. Ferried Athens to Exeter 24 January for overhaul and painting at Norwich.
	-102	364	SX-BIR	Olympic Air, ex C-GZRF. Ferried Exeter to Norwich 4 January and Norwich to Athens 19 January after painting.
	-314	545	TR-CLB	Air Affaires Gabon, ex D-BDTM. Departed Munich 2 January on delivery to Libreville.

Credit: Skyliner.

Fokker News

Italian cargo operator MiniLiner has entered bankruptcy as of 17 December 2009 and since that date its fleet of Fokker F27s and sole Fokker 50 has been parked at various locations. Bergamo: I-MLQT **10295**, I-MLRT **10377**, I-MLGT **10379**, I-ML-

HT **10382**, I-MLCT **20191**, Paris-Charles de Gaulle: I-MLUT **10369**, Dole-Tavaux: I-MLVT **10373**, Limoges: I-MLTT **10378**, Clermont-Ferrand: I-MLXT **10374**.

F27	-500	10629	PK-MFY	Merpati. We located the location where the Friendship has been put in storage: Sentani-Jayapura. It was last seen 14 January.
	-050	20145	OO-VLN	VLM. Ferried 25 January from Antwerp to Norwich to be repainted into CityJet colours.
	-050	20214	TF-JMM	Avia Express Sweden, ex Flugfélag Islands. Delivered on lease to Stockholm-Arlanda 8 January and will operating for Blue1 from Arlanda to Vaasa and Tampere. Avia Express Sweden is the new name of Skyways Express as of 1 December last year.
	-050	20237	OO-VLT	CityJet, ex VLM. Arrived Antwerp 29 January after repaint at Norwich. Was reportedly destined for Air Astana but apparently that is not going to happen any more...
	-050	20277	PH-LXR	KLM Cityhopper. Ferried 4 January Amsterdam to Norwich on return to the lessor.
	-050	20279	PH-LXT	KLM Cityhopper. Last flight was from Dusseldorf to Amsterdam 4 January as KL1858 and has since been parked in hangar 73 at Amsterdam.
F28	-3000C	11134	PK-HNJ	Gatari Air. Last seen at Jakarta-Halim back in October 2006 and was painted in basic Citilink c/s without titles. It was recently seen at Sentani-Jayapura freshly painted in new Gatari Air c/s!
	-4000	11161	XY-AGH	Myanma Airways, ex ZS-JAV AirQuarius. Was seen at Lanseria beginning of January being repainted into Myanma colours, still as ZS-JAV.

-0100	11292	EP-IDA	Iran Air. Suffered a gear incident on landing at Isfahan. See Dustpan & Brush for details.
-0100	11500	PH-MJR	Ferried 5 January to Amsterdam to be repainted into Contact Air colours and arrived back in Woensdrecht on the 18th in such colours. Will be D-AFKD on delivery.
-0070	11564	HA-LMA	Malév. Arrived at Budapest 8 November last year, still as HA-LMA and was seen as such a month later. Was originally due for delivery last December as YR-FMA but...
		YR-KMA	Carpatair, ex HA-LMA Malév. Delivered 22 January from Budapest to Timisoara and the entry into service was three days later. It also received a slightly modified registration compared to what was initially believed it would get (YR-FMA)!
-0070	11565	HA-LMB	Malév. Ferried 3 January to Norwich from Budapest for repaint into Carpatair colours and arrived back at Budapest a week later on 10 January, still as HA-LMB. Is due for delivery this month.

Credits: Skyliner, Ger Buskermolen.

Bizjets

BAe125	-900XP	HA-0140	LX-KAT	Global Jet Luxembourg. The first 900XP model for Luxembourg. Visited Eindhoven at the third day of January of the year 2010.
	-900XP	HA-0148	OD-MIG	Mokbel International Group has entered a MiG in the Lebanese register, or they consider their new Hawker as a MiG. Anyhow, it flew Keflavik-Luton on 16 December. Ex N148XP.
Cessna	510	0049	YU-SPM	Prince Aviation. Visited Rotterdam on 5 December. Former identity was 9A-CSG.
	510	0089	M-USTG	The Mustang of the Isle of Man is back, but do not confuse her with 510-0182! Ex N63223. This baby Citation is leased to Arendals Dampskibsselskab. She is based at Kristiansand.
	525A	0199	N248RF	Staff Air Group has purchased the former LN-AVA. Shame to see a Norwegian bizzzer disappear from the skies.
	525B	0183	F-HBER	Ferried Amman-Istanbul-Cannes on 6 November on delivery. Her new owner is Ixair. Visited Farnborough on 18 December using callsign IXR18MS. Her former juicy markings were A6-SAB.
	560XL	5265	N5535	Ex OE-GPA of AVAG Air. Sold to Bombardier Aerospace Corporation. We suspect that this is part of a deal for the delivery of one of their new products to Austria. We only have no clue which one at this moment.
	560XLS	5700	N713DH	The old ES-SKY of Avies Aircompany arrived at Orlando on 23 November. After overhaul at the Citation centre she changed identity in N813DH per 8 December on account of Higginbotham Management. Apparently they did not like the registration and changed her into N713DH per 30 December.
	560XLS+	6029	OE-GWH	Airlink Luftverkehrs GmbH. XLS+ number two in two months for this company. Ferried Reykjavik-Aarhus-Salzburg during 5-7 December.
	560XLS+	6033	YR-GCI	PA & CO International is the proud owner of this new Citation. The ferry flight from Wichita to Bucharest took two days.
	560XLS+	6040	TC-TSY	Tosyali Holding. Operated by Veyen Aviation. Ferried St. John's – Shannon on 8 November.
Challenger 604		5443	JY-IMK	Ex JY-TWO and not ex OE-IMK as advised last month. Correction Scramble 333 Page The aircraft remains registered in Jordan.
	604	5600	N810GT	8Ten LLC. Ex N800BN of Wilmington Trust Company. Changed markings per 23 December.



The number of Hawker 900XPs, the latest incarnation of the original DeHavilland DH125, has already reached the 150 mark. The one shown above was delivered to Global Jet Luxembourg late in the previous decade. LX-KAT was photographed by Michiel van Herten at Eindhoven on 3 January 2010.



Blue, orange and light brown colours are used to give this Romanian Cessna Citation XLS+ an attractive look. YR-GCI was delivered to PA & CO International mid December 2009. (Stuttgart, 15 January 2010, Oliver Schmid)

	605	5718	N555NN	Bank of Utah. Ex N571TS. Arrived with her old markings at Farnborough on 20 December. Noted with her current identity on 23 December at that same Farnborough.
	605	5742	N950RJ	Amazing to see that Flexjets is already getting rid of a Challenger 605 model. RJ Corman Aviation Services is the new owner. Ex N341FX.
	605	5773	N8888G	Ex N344FX. Another Flexjets 605 model being sold already. We understand that her new owner MITA Trust has based this lady in Tokyo.
	605	5793	N880HK	Ex C-FXQG. Despite her US markings this bird is registered to Jet Asia Macau.
	605	5796	C-GHMW	Image Air Charter. The first of two new Challengers which stays in Canada this month.
	605	5802	C-FBEL	Skyservice Business Aviation. The companies replacement for their 601 model c/n 3028 carrying same markings. Her identity changed into C-FBEL hence the appearance of the new identity.
Embraer	EMB500	50000035	SX-NSS	Ex PT-TFK. Arrived , as Papa Foxtrot Kilo, at Inverness on 13 January. The Brazilian markings were taped over the Greece ones. She was on delivery to Gainjet. A small addition to their Gulfstream 200 fleet.
	EMB500	50000092	M-PHNM	TRG LP. Registered per 3 December. Arrived at Leeds Bradford on 12 December. Ex PT-THP.
Falcon	50	226	CS-DPO	Ex VP-BBD. No you are not going nuts. Sticker registration VP-BBD was only used for a test flight on 4 December. Noted again as CS-DPO on 28 December at Geneva.
	50EX	262	C-GOFJ	Ex N1896T. US markings cancelled per 23 December as registered in Canada. Registered one day later to Albatros Aircraft Corporation & Maple Leaf Warbirds.
	50EX	349	N575JC	Ex N30JC. New S mode in use over Florida on 4 January.
	900EX	98	N209CQ	Volare Acquisitions. Ex N900KX of Adventair IIIA. Cancelled and reregistered to the new owner per 9 December.
	900EX	151	G-EGVO	A familiar serial number for the Rotterdam spotters. Indeed the VP-BSP of Shell Aircraft. Nowadays property of TAG Aviation (UK).
	900EX	165	F-HDLJ	Lixxbail. Operated by Aero Services Executive. Another inhabitant of their Le Bourget based hangar. Registered per 4 November. Ex OE-IMC.
	900EX	225	VP-BPW	Tower House Consultants. Noted at Basel , inside Jet Aviation hangar , on 16 January. She was being prepared for her new customer prior to delivery .
	900EX	228	N18CG	Corning Inc. of Corning (NY). One-Eght Corning was registered per 30 December. Test markings were N228EX.
	2000	163	G-CGHI	Warton Ltd. Ex OY-CKF. Visited Geneva on 17 January. Funny detail is that she is still wearing the Danish flag.
	2000EX	97	N855DG	Dollar General had enough dollars to buy this Falcon. Changed markings per 18 December. Ex N12AR.
	2000LX	163	N209SU	Synthes USA HQ. Placed in trust with Wells Fargo Bank Northwest. US inhabitant per 10 December.
	2000LX	201	D-BEKY	Ex F-WWMG, ferried Little Rock-Le Bourget on 10 December. The aircraft was delivered the following day to BASF. This is the replacement for the companies 2000EX D-BOSS c/n 033 .
	2000LX	204	I-FEDN	Sirio. Departed Le Bourget on 17 December on delivery to Italy. Carries small green/red stripes on a white airframe (Italian flag). Ex F-WWJN.
	7X	55	OE-LLL	International Jet Management . Only the second 7X in the Austrian register until now. Ferried Wilmington-Vienna during 22-23 December using selcal CQ-KS.
	7X	62	N11HD	Ex N62FJ of Dassault Falcon Jet Corporation. Her current owner Banc of America Leasing and Capital has leased her to NII Aviation.

	7X	69	G-CGGN	Ferried as F-WWUH, from Little Rock to Paris Le Bourget after interior completion during 16-17 December. UK citizen per 18 December. Delivered to TAG Aviation (UK) on 22 December.
Global	Express	9024	N9253V	Registered on the last day of 2009. Remains property of the Wells Fargo Bank Northwest. Ex N287Z.
	XRS	9179	N905T	Avion I. Ferried St Louis – Denver on 23 December. Unfortunately this used to be the juicy HL7748 of Samsung.
	XRS	9272	N15SD	Triangle Air Services of Oxford (CT). This XRS is replacing a Citation X c/n 750-0246 with the same markings. Ex VP-CVV.
	XRS	9314	N807DC	Ex C-FTIQ. Ferried Montreal-Burlington-Hartford-Washington during 22 December. Sold to FJ900 Inc per 24 December. Strange name for a company flying a Global.
	XRS	9322	XA-BUA	Although cancelled to the USA this XRS ended up in Mexico! Owner is Aerotresalia. She is based at Toluca where she was noted as such on 12 November. Ex C-FTVO.
	XRS	9329	9H-XRS	The XRS model of Malta was noted at Montreal on 12 December. She also carried testmarkings C-FUOK. No reports yet of her delivery to Malta.
	5000	9346	VH-LEP	Noted with markings VH-LEF at Montreal on 12 December. These markings were applied by mistake since these are currently worn on a CRJ with c/n 8060 . Finally delivered to Linfox Global Charter as VH-LEP. Ferried via Honolulu to Melbourne on 18 December.
Gulfstream IISP		136	N190RP	Ex N95RT. Flew Philadelphia-Addison on 10 January. The 1973 built beauty is owned by WA G2 136 LLC.
	III	318	N184PA	N184PA LLC. The markings clearly state the owner ! Used to be known as N17NC of Saturn Productions. One remembers these markings which were carried in the past on a Gulfstream I model for the youngsters a Gulfstream with propellers.
	III	336	N378MB	ETPC Aviation. Ex N147X. Homebase is Atlanta.
	III	379	N96757	KKMM LLC. Ex N900LA. Re-registered per 10 December.
	IV	1010	XA-AVZ	The oldies move to Mexico. This 1986 built model moved to Publiservicios Aéreos. You could see this lady if you visited Palm Beach on 22 November.
	IVSP	1264	N120JJ	Wells Fargo Bank Northwest purchased this Gulfstream from NetJets. During her NetJets years she flew as N464QS. Long long time ago these markings were carried by a King Air C90.
	IVSP	1286	N7LA	Mellow Johnny's Aviation / Lance Armstrong. Carries black/yellow stripes representing Livestrong. The seven in the markings stands for seven victories in the Tour de France. Mellow Johnny's is the shop where you can buy bikes and also refers to the yellow jersey. Ex N192N.
	IVSP	1302	N818SS	Engleheart Aircraft Leasing. Their Gulfstream III, carrying the same markings, became too noisy. She was replaced by the old N93AE.
	G450	4012	N450Z	The steel industry still suffers a little from the global economic recession. This bird was sold by United States Steel Corporation to G650 LLC? The type does not match the owners name. Ex N80Q. Carried intermediate markings N80QL for about three weeks.
	G450	4168	B-8099	Ex N468GA. Ferried Savannah-Fairbanks-Beijing on 26 December.
	G450	4171	N225CX	CXAir Holdings. Delivered per 1 December. This is the companies ultimate replacement for their Gulfstream IVSP c/n 1426 .
	G450	4173	N936MP	936MP LLC. Ex N175GA. Officially handed over to the new owner per 17 December.
	G450	4174	N9SC	Another new G450 for SCI Texas Funeral Services. We have seen them recently in this section. Registered per 17 December.
	G450	4183	N483GA	Delivered on 8 December to Canal Air. They have leased her to Owens-Illinois General for eleven years.
	G550	5024	B-8100	Deer Jet. Gulfstream number two for China this month. Former N424GA of Wells Fargo Bank Northwest. A completely white aircraft with small bird on tail. Rather boring except for the markings.
	G550	5128	N1759C	First tracked flight Long Beach-Burbank during 25 November. Visited Farnborough on 9 December. Ex N940DC.
	G550	5181	VP-CJM	Ex VP-CEA. Noted at Luton on 12 December still in the same colours.
	G550	5195	N550SN	A lot of American companies use strange names. SN234 LLC is no exception. Ex N1LB.
	G550	5241	09-001	Turkish Air Force. Finally delivered and identity known. She was already noted months ago inside Gulfstream at Long Beach. She carries the usual white/red colours and titles.
	G550	5243	N924GA	Wells Fargo Bank Northwest. The owner of a lot of bizjets. This aircraft is based in Hong Kong. Her ferry flight went via Fairbanks.
	G550	5244	N800DL	Run Away LLC. Ferried Brunswick-Cincinnati on 10 December using callsign EJM800. Carries a lion image on tail
	G550	5246	M-IPHS	Islands Aviation. Officially registered per 29 December. You could already see this lady, with her Isle of Man identity, at Savannah on 24 December.
	G550	5249	N757PL	Wells Fargo Bank Northwest. Registered per 14 December and changed from G500 to G550 on the USCAR.
	G550	5250	B-LSM	Ex N952GA. Ferried Long Beach-Savannah with testmarkings on 2 December. US testmarkings cancelled the following day. Started her delivery flight on 5 December from Savannah via Luton.
IAI	G200	34	N274JC	A regular visitor for both Amsterdam and Rotterdam. Rumours are telling us that she is operating for Jet Netherlands. This might indeed be the case given the fact that she was seen inside their hangar at Rotterdam several times during January.
Learjet	55C	136	OE-GCF	Ex PH-MED. The adventure with Airbalance did not last that long... Dutch markings cancelled per 22 December. She was restored to her former Austrian identity and noted as such at Nuremberg .

	60	170	D-CNUE	FAI Rent-a-Jet. France lost their sole Learjet 60 in November. We say goodbye to an unique combination. Ex F-HAVB. Funny detail is that this Learjet already flew in Germany as D-COWS years ago.
	60	326	M-APWC	Sometimes the entering of aircraft in the Isle of Man register is not that interesting for spotters . This is unfortunately an example in which we lost a one of a kind aircraft, a Lebanese Learjet. Ex OD-MHA.
Raytheon	390	RB-50	N523DR	Ex D-ISXT. As I already told you last month the Premier was no longer needed with the arrival of the CJ3 525B-0181 . The new employer is called A & L Enterprise LLC.
	390	RB-122	PH-JCI	Solid-air is responsible for registering the first Hawker Beechcraft Premier I in the Netherlands. This happened on 11 January. Ex G-CJAG.

Credits: Airline list, Bizjet list, Dutch Spotters list.

Bizprops



Orange is the air ambulance service for the Canadian province of Ontario. It used to be known as Ontario Air Ambulance until 2006, when the current name was adopted to reflect the distinctive colour on the aircraft and vehicles. C-GRXB is a Pilatus PC-12NG that was delivered new in April 2009. (North Bay (Ont.), December 2009, Andy Cline)

Beech	B200GT	BY-93	HB-GPS	Family Airline. Registered per 23 December. The ferry flight from Wichita to Geneva took place during the period 23-28 December. We assume that the crew celebrated Christmas with the whole family during the ferry.
	B200GT	BY-97	OY-GEF	Lars Thrane took possession of this new King Air per mid December. She tested with Hawker Beechcraft as N63987.
Cessna	F406	0007	D-IATE	Ex TR-LEQ. This Caravan received new cockpit avionics in Germany prior to being delivered to Air-Taxi Europe. Carries flyate.com titles.
PA-31	-350	7652083	G-CGID	A certain T Michaels of Elstree has purchased the former Dutch PH-MRE. UK citizen per 24 November.
PA-46	500TP	4697060	D-FIPO	Ex C-FIPO. Quite a country and distance change we call this move. This aircraft is based at Paderborn-Lippstadt in case you like to catch her.
PC-12	/47	751	D-FFMM	MM...Memmingen is the hub of this Pilatus. Ex LX-DNI.
	/47E	1101	PH-SOE	H.M. Van Soest. A superb addition for the Dutch register. Ex HB-FQA.
	/47E	1133	N730AG	Markings D-FOUR were not taken up. The aircraft is however based in Germany, despite her US markings. Seen at Dusseldorf on 19 November. Ex HB-FRG.
	/47E	1160	D-FNAH	This Pilatus is based at Leer-Papenburg. She carries a metallic colour scheme with light/dark blue stripes. Tested as HB-FSO.
TBM	-700C2	314	D-FYYY	Ex N702MB. The US markings were a regular sight in Europe so a lot of spotters already got this airframe in their books.

Credits: Airline list, Bizjet list, Dutch Spotters list.

Helispot

On 31 December 2009, Eurocopter EC135T2+ PH-HVB replaced EC135P2 D-HSAN in service as "Lifeline Europe 4" and the D-HSAN was returned to ADAC Luftrettung GmbH. ANWB Medical Air Assistance reserved registration PH-MMT for Eurocopter EC135P2+ c/n 0871 on 21 September 2009. The PH-MMT is due for delivery in February 2010 and destined to be operated as "Lifeline Europe 4" at Groningen. With six helicopters, the MAA will be ready for the 24-hours operation in 2011.

On 13 January 2010, the eight new helicopters of the KLPD Dienst Luchtvaartpolitie were officially inaugurated in a ceremony at Schiphol East. With the arrival of the six Eurocopter

EC135P2+ and two AgustaWestland AW139 helicopters the renewal of the KLPD Dienst Luchtvaartpolitie fleet is complete. Actually, Eurocopter EC135P2+ PH-PXE is still in Germany where it is used for pilot training and AgustaWestland AW139 PH-PXY was in Italy during the official inauguration of the new helicopter fleet of the Dutch Police. Next to the helicopters, the Dutch Police fleet consists of three Cessna 182R airplanes. Besides at Schiphol East, two of the EC135P2+s will be based respectively at Volkel AFB and Teuge airport. The seven old MBB Bo105s will be withdrawn from KLPD service.

In January 2010, DRF - Deutsche Rettungsflugwacht replaced the MBB BK117B2 in service as RTH "Christoph 49" at Bad

Saarow in Brandenburg with Eurocopter EC135P2+ D-HDRQ.

Teuto Air, a helicopter operator since 1991 and run by Klaus Mueller out of Bielefeld, is sold to a group of companies at Emden. The company's name was changed into Northern Helicopter GmbH. NHC continues the ambulance experience of Teuto Air and is serving the German islands with a SA365C3 for patient transports to various hospitals. NHC intends to step into the market of Offshore Windfarms.

K.M.-Aviation, the aviation trading company of Klaus Mueller at Bielefeld, opened a new branch office in Stockholm for the Scandinavian market: K.M.Aviation North. The company is specialized in sale and lease of helicopters.

North Sea helicopters are to undergo more regular safety checks following orders from the European Aviation Safety Agency (EASA). Operators of Sikorsky S-92 helicopters must check for cracks on gearbox feet before the first flight of each day in order to be safe. In October, EASA ordered Sikorsky S-92 helicopters to be checked after every ten hours flying time. Sikorsky informed all S-92 operators last year of faults found on the gearboxes of helicopters operating in the North Sea. The fault affects bolts that fix one of the four feet that attaches the gearbox to the helicopter. Every Sikorsky S-92 in the world was grounded when seventeen people were killed in Canada last year when an S-92A crashed into the Atlantic off the coast of Newfoundland. One passenger survived. An investigation into the tragedy revealed that the gearbox was at fault – though it was an oil problem rather than a structural defect. Offshore helicopters have undergone a series of safety checks following the North Sea Flight 85N disaster in April last year. All 16 men onboard the Bond Super Puma helicopter died when the aircraft fell out of the sky around 14 miles from Peterhead, Aberdeenshire. An investigation into that tragedy concluded that a “catastrophic failure” of the helicopter’s gearbox caused the accident.

Per 1 January 2010, Aberdeen-based Bond Offshore Helicopters took over the rig support contract out of Blackpool Airport for gas firm Centrica. Bond directed two Eurocopter AS365N3 helicopters (G-REDE and G-REDF) to Blackpool. Both Dauphins are operating initially from a temporary accommodation at Blackpool airport. The contract was previously run by CHC using an Eurocopter AS365N2 helicopters.

Bond Air Services (Ireland) Ltd, the Bond Aviation Group's Ireland subsidiary, won a three year contract with Irish energy firm

PSE Kinsale Energy Limited, a wholly owned subsidiary of Petronas. The contract, which has been awarded to the recently incorporated Irish division of the Aberdeen based Bond Air Services, will involve crew change operations for Kinsale Energy's offshore natural gas fields, off the south coast of Ireland. Crew change operations commenced on 1 January 2010 from Cork airport, where currently Bond are making a significant investment in new passenger handling facilities for the offshore crew working on the gas fields. The firm introduced a new Eurocopter EC135T2+ for the operation. The contract was previously run by CHC using an Eurocopter AS365N Dauphin 2.

With its base Coventry airport having now closed, there are suggestions that the WNAA Agusta A109 air ambulance operation may have to move. The UK Civil Aviation Authority announced the airport was to be closed from 7 December after owners West Midlands International Airport Ltd suffered financial difficulties. The Warwickshire & Northamptonshire Air Ambulance (WNAA) has been allowed to continue flying from the site in the immediate future but its long-term fate is uncertain.

On 1 January 2010, the new rules for helicopters in the ambulance and rescue operations (HEMS) according to the austro control - AOT “Betriebsstüchtigkeitshinweis BTH A-001” took effect. These new rules are based on the EASA rules that will take effect in all countries of the EU in April 2012. Next to Austria, the new rules took effect on 1 January 2010 in countries like Germany. As a result of the new rules FlyMed, Heli Austria and Schenk Air ran in to problems.

FlyMed's MBB BO105CBS-4 helicopters are no longer allowed to be used on the HEMS operations, the FlyMed Bo105CBS-4's are replaced by BK117B2 D-HEOE and BK117C1 D-HAOE, both leased from HTM-Heli Travel Munich.

Heli Austria (the former Knaus) will no longer be able to fly a number of HEMS operations as there is only one helicopter in their fleet that meets the new rules. Their MDHI MD-900 OE-XWH is in Belgium under maintenance / conversion into MD-902 and will return in HEMS-service soon. Meanwhile Heli Austria continues to fly despite the ban on flights in Tyrol. The introduction of the new rules for the HEMS operations per 1 January 2010 was announced already in July 2008. Heli Austria took no further action, because they were convinced that the AS355 helicopters in the fleet would meet the requirements. Knaus argued that the new regulations would be tailored to the ÖAMTC fleet and should lead to a shake out. The lawyer of



The 2005-built Eurocopter EC145 c/n 09065 was tested with the Eurocopter Deutschland registration D-HMBA. On 28 November 2005, the aircraft was registered G-MPSA in the UK with McAlpine Helicopters at Oxford Airport. The helicopter was brought to the Police standard and stored at Hawarden together with EC145 G-MPSB and G-MPSC pending the final order as replacement for the 1992-built AS355N helicopters in service with the Metropolitan Police in London. On 21 June 2007, the aircraft was registered with the Metropolitan Police Authority, Air Support Unit. (Lippitts Hill - Loughton, 19 April 2009, Michiel van Herten)

Knaus / Heli Austria / Heli Tirol announced a criminal complaint with the Prosecutor in Salzburg for an abuse of office by Austro Control.

SHS - Schider Helikopter-Service, Waidring, operates Eurocopter EC135T1 OE-XRS at Sankt Johann im Pongau as "Heli Alpin 7". This HEMS operation was flown by Heli Austria and will be flown by SHS until 5 April 2010. Approximately one year after Bell 222UT D-HTEN was taken out of service, it returned into service after maintenance and is operated as "Heli 1" at Waidring since January 2010.

Schenk Air replaced their Agusta A109E in service at heliport Idalpe Ischgl as "NAH Robin 3" by Eurocopter EC135T2 OEXEM.

Wolf Helikopter, Hinterglemm, operates MDHI MD-902 HB-ZKE on HEMS-duties in Austria during the winterseason 2009/2010. The HB-ZKE is leased from Fuchs Helikopter and flown by Heli Austria.

On 26 January, Lotnicze Pogotowie Ratunkowe - Polish Medi-

cal Air Rescue has suspended all flights because of contaminated fuel. The problem is probably caused by very low temperatures. It is possible that water was added to the fuel by a supplier, which significantly lowered the quality of the fuel. Fuel samples from all air ambulance bases are being examined at laboratories. It is uncertain when the twenty-one helicopters from Poland's Helicopter Emergency Medical Service will be able to resume flights.

The Finnish Border Guard has ordered a fourth AgustaWestland AW119Ke single engine helicopter. The Finnish Border Guard chose the AW119Ke in 2008 to sustain its fleet modernization and enhancement programme. All four helicopters will be used to perform various tasks including border patrol, special operations and fire fighting. The first three helicopters ordered will enter service during the third quarter of 2010 and will operate from Helsinki and Rovaniemi (Arctic Circle) bases and cover the entire Finnish / Russian border. The Finnish Border Guard will also be provided with a tailored training and support package as part of the contract.



Agusta-Bell AB.212 c/n 5417 S5-HPB is the only aircraft of the type operated by the Slovenian Police - *Letalska Policisjka Enota*. The S5-HPB is operated by *Letalska Policisjka Enota* out of Brnik and was registered before as SL-HPB and YU-HCJ.

(Ljubljana-Brnik, 31 December 2009, Arjen Sleeuwenhoek)

Agusta	109A II	7269	G-ELTE	Henfield Lodge Aviation, Henfield, renamed Henfield Lodge in January 2010.
	109K2	10023	I-HBHA	Helitalia, as operator and DRF Stiftung Luftrettung Gemeinnützige, Filderstadt, Germany, as owner, cancelled on 30 December 2009. To OM-ATG. Arrived by road at Poprad-Tatry Airport on 9 October.
	109K2	10037	I-FREK	Orest-Immorent Leasing, Vienna, Austria, cancelled on 23 June 2009. To D-HPRK. On 4 December, the Freeair EMS-helicopter was seen as I-FREK at Baden Airpark.
	109E	11173	G-ESLH	Castle Air Charters, Liskeard, registered on 15 January 2007. Ex UK MoD ZE416.
AW	109S	22017	EI-MEN	Men-entirl Lucan, Dublin, cancelled on 17 December 2009. To N109JN.
	109SP	22202	HB-ZRU	Schweiz.Luft-Ambulanz, Zürich, registered on 19 January 2010.
	109SP	22209	HB-ZRT	Schweiz.Luft-Ambulanz, Zürich, registered on 19 January 2010.
	119 II	14714	N717NN	Globus International Resources, seen at Baden Airpark on 18 December 2009. Ex N139AW, this registration was cancelled in 2008 as exported to Russia.
	139	31121	OH-HCQ	Copterline, Helsinki-Malmin, cancelled on 30 December 2009. To PHI in the USA.
	139	31142	OH-HCR	Copterline, Helsinki-Malmin, cancelled on 30 December 2009. To PHI in the USA.
	139	31228	EC-KYR	SASEMAR (Salvamento Maritimo) "Helimer 207", operated by Helisureste Helicópteros del Sureste. On 21 January 2010, DBR in a crash in the sea 4 miles of Almeria airport during a trainings flight.
	139	31241	EC-LEE	Temporary registered in December 2009.

AB	206B2	8011	G-AVII	W.K.MacGillivray, Tain, cancelled on 12 January 2010. To VH-OKS.
	206B2	8432	F-HCRI	Giragri 17, Thenac, registered on 21 January 2010. Ex EI-BIJ.
AS/SA/SE	315B	2542	HB-XPY	Heli-TV, Lodrino, cancelled on 25 January 2010.
	332L1	2384	LN-OBA	Bristow Norway, Sola, registered as operator in April 2009. Ex Norsk Helikopter, Sola. As before, Knut Axel Ugland Holding, Grimstad, is registered as owner.
	332L1	2500	LN-ONI	Bristow Norway. Arrived on 3 January 2010, in Norsk Helikopter colours at Aberdeen for maintenance work and re-painting into Bristow colours.
	350B	1089	EI-PDG	Irish Helicopters, Dublin, cancelled on 18 December 2009. To France.
	350B3	3212	LN-OAK	Heliscan Invest, registered as owner in December 2009. Was owned by Helitrans Invest. As before, Helitrans, Trondheim, is registered as operator.
	350B2	3224	EC-LEF	Temporary registered in December 2009. Ex EC-INL.
	350B3	3575	LN-OBP	Midtnorsk Helikopterservice, Verdal, registered on 14 December 2009. Ex Pegasus Helicopter, Gardermoen.
	350B3	3671	LN-OAO	Heli-Team, Harstad, cancelled on 28 December 2009. DBR in a crash in Rostadalen i Troms on 4 February 2009.
	350B3	3673	LN-OYB	Heliscan Invest, registered as owner in December 2009. Was owned by Helitrans Invest. As before, Nordlandsfly, Kjærstad, is registered as operator.
	350B3	3674	LN-OYC	Heliscan Invest, registered as owner in December 2009. Was owned by Helitrans Invest. As before, Heliscan, Stjørdal, is registered as operator.
	350B3	3792	LN-OGL	Heliscan Invest, registered as owner in December 2009. Was owned by Helitrans Invest. As before, Helitrans, Trondheim, is registered as operator.
	350B2	4680	SE-HJS	Northwestern Helicopters, Göteborg, cancelled on 5 January 2010. To Ukraine.
	355F1	5033	G-XLLL	MW Helicopters, Stapleford, registered on 14 January 2010. Ex Sharpness Dock, Plymouth.
	355F1	5169	G-EMHH	Stepford Helicopters, Spalding, registered on 7 January 2010. Ex Hancocks Holdings, Loughborough.
	355F1	5312	G-WIRE	Smart Elicotteri, Cilento, Italy, registered on 19 January 2010. Ex National Grid Electricity Transmission Helicopter Unit, Didcot.
	355F1	5346	G-TBHH	Alpha Properties (London), Waringham, registered on 21 January 2010. Ex Hughes Helicopter Co. t/a Biggin Hill Helicopters, Biggin Hill Airport.
	355N	5600	RA-04107	Savback Helicopters. Ex N355HS. Seen at Baden Airpark on 4 December 2009.
	355N	5681	OM-IKN	Tatra – Leasing registered as owner. Ex Grafobal Group. As before, EHC service is registered as operator.
	355N	5708	OM-IKM	EHC service as operator and Grafobal Group, as owner, registered in October 2006. Ex OE-XDM.
	365N1	6298	G-CEYU	Multiflight, Leeds, registered on 15 January 2010. Ex Total Asset, Warrington.
	365N2	6431	G-NHAA	Multiflight, Leeds, re-registered on 21 January 2010. Ex G-MLTY
			G-NHAA	The Great North Air Ambulance Service, Northumberland Wing, Darlington, registered on 21 January 2010.
Bell	UH-1H	4732	HB-RXC	H. Stricker, Vaduz, registered on 12 January 2010. Ex N6195G
	206B3	2061	G-TILI	Interguide Investment Holdings, Elstree, cancelled on 4 January 2010. To Czech Republic.
	206B3	2410	G-WBHH	Alpha Properties (London), Waringham, registered on 21 January 2010. Ex Hughes Helicopter Co. t/a Biggin Hill Helicopters, Biggin Hill Airport.



Eurocopter Deutschland used the test-registration D-HECD for the 2008-built Eurocopter EC135T2+ c/n 0672. On 12 June 2008, the helicopter was registered D-HIFI in Germany with a private owner. The same month, EC135T2+ D-HIFI was equipped with emergency floats active in Trevisio area in Italy. Since 2009, the helicopter wears the titles "operated by Star Work Sky". Star Work Sky has its headquarters at Predosa, Italy. In January 2010, Eurocopter D-HIFI was active at Innsbruck in Austria.

(Innsbruck, 2 January 2010, Lars Hoebbers)



On 6 May 2009, EC225LP c/n 2723 was registered G-ZZSH with Bristow Helicopters, Aberdeen. In January 2010, this 2009-built Super Puma was re-painted VH-ZFH at Aberdeen. On 17 January, the EC225LP departed Aberdeen as G-ZZSH on delivery to Marignane for modifications by Eurocopter prior to being delivered to Australia. When on delivery to France, G-ZZSH was wearing VH-ZFH under the UK registration. (Aberdeen, 6 January 2010, Steve Martin)

	206B3	3594	EI-JAC	Aerial Explorations, Sligo, cancelled on 21 December 2009. To N12811
	206B3	3664	G-BSBW	Heliflight (UK), Staverton, registered on 21 January 2010. Ex Milford Garage t/a Milford Aviation, Boston.
	206B3	4014	RA-01912	Aviamarket, seen at Baden Airpark on 18 December 2009.
	206B3	4551	EI-DUT	B. Shaugnessy, Craughwell, cancelled on 15 December 2009. To Italy.
	206B3	4619	OM-GGG	Tatra – Leasing registered as owner. Ex Grafobal Group. As before, EHC service is registered as operator.
	206L4T	52051	OK-AHD	Alfa-Helicopter, cancelled in 2009.
	222UT	47549	D-HTEN	Schider Helicopter-Service operated as “Heli 1” at Waidring during the winterseason 2009/2010. Until August 2007, the Bell was operated by Teuto Air Lufttransporte, Bielefeld, as “Florian Bielefeld 01-84-01” and since returned to its owner SHS. The Bell was about a year stored / under maintenance at Waidring.
	407	53233	N407RT	Pacelli 407 Inc., seen at Baden Airpark on 18 December 2009.
	427	56076	C-FXSJ	Bell Helicopter Textron Canada, cancelled on 19 January 2010. To SP-NAM. Seen as airfreight at Amsterdam Airport on 22 January.
BK	117B2	7247	D-HEOE	FlyMed, Scharnstein, Isf HTM - Helicopter Travel Munich. On 1 January 2010, seen in service as “Airmed 2” at Scharnstein in Austria.
	117C1	7530	D-HAOE	FlyMed, Scharnstein, Isf HTM - Helicopter Travel Munich. On 3 January 2010, seen in service as “Airmed 1” in Kärnten in Austria.
Bo	105C	S-250	PH-RPW	KLPD Dienst Luchtvaartpolitie. On 31 December 2009, Rotterdam-Schiphol was flown, the last flight in Police service. The Bo105C will be sold by Domeinen.
	105CBS4	S-579	SX-HMK	Antenna TV SA, seen at Baden Airpark on 4 December 2009.
	105CBS5	S-874	D-HIII	DRF – Deutsche Rettungsflugwacht. On 5 January 2010, seen at Baden airpark with Expatcair Rescue titles. Was destined for Expatcarehealth in January 2008, a health care organisation in Nigeria, and has been stored at Baden airpark since.
Brantly	B2B	465	G-BPIJ	J.W. Baker Trustee of: Seething Brantly Group, Bungay, cancelled on 12 January 2010. DBR after it rolled over in a crash at Hardwick on 21 May 2009.
EC	120B	1463	G-SKPP	Bournemouth Helicopters, Hurn, re-registered on 18 January 2010. Ex G-MKII.
	120B	1542	HB-ZJT	Eliticino, Locarno, as operator and Europavia (Suisse), Bern, as owner, cancelled on 14 January 2010.
	120B	1623	F-HBKT	HeliDax, Dax, registered on 13 January 2010.
	120B	1624	F-HBKV	HeliDax, Dax, registered on 18 January 2010.
	130B4	3903	SE-HJZ	Executive Helicopter Maintenance, Galway, Ireland. On 29 December 2009, seen at Groningen on its way to Ireland.
	135T1	0035	D-HEOY	Schider Helikopter-Service, Waidring, Isf HTM - Helicopter Travel Munich. On 3 January 2010 seen in service as “Heli 3” at Kufstein in Austria.
	135T1	0050	OE-XRS	Schider Helicopter-Service, Waidring, operated as “Heli Alpin 7” in Sankt Johann im Pongau since 16 January 2010. Replaced the Heli Austria helicopter in service.
	135T1	0085	I-HIFI	Helicopteres de France, Tallard, France, cancelled on 18 January 2010. To France.
	135T2+	0166	G-BZRS	Bond Air Services, Staverton, operated for Great Western Air Ambulance, converted from EC135T2 to EC135T2+.

	135T2+	0196	OE-XEM	Schenk Air Isf Helikopter Air Transport and operated as "NAH Robin 3".
	135T2	0214	SE-JFN	Scandinavian MediCopter, Östersund. In January 2010, seen in service as ITH at Wiener Neustadt in Austria.
	135P2	0276	D-HSAN	ANWB MAA / ADAC Luftrettung, operated as "Lifeline Europe 4" out of Groningen was returned to ADAC Luftrettung on 31 December 2009.
	135P2+	0657	D-HDRO	ÖAMTC Christophorus Flugrettungsverein Isf DRF – Deutsche Rettungsflugwacht in January 2010. Will operate as "Christophorus 16" at Oberwart until Easter.
	135T2+	0810	I-PNTC	Elitaliana.
	135T2+	0811	PH-HVB	ANWB Medical Air Assistance, replaced EC135 P2 D-HSAN in service as "Lifeline Europe 4" on 31 December 2009.
	135	0852	D-HCBB	Eurocopter Deutschland. Destined for Brazil as PR-JGC.
	135T2+	0857	D-HCBL	Eurocopter Deutschland. Destined for Gendarmerie France as F-MJDK.
	635T2+	0858	YI-293	On 1 January 2010, seen as airfreight at Amsterdam. Destined for Iraqi Air Force. Ex D-HCBU.
	135T2+	0867	D-HECG	Eurocopter Deutschland. Destined for Gendarmerie France as F-MJDL.
	135	0874	D-HCBS	Eurocopter Deutschland.
	145	9276	LV-CAN	Helicópteros Marinos, registered in December 2009. Ex D-HADL.
	145	9308	LV-CAO	Helicópteros Marinos, registered in December 2009. Ex D-HADT.
	145	9310	D-HADB	Eurocopter Deutschland. Destined for Turkmenistan Special Forces.
	145	9311	N263MH	Wells Fargo Bank Northwest NA Trustee, Salt Lake City (UT), registered on 13 November 2009. Ex D-HADV.
	145	9312	D-HADS	Eurocopter Deutschland. Destined for Turkmenistan Special Forces.
	145	9322	D-HMBC	Eurocopter Deutschland.
	145	9327	N854EC	American Eurocopter, Dallas (TX), registered on 21 January 2010. Ex D-HMBZ.
	175	1001	F-WWPB	Eurocopter France, flew first at Marignane on 4 December 2009.
	225LP	2708	LN-OHY	CHC Norway, Stavanger, as operator and Parilease, France, as owner, cancelled on 18 November 2009. To PR-YCL (PR-CHV ntu)
	225LP	2723	G-ZZSH	Bristow Helicopters, Aberdeen, re-painted VH-ZFH at Aberdeen. On 17 January 2010, departed Aberdeen on delivery to Marignane as G-ZZSH for modifications by Eurocopter prior to being delivered to Australia.
	225LP	2739	LN-OJC	CHC Norway, Stavanger, as operator and Parilease, France, as owner, registered on 21 December 2009.
Enstrom	280FX	2054	G-BSLV	B.M.B. Roumier, Semezanges, France, registered on 11 December 2009. Ex T.Carroll, Stockport.
Ken Brock	KB-2	NVAV-76	PH-HDW	Rensing, Hengevelde, cancelled on 28 December 2009. To Germany. This home-built project was started back on 4 June 1984 by J.F.H.W. de Weerts, Dinxperlo.
MD	900	900-00032	OE-XWH	Heli Austria, St.Johann im Pongau. On 9 December 2009, seen at Genk-Zwartberg in Belgium under maintenance / conversion from MD900 to MD902.
	902	900-00087	D-HPND	Polizeiubschrauberstaffel Niedersachsen, Hannover, substantially damaged in a crash near Elze, fifteen kilometres north of Hannover airport on 12 January 2010. The Explorer touched the snowy ground and tumbled on its right side.
	902	900-00105	N902NM	Cancelled as exported to Denmark and seen at LUX on 19 September 2009, ex Aero-car / Covenant Health Systems.
	902	900-00131	HB-ZKE	Wolf Helikopter, Hinterglem, Isf Robert Fuchs Helikopter. During the winter season 2009/2010 operated as HEMS in Austria. In January seen as "Martin 6" at Saalbach/Hinterglem.
Robinson	R44 II	11084	PH-GID	Rotavisie, Barneveld, cancelled on 21 January 2010. To Germany.
	R44 II	11638	G-OPMP	Phillips Commercials, Nuneaton, registered on 4 January 2010. Ex PH-WLW.
Sikorsky	S-76C+	760773	N773L	Air Logistics, New Iberia (LO), cancelled on 12 January 2010. Arrived as airfreight at Prestwick on its way to Aberdeen on 5 January.
	S-92A	920011	G-CGIW LN-ONN	Bristow Helicopters (International), Redhill, registered on 25 January 2010.
			LN-ONN	Bristow Norway, Sola, registered as operator in April 2009. Ex Norsk Helikopter, Sola. As before, Knut Axel Ugland Holding, Grimstad, is registered as owner.
	S-92A	920012	LN-ONO	Bristow (UK), Redhill, UK, registered as owner on 30 December 2009. Ex Knut Axel Ugland Holding. As before, Bristow Norway, Sola, is registered as operator.
	S-92A	920032	LN-ONQ	Bristow Norway. Arrived on 4 January 2010, in Norsk Helikopter colours at Aberdeen for re-painting in to Bristow colours.
	S-92A	920033	LN-ONR	Bristow Norway, Sola, registered as operator in April 2009. Ex Norsk Helikopter, Sola. As before, Knut Axel Ugland Holding, Grimstad, is registered as owner.
	S-92A	920070	LN-ONT	Bristow Norway, Sola, registered as operator in April 2009. Ex Norsk Helikopter, Sola. As before, Air Logistics, is registered as owner.
	S-92A	920091	LN-ONU	Bristow (UK), Redhill, UK, registered as owner on 23 December 2009. Ex BriLog Leasing. As before, Bristow Norway, Sola, is registered as operator.
			LN-ONU	Bristow Norway, Sola, registered as operator in April 2009. Ex Norsk Helikopter, Sola. As before, BriLog Leasing, Houston (TX), is registered as owner.
	S-92A	920092	LN-ONV	Bristow (UK), Redhill, UK, registered as owner on 23 December 2009. Ex BriLog Leasing. As before, Bristow Norway, Sola, is registered as operator.
	S-92A	920114	LN-OQK	As c/n 920091 .
	S-92A	920117	N21285	CHC Norway. On 14 January 2010 seen at Esbjerg while on delivery to Norway.
				Wells Fargo Bank Northwest NA Trustee, Salt Lake City (UT), cancelled on 5 January 2010. To Norway.

Credits: AgustaWestland, Air Britain News, Austro Control, Aviation Letter, John van Boven, CAA – Norway, CAA - UK, DGAC, Eurocopter, Lars Hoebbers, IVW, Steve Martin, Police Aviation News, Dominique Roosens, Oliver Schmid, Jos Stevens / Rotorspot, Transportstyrelsen, Henk Wadman / Airmieuws, Copters-list, Scramble Messageboard, www.avia-dejavu.net, www.dgualdo.it, www.FlugzeugForum.de, www.HeliHub.com, www.helionline.de, www.swisssheli.com.

Soviet Updates

For additional information on crashes, full known histories, unofficial location codes and abbreviations and translations please

go to www.scramble.nl/sovdb.htm. To get the most from this extensive database consider using the advanced search options.



This An-12 is registered in Georgia as 4L-IRA and belongs to Air Victory. The black smoke is not caused by an engine start up. It was a fuel pipeline on fire, which made the authorities evacuate the airport as a precaution. After approximately one hour, the fire was extinguished and operations were continued. (Entebbe, 12 December 2009, Melting Tarmac Images)

An-2V	1G23-10	CCCP-09261	AFL/Urals	dam	1973	nosed over on t/o from Lake Vershinnoye
An-2TP	1G64-38	UR-41323		UDJ	19jan09	in white/silver and dark diagonal c/s pattern
An-2TP	1G110-09	RA-35043	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2TP	1G110-10	RA-35044	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2TP	1G110-39	RA-35073	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2P	1G117-03	RA-35670	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2TP	1G146-05	RA-07176	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2P	1G149-41	UR-07337	A.L. Kotov, n/t		20sep09	at Kharkiv-Karotish in good condition
An-2R	1G186-01	UR-54888	cream c/s, n/t	Krh	15nov09	in excellent condition, c/n not checked
An-2R	1G191-15	LY-AER	UAB Klaipedos	rgd	27jan92	see story below
An-2R	1G208-25	UR-81525	all yellow, n/t	Krh	15nov09	in excellent condition, c/n not painted on
An-2R	1G227-33	RA-33427	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2R	1G228-17	RA-33467	SLU GA, n/t		12dec09	at Sasovo in Aeroflot red c/s
An-2R	1G230-08	UR-33571	no titles	VSG	20jan10	engineless
An-2	---	RF-00602	green c/a, n/t	Sam	03aug08	
An-2	---	RF-01206	ROSTO ?	dbr	07mar09	on a para-dropping flight from Volosovo
An-2V	---	C/P-02156(1)	AFL/Tyumen-TOX	dam	jul76	during watering Lake Portkul & ran ashore
An-2	---	CCCP-98374	AFL/Kyrgyzstan		15aug99	derelict at Karakol
An-2	---	5T-TMC	Air Ada	NKC	unknown	painted as a desert oasis with blue skies
An-2	---	"65" white	Azerbaijan AF	ph.	26aug08	'KHVTIC' badge on rear fuselage
An-12AP	2 34 08 02	RA-11906	Avial NV	Tver	18aug09	derelict on the dump !
An-12BP	3 34 14 02	4L-PAS	no titles	MCT	09oct09	l/n MCT 15jan10; ex Russian Air Force
An-12BK	9 34 68 03	4L-GLU	not reported	BGW	15sep09	ex EX-129
An-22A	04 34 82276	RA-09329	Russian AF/AFL c/s	Tver	18aug09	in pristine condition !
An-24RV	2 73 077 04	EX-252	no titles	FRU	29may08	in white/light grey c/s; ex EX-47252
An-24RV	2 73 077 08	UR-47256	South Airlines	HRK	20jan10	all white, no titles
An-24RV	6 73 107 01	CU-T1706	all white n/t	YQX	02jan10	presumed finally on delivery
An-26	18 01	"699" black	Russian Air Force	Klin	20aug01	wfu in 2007; scrapped at Klin
An-26	54 07	4L-GST	no titles	IEV	08oct09	c/n from owner; l/n IEV 18nov09
An-26	56 10	S9-BOV	British Gulf Int'l, n/t	SHJ	20sep02	BG logo on tail; c/n checked; ex RA-27211
An-26	70 10	4L-AIL	Turbot Air Cargo	flew	03nov09	Las Palmas - Cape Verde; ex UR-CAI
An-26B-100	117 03	RA-26081(1)	Transavia-Garantia		17nov08	useful life-time expired, wfu at ARH
An-26B	---	4L-IFE	Bulog	dam	28jan10	overran on landing at Wamena (Indonesia)
An-26	---	70127	Chinese Air Force		photo	on Chinese web site
An-28	1AJ 005-24	EY-28791	Tajikistan Al	DYU	17dec09	derelict with old reg showing under paint
An-28	---	UP-A2804	all-white, n/t	CIT	jan10	
An-32A	17 03	4L-GSI	Trast Aero	TII	15jun09	l/n TII 28dec09; ex 9Q-CAF
An-74D	365470 97 941 ?	ST-PRC	Sudan Government	KRT	25dec09	c/n not confirmed; ex RA-74047 ?
An-148-100	40-05	RA-61703	Rossiya	Vox	18jan10	An-148-100V; f/f jan10
Il-14T	1470 018 24	CCCP-41835	AFL/Arkhangel.-ARH	ARH	aug09	pres. in front of the terminal; c/n now known
Il-38SD	---	IN307	Indian Navy	Zuk	19dec09	attrition replacement for IN304
Il-62M	46 48 3 3 9	RA-86712	Rossiya		07aug07	at the factory, will return to service in 2010
Il-76T	0834 13415	UP-I7641		no	reports	c/n from Ilyushin website; ex RA-76509

II-76T	0934 18548	4L-FFE	all white, n/t	SHJ	11sep09	c/n conf., ex UP-I7611; l/n MCT 08jan10
II-76M	00034 23675	5A-DKK	Libyan Arab	w/o	aug87	crashed on approach to Sebha as the altimeter had not been set correctly
II-76TD	00034 23699	4L-SKL	Sky Georgia	SXF	21jan10	l/n Ponta Delgrada 23jan10; ex UP-I7627 ?
II-76TD	00134 30890	4L-SKG	Sky Georgia	BOD	15jan10	ex UP-I7617
II-76TD	00434 56700	4L-FFF	Eastern Expr. Georgia	SHJ	15sep09	l/n SHJ 10dec09; ex RA-76493
II-76TD	10134 08257	4L-FFG	Eastern Expr. Georgia	SAW	14sep09	l/n FJR 12dec09; ex UP-I7629
II-76TD	10234 12414	RA-76403	Continent	FNB	29dec09	l/n OST 18jan10; ex UP-I7620
II-76TD	10234 12418	RA-76446	Continent	SSG	dec09	still in basic Gazpromavia c/s
II-76TD	10234 14450	EK-76442		no	reports	c/n from Ilyushin website; ex UP-I7634
II-76TD	---	4L-SKG	Sky Georgia	BOD	15jan10	
II-76TD	---	4L-SKL	Sky Georgia	SXF	21jan10	ex UP-I7627 ?
II-86	51483206052	RA-86081	Sibir	OVB	06jan10	wings cut off
II-96-400T	97693201003	RA-96103	Polet	h/o	14dec09	named "Stanislav Bliznyuk" (a test-pilot)
Ka-27PL	23335	"42" red	Russian Navy	ph.	14mar06	on board a Russian Navy vessel off Guam
Ka-27PL	23337	"80" red	Russian Navy	ph.	17mar06	on board a Russian Navy vessel off Guam
Ka-32T	9617	HL9407	Uslan Fire Dept.		dec09	this c/n finally confirmed in register
Ka-32A	9822	HL9486	Korea Forest Serv.	mfd	10dec09	rgd 28dec09
Ka-28	---	9234	Chinese Navy	ph.	early10	
Ka-226T	---	"410" blue	MChS Rossii	ph.	09aug06	location unknown
L-410UVP	84 12 11	CCCP-67446	AFL/Sasovo FS		dec09	pres. at Civil Avn Technical College Rylysk
L-410UVP	84 12 13	RA-67448	AFL/Sasovo FS		dec09	preserved somewhere at Kemerovo
L-410UVP	---	RF-49920	no titles	CSH	19jan10	in white/dark blue c/s, unknown logo on fin
L-410UVP-E3	89 22 25	3C-UAQ	Star African Air	BBO	10jan10	derelict
Mi-2	54 4831 066	"80" red	Soviet Air Force	Eng	06dec09	preserved as a gate-guard in 356 ARZ
Mi-2	51 5040 017	SP-ZXR	Polish Air Rescue		05aug09	arr. Allstedt, Germany and preserved there
Mi-2	54 6327 099	UR-FIL	TSOU Kharkov	Krh	08sep09	with 'TSOU' titles; c/n now known
Mi-2	54 6545 030	RF-00543	DOSAAF		22oct07	mentioned in legal claim document
Mi-2	52 7231 071	RA-20270	Esteyt-Grupp	rgd	26nov09	
Mi-2	54 7318 091	RF-00915	DOSAAF		22oct07	mentioned in legal claim document
Mi-2	54 7932 122	RA-15659(2)	Bagulnik OOO, n/t		02nov09	at an unknown airfield in orange/blue c/s
Mi-2	54 8209 063	UR-FBY	MChS Ukraine	Krh	23may09	in blue/white c/s; c/n now known
Mi-2	54 8247 073	not known	DOSAAF	no	reports	
Mi-2	52 9219 055	RA-23330	Esteyt-Grupp	rgd	26nov09	
Mi-2	54 9319 075	UR-NVI	not known	no	reports	in document in 2009; UR-BJU prob ntu
Mi-2	52 9724 046	RA-20989	Esteyt-Grupp	rgd	26nov09	
Mi-2	5211001 079	RA-14203	N.P.Monich	rgd	02nov09	f/n OVB jan10, orange/light blue c/s
Mi-2	5411028 089	RA-15756(2)	Kamchatimpeks	rgd	14oct09	ex RA-15666, Soviet A/F
Mi-2	---	RF-00592	ROSTO	ph.	24aug08	at Samara-Smyshlyayevka, dark blue/white
Mi-2	---	RF-14405			30jun07	in document as having crashed in the Krasnodar region at an unknown date
Mi-2	---	UP-MI219	Skylink Arabia	FJR	14jan10	operational in all light brown c/s
Mi-8T	03 04	CCCP-25255	AFL/Kremenchug FS	FRU	may08	in superficially poor condition, no titles
Mi-8	01 27	not known	MAP LII Zhukovski	no	reports	test-bed for low-speed trials in 1972/1985
Mi-8T	72 63	RA-22382	Kras Avia	rgd	09nov09	
Mi-8T	75 31	RA-22803	Kras Avia	rgd	09nov09	
Mi-8T	77 24	RA-25211	Aviatekhsnab OOO	rgd	08oct09	
Mi-8T	78 11	RA-22566	KrasAvia	no	reports	current in fleet list 2009; HC-BUK ntu



Air Company Continent is a new Russian airline which operates with this ex Air Tesis Il-76 RA-76403. It is photographed here at Geilenkirchen in a winter landscape. (6 January 2010, Arjen Sleeuwenhoek)

Mi-8T	78 35	not known	FSB/Border Guards		29dec09	tender for rework; opb 9 oao at Chita
Mi-8T	80 96	RA-22649	Eltsovka	rgd	09sep09	
Mi-8T	82 52	CCCP-24623	AFL/Arkhangelsk		aug09	GIA Omsk Technical Aviation College
Mi-8T	82 57	RA-24628	Avia-Ta OOO	rgd	08oct09	
Mi-8T	9 72 22 12	not known	Soviet Air Force		photo	shows tailboom of the wrecked helicopter
Mi-8T	9 75 48 24	RA-22983	Veltal-Avia	rgd	25nov09	
Mi-8T	9 75 50 02	"11" blue	Russian Air Force	ph.	2009 ?	opb SVVAUL
Mi-8T	9 76 55 15	RA-25576(2)	Esteyt-Grupp	rgd	26nov09	possibly for Veltal-Avia; see c/n 3030
Mi-8T	9 77 55 76	RA-06113	Eltsovka	rgd	09sep09	
Mi-8T	9 81 57 38	RA-24678	Promtekhologii	rgd	20aug09	
Mi-8T	9 81 03238	RA-24702	Avia-Ta	rgd	08oct09	
Mi-8T	9 82 03993	RA-25367	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 82 08175	RA-25389	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 83 15200	RA-06148	Eltsovka AP ZAO	rgd	09sep09	
Mi-8T	9 84 15757	RA-22875	Irkutsk Avia	IKT	11jul09	full c/s and titles
Mi-8T	9 84 17088	RA-22893	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 84 20092	RA-22901	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 85 22340	RA-24529	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 86 28785	RA-24473	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 86 28863	RA-24479	UTAir	ph.	19aug06	at an unknown airfield
Mi-8T	9 86 28968	RA-24490	Promtekhologii	rgd	20aug09	
Mi-8T	9 87 34158	RA-24262	Veltal-Avia	rgd	05nov09	
Mi-8T	9 89 43798	RA-24195	KrasAvia		24dec09	photo on internet flying from Kodinsk
Mi-8T	9 89 43867	RA-06158	KrasAvia	no	reports	current in fleet list 2009
Mi-8T	9 90 47983	RA-25590	Geliks	rgd	06dec07	
Mi-8T	9 91 50610	RA-25607	Gazpromavia	rgd	29jan08	
Mi-8T	9 91 50919	RA-24021	KrasAvia	rgd	12oct07	current in fleet list 2009
Mi-8T	9 92 54376	RA-25537(2)	Turukhan Avn.Ent	GOJ	04jul07	c/n now known, ex UN-27013 ?, RA-27013
Mi-8T	9 92 57249	RA-27162	Aerogeo	rgd	06may09	
Mi-8T	9 92 57258	RA-27163	Aviastar	rgd	23jul07	
Mi-8PK	9 93 57695	RA-22962	Gazpromavia	KUF	31oct08	PK means 'povyshennoi komfortnosti' (increased comfort); change of sub-type on a flight from Vilkoovo to Zmeiny Island
Mi-8MT	9 3411	"07" blue	Ukr Border Guards	w/o	27mar08	
Mi-8MT	9 3690	not known	FSB/Border Guards		29dec09	in tender; opb 12 ovp at Mikhailovsk
Mi-8MT	9 3757	RA-06135	KrasAvia	no	reports	current in fleet list 2009
Mi-8MTV-1	9 4385	YA-KMM	AAL	Eng	19jan10	with weather radar; in all-white c/s, no titles
Mi-8MT	9 4683	"40" yellow	Abkhaz Air Force	ph.	11aug08	in the Kodori Gorge; c/n on tailboom
Mi-8MT	9 4833 ?	"39" yellow	Abkhaz Air Force	ph.	22dec07	3rd digit c/n not completely clear
Mi-8MTV-1	9 5046	RA-25126	Yamal	LED	18jan10	in full c/s
Mi-8MTV-1	9 5048	RF-23131	FSB/Border Guards		29dec09	in tender; opb 12 ovp at Mikhailovsk
Mi-8MTV-1	9 5049	not known	FSB/Border Guards		29dec09	in tender; opb 12 ovp at Mikhailovsk
Mi-8MB	9 5312 ?	"25" red	Russian Air Force		photo	c/n from cover; opb 332 ovp BiU Pribylovo
Mi-8MTV-2	9 5813	not known	FSB/Border Guards		29dec09	in tender; opb 9 oao at Chita
Mi-8MA-1	9 5814	not known	FSB/Border Guards		29dec09	in tender published; opb oap at Vorkuta



Many Let L-410UVP's have found their way to Venezuela. One of them is this YV1712. This is its third Venezuelan registration, the former registrations were YV220T and YV395T .
(Curaçao-Hato, 21 November 2009, Felix Martina)

Mi-8MA-1	9 5815	„47“	FSB/Border Guards	29dec09	in tender; opb oap at Vorkuta
Mi-8MTV-1	9 5823	HK-3908	Vertical de Aviac.	KBL 19jan10	without suffix in reg; in all dark blue c/s
Mi-8MTV-1	9 5826	TT-OAJ/4320	Chad Air Force	NDJ 29nov09	being unloaded after having been repaired
Mi-8MTV-1	9 5901	RA-27065	Nefteyugansk AE	rgd 08sep09	
Mi-8MTV-1	9 5959	ZS-RIX	Titan	KBL 19jan10	in yellow/blue/yellow c/s and small titles
Mi-8MTV-2	9 6232	RF-19032	Russian Air Force	18aug09	at Tver-Migalovo; c/n now known
Mi-8MTV-1P	9 6377	RA-27017	Rossiya	LED oct09	version corrected
Mi-8MTV-1S	9 6634	RA-25529(2)	Rossiya	AER 20sep09	version corrected
Mi-8MTV-1S	9 6635	RA-25533(2)	Rossiya	AER 20sep09	version corrected
Mi-8MTV-1	9 6783	RA-25560(2)	Rosneft	AER 17sep09	c/n now known
Mi-8MTV-1	9 6788	RA-25567(2)	Rosneft	KJA 03dec09	c/n now known
Mi-8MTV-1	9 6790	RA-25577(2)	Tatarstan	rgd 14jul09	a/w with titles; opb Bugulma Avn Enterprise
Mi-8AMT	59489602370	RA-25521	Skol	rgd 27apr09	
Mi-8AMT	59489605122	9N-ADK	Shree Airlines	KTM 20jan10	correction to report of destruction by rebels
Mi-8AMT	59489607088	RA-27117	no titles	LED 18jan10	all white with a small unknown logo only
Mi-8AMT	59489607509	RA-27177	KrasAvia	no reports	current in fleet list 2009
Mi-8AMT	59489607849	RA-27178	KrasAvia	no reports	current in fleet list 2009
Mi-171	59489611813	E-482	Ecuador Army	23oct07	at Sangolqui-La Balbina; c/n carried on tail
Mi-171	59489614960 ?	E-485	Ecuador Army	23oct07	Sangolqui-La Balbina; last digit of c/n ?
Mi-171C	#07643 3305	RA-22449(2)	all white, n/t	KBL 19jan10	full c/n 171C 00 07 643 3305U
Mi-8AMT	#64308 3907	RA-22420(2)	United Nations	KTM 20jan10	carried code 'UN-308'
Mi-8AMT	#64308 3908	RA-22419(2)	UTair	rgd 05oct09	full c/n 8AMT 00 643 08 3908U
Mi-8AMT	#64308 3910	RA-22472(2)	UTair	rgd 18nov09	full c/n 8AMT 00 643 08 3910U
Mi-8AMT	#64308 4001	RA-22473(2)	UTair	rgd 18nov09	full c/n 8AMT 00 643 08 4001U
Mi-8T	---	CCCP-25299	KGB/Border Guards	ph. 1979 ?	in full Aeroflot c/s
Mi-8	---	RF-28966	Kamchatka Police	PKC 23jan08	opb GU UVD Kamchatskoi obl. at PKC
Mi-8	---	RF-28968	Kamchatka Police	PKC 09aug08	opb GU UVD Kamchatskoi obl. at PKC
Mi-9	9 82 33130	"11" blue	Ukraine Navy	Sai 27apr07	photo on internet
Mi-8T	10984	12273	Serbian Air Force	BJY 13sep09	
Mi-172	704C07	VT-MAH	Masco Airlines	DMK 13dec08	canx 17dec08; returned to Vietnam ?
Mi-8MT	---	560	Afghan Air Force	KBL 24apr92	when Massoud's mujahideen arrived KBL
Mi-8MTV-1S	---	587	Afghan Nat.Army-AF	KBL 18jan10	VIP version, square windows, ex Slovak AF
Mi-8MT	---	590	Afghan Nat.Army-AF	no reports	ex Slovak Air Force
Mi-8MTV-1	---	591	Afghan Nat.Army-AF	ph. 17nov09	over southern Afghanistan; ex Czech AF
Mi-17V-7	---	LH93795	Chinese Army	ph. jan10	opb 3rd Rgt
Mi-8	---	MH-824	Cambodian AF	PNH 14dec09	
Mi-8MTV-1	---	UP-MI805	all white c/s, n/t	TII 21jan10	
Mi-8MTV-1	---	UP-MI813	all white c/s, n/t	TII 21jan10	
Mi-8MTV-1	---	UP-MI849	all white c/s, n/t	TII 20oct09	l/n TII 21jan10; sub-type confirmed
Mi-172	---	VN-8424	SFC of Vietnam	HAN 16sep08	full titles are 'T.C. Ty Bay Bicht Việt Nam'
Mi-8T	---	YA-KAJ	Kabul Air	KBL 19jan10	flying; so repaired after accident aug/sep09
Mi-8MTV-1	---	YA-KMO	Kam Air	MZR sep09	
Mi-171	---	YI-266	Iraqi Air Force	ph. 21dec09	
Mi-171	---	YI-268	Iraqi Air Force	ph. 12jan10	at Balad AB
Mi-17-1V	---	58655	Pakistan Army	ph. 18jan10	
Mi-24V	220715	715	Hungarian AF	29dec09	fuselage at Tököl; sold; will be preserved
Mi-26T	34001212120	RA-06260	SKOL	rgd 20aug09	
Mi-26T	34001212401	RA-06025	Krasnodar-Liz-Kon	rgd 01sep09	rgd to Krasnodar-Liz-Konsal
Mi-26T	34001212478	MH-268	Cambodian AF	PNH 14dec09	white c/s; ex XU-268
Mi-26T	34001212480	RA-06087	Krasnodar-Liz-Kon	rgd 01sep09	rgd to Krasnodar-Liz-Konsal
Mi-26T	34001212485	MH-269	Cambodian AF	PNH 14dec09	white c/s; ex XU-269
Mi-26T	34001212523	RF-31352	MChS Rossiï	11dec09	tender for rework; confirmed ex RA-06280
Mi-26	223 204	Z3076	Indian Air Force	d/d feb89	c/n checked at IXC 2009
W-3A	36 09 16	0916	Polish Air Force	WAW 04dec09	c/n confirmed
Tu-134A-3	60267	RA-65102	Aeromoscovia	DME 20jan10	
Tu-142M	---	"53" black	Russian Navy	26oct06	at Mongokhto; large 'Vanino' titles
Tu-142M	---	"54" red	Russian Navy	ph. 2008	at Mongokhto; 'TTK-Dalniï Vostok' titles
Tu-142MZ	---	"63" red	Russian Navy	ph. 22jan10	at Mongokhto
Tu-154M	89A797	RA-85149(2)	Donavia	VKO jan10	
Tu-154M	89A817	RA-85663	Aeroflot Rus. Al	20jan10	donated to the Moscow Technical University of Civil Aviation (MGU GA)
Tu-154M	92A927	RA-85744	South East Al	VKO 17jan10	leased from VARZ-400; in all-white c/s
Tu-154M	93A971	RA-85787	Taban Air	w/o 24jan10	destroyed on landing Mashhad airport
Tu-154M	95A1007	RA-85817(1)	KavMinVody Avia	MRV 21jan10	in basic Samara c/s with large 'KMV' titles
Tu-204-100	1450741964048	P-633	Air Koryo	Ule 11jan10	in fcs; l/n Ulyanovsk-Vostochny 16jan10
Yak-40	9 32 17 28	CCCP-87301	AFL/Yakutsk	canx 1987	not crashed at Khanty-Mansisk 17may86 !
Yak-40	9 61 16 45	EX-112	Osh Avia	ph. 18apr06	f/n FRU may08, named 'Bintimak'
Yak-40	9 74 19 55	CCCP-87928	AFL/Tyumen-HMA	w/o 17may86	see comment below
Yak-42	4520424711396	RA-42353	all white, n/t	VKO 10jan10	opb Grozny Avia ; l/n VKO 17jan10
Y8CB	---	5121	Chinese Air Force	photo	for full details see the site
Y8G	---	5126	Chinese Air Force	ph. end09	for full details see the site
Y8G	---	5128	Chinese Air Force	ph. end09	for full details see the site
Y12	---	RCAF-602	Cambodian AF	PHN 14dec09	XU-016 & XU-017 were not seen this date !

An-2 LY-AER was bought by Leif Lickhammer of Vetlanda (Sweden) in 1994. It was seen in all-pink c/s, no titles at Vallentuna 18oct94. Was last seen as such at Växjö 21may95. Leased to Halmstad Fallskärmklubb (parachute club) may95. Operated by Kaunas Avia-

tion nov95/jan96 whilst probably continued to be owned by Leif Lickhammer of Vetlanda, but officially trf to UAB Svedijos Prekės in 1996. Seen Vallentuna jul96 with 'I Kaunas' titles. Offered for sale in 1999 with t/t 6,530 hours and bought by Thorbjörn Björk and seen in all-black c/s Barkarby 03jun00. Was canx between 01may05 & 01jul06 and left abandoned at Skå-Edeby and sat there for many years until someone reported the aircraft as "found" to the police. Since no-one claimed it the aircraft became the property of the person who found it and last report there is dated jun09. Painted in WWII RAF insignia and the code 'BZ' on the left-hand side to resemble a Westland "Lysander", seen as such Skå-Edeby nov09.

Yak-40 CCCP-87928 crashed 17may86 on a check flight (after repair of the nose gear) from Khanty-Mansisk when the pilot flew a roll resulting in the aircraft entering a steep dive. The aircraft reached 5.25g during pull-out at a speed of 650 kilometers per hour and the left wing broke off, hitting the tail, which broke off as well. The aircraft crashed in the floodplain of the Ob' river nineteen kilometres from the airport, all five crew killed. Cancelled 28jul86.

PH register

Newly registered aircraft:

PH-AMJ	Brändli BX-2 Cherry	213	Hermesen, J.G.H.	Cuijk	07530	04jan10
PH-EZL	Embraer 190-100STD	19000334	KLM Cityhopper BV	Schiphol	07535	21jan10
PH-JCI	Raytheon 390	RB-122	Soldi-aiR BV	Eindhoven	05118	11jan10
PH-WNG	Cameron N-105	4385	Rijnders, J.	Amersfoort	07533	18jan10
PH-WPS	Colt 77A	2045	Oranje, J.A.	Poppel (OO)	07531	11jan10
PH-XXV	NA B-25N Mitchell	108-33832	Stichting Duke of Brabant Air Force	Eindhoven	07534	19jan10
PH-8T9	FlyProduct Xenit	M26840	Veldhuis, G.P.	Ysbrechtum	20966	20jan10

Change of ownership:

PH-AXS	Beech E90	LW-297	Leverco BV	Apeldoorn	07013	29dec09
PH-CBO	Ultravia Pélican PL	689	Komen, J.B.	Vleuten	06491	12jan10
PH-HUW	Fire Balloons G	1202	Kruseman, M.R.M.	Arnhem	06919	06jan10
PH-MDF	Cessna F172N	1842	Sky Service Netherlands BV	Teuge	02904	11jan10
PH-RNC	SOCATA Rallye 150ST	3177	Koonstra, L.	Opeinde	04219	21jan10
PH-YYY	Cameron N-105	2838	Beusekom, R. van	Barneveld	04521	06jan10
PH-3R3	Aeropro Fox-912	12502	Feikema, S.M.	Zuidoostbeemster	20635	21jan10
PH-485	Glasflügel H-201B	366	Klijnsstra, E.J.	Winschoten	02118	05jan10

Cancelled from register:

PH-GID	Robinson R44 II	11084	Rotavisie BV	To Germany.	06867	21jan10
PH-HDW	Ken Brock KB-2	NVAV-76	Ensing, R.	To Germany.	03473	28dec09
PH-KRC	Cessna 180K	180-52799	Munck, F.A. de	To G-GKRC.	05886	11jan10
PH-2W8	Comco Fox-C22C	9606-3709	Fisc-Jur.Adviesbureau De Bruyn BV	To Germany.	20453	04jan10
PH-3J1	WD Fascination D4 BK	065	Geest, J. van	To France.	20593	14jan10
PH-212	Grunau Baby IIB	91	Visser, J.P.	To Germany.	04341	19jan10
PH-766	Schleicher ASK-23B	23030	Eindhovense Aero Club / KLu ZC	To Belgium.	03465	12jan10
PH-1120	Schempp Nimbus 4DM	28	Pas, J.F.C.M.	Sale not reported.	05522	14jan10
PH-1209	Diamond HK-36TC	36679	Kleinenhammann, H.T.	To Germany.	05937	05jan10
PH-1299	Schempp Ventus CT	137	Willenswaard, W.H. van	To Germany.	06519	20jan10

Reservations:

PH-ABU	Learjet 55	55-107	Jet Management Europe BV	Ex D-CWAY.		05jan10
PH-CBX	Brändli BX-2 Cherry		Kievit, A.			11nov09
PH-CCI	BAe Jetstream 3212	860	AIS Action BV	Ex 4X-CII.		12jan10
PH-DCI	BAe Jetstream 3212	916	AIS Action BV	Ex 4X-CIJ.		12jan10
PH-HDK	Cameron Z-225		Cameron Balloon Promotions	(for Aerostat)		25nov09
PH-IVE	Kubicek BB34Z	723	Wiegiers, R.	(for B. Stuijver)		05jun09
PH-PST	EMB-500 Phenom 100	50000132	Stibbe, P.G.	Ex PT-FQF.		08jan10
PH-SRP	Piper PA-28-151	28-7715209	Dutch Living Air Colours BV	Ex PH-SRP.		23nov09
PH-THI	P-51 Mustang 3/4 scale		Jacobs, A.J.			14dec09
PH-UWE	Pitts Samson Model II	WS-002	Schlatter, U.	Ex N985US.		11nov09
PH-XGN	Van's RV-6	21460	Nielsen, G.P.	Ex N79RL.		04jan10
PH-1456	Schempp-H Discus bT	37	Jongh, E. de			27nov09

Additions, corrections and news:

PH-BDU	Boeing 737-406	24857	To 5A-MAB.			
PH-BGH	Boeing 737-7K2	38053	Ex (PH-BGK), N1769N.			
PH-EZK	Embraer 190-100STD	19000326	Ex PT-TXO.			
PH-EZL	Embraer 190-100STD	19000334	Ex PT-TXU.			
PH-HST	Boeing 737-83N	32576	To PR-GIC.			
PH-JCI	Raytheon 390	RB-122	Ex G-CJAG, N3722Z.			
PH-MED	Learjet 55C	136	To OE-GCF.			
PH-PXY	Agusta AW139	31267	Ex I-EASH.			
PH-PXZ	Agusta AW139	31250	Ex I-PTFD.			
PH-SOE	Pilatus PC-12/47E	1101	Ex HB-FQA, OY-PNG, HB-FQA.			
PH-VCB	Cameron A-105	2968	To RA-0554G.			
PH-WLW	Robinson R44 Raven II	11638	To G-OPMP (correction).			
PH-WNG	Cameron N-105	4385	Ex G-WNGS.			
PH-WPS	Colt 77A	2045	Ex PH-WPS. "Sport International" advertisement.			
PH-XXV	NA B-25N Mitchell	108-33832	Ex N320SQ, N3698G, 44-29507.			
PH-619	Grob G102 Astir CS Jns	2138	To OO-YZP.			
PH-1374	Stemme S-10V	14-044M	Amendment to c/n (11 January 2010).			

Credits: IVW, Airnieuws.nl, ballonregister.nl.

Dustpan & Brush



Snow can be lots of fun when you are not working, but for those who do have to work it can be a major nuisance! This month there were a lot of aircraft sliding off runways and taxiways, some of which you can find in this month's section. One you cannot see here but because it happened on our backyard, we just had to show you Boeing 767 PH-MCJ of Martinair. Leaving the engine test run area, the big Boeing had trouble staying on the slippery taxiway and ended up on the grass. Only engineers were on board and obviously they were fine and the Boeing itself hardly received any damage. (Amsterdam-Schiphol, 8 January 2010, Marco Hoop)

Additions & Corrections:

03jan96 PNC-292 CeU206G Policia Nacional Colombia w/o

18jan02 PNC-5008/N-09 UH-1N PNC **32035** w/o
See Scramble 275.

18mar02 PNC-3048 OV-10D PNC/US State **305-109** w/o
See Scramble 275.

07apr03 PNC-3064/T-03 S2R-T65/400 PNC/US State w/o
See Scramble 291.

31may03 PNC-4001/AT-02 AT-802 SAPC **802-0125** w/o
See Scramble 290.

25aug03 PNC-4000/AT-01 AT-802 US State Dep **801-0124** w/o
See Scramble 293.

...04 K2962 G-III mod Indian AF/ARC R&AW**495**rep
The aircraft has been repaired since its accident at Cuttack-Charbatia in India during 2004 (when a hangar collapsed on top of it), and was observed at Luqa, Malta on 20 December 2009 while en-route to the United States.
See Scramble 339.

20apr09 98-3047 MQ-1 USAF/432AEW **P-047** w/o
See Scramble 368.

19aug09 MH-60 US Army/1-160th SOAR w/o
A US Army MH-60 helicopter of the 1-160th SOAR crashed 400 feet from the top of the 14,200 foot Mount Massive in the Colorado Mountains (CO). Two persons were killed, one injured and another is still missing. The helicopter and those aboard were assigned to (Fort Campbell, Kentucky) the 160th Special Operations Regiment. Who are known as "Night Stalkers" because they specialize in nighttime operations. The cause of the crash has now become known and can be attributed to pilot error. The US Army stated that "the investigation concluded the crew's flight plan didn't take into account the helicopter's performance limits at that altitude. Thinner air at high altitudes reduces the power of aircraft engines and affects aircraft handling. No mechanical failures were identified."
See Scramble 364.

06oct09 CP-2551 B737-382 Boliviana **24449** rep
It looks like we were a bit presumptuous in stating that the Boeing was written off. It actually returned into service at the end of last December.
See Scramble 366 and 368.

03nov09 Z-WPJ MA-60 Air Zimbabwe **0301** dam
See Scramble 367.

18nov09 HR-1520 NBo105CBTNI-AU/SkaU6 **N87/S-655** w/o
See Scramble 367.

19nov09 N355PH DHC-8-202 Win Win Aviation **500** w/o
See Scramble 367.

23nov09 MM62176/46-41 KC-130J AMI/46AB **5597** w/o
See Scramble 368 and 367.

05dec09 HK-4342 Cessna 402C AvioCharter **402C-0292** w/o
See Scramble 368.

13dec09 YV2473 Beech 58 private **TH-446** w/o
See Scramble 368.

23dec09 1411/11 Bell 212 Mexican AF/EA.111**35004**w/o
See Scramble 368.

New Accidents:

... may01 421 F/A-18C **1157** dam

This Kuwait air force 9sq F/A-18C suffered unknown damage in an unspecified accident at an unknown location in Kuwait, after which it was placed in storage. It was not until Boeing was awarded a contract on December 2, 2009 to repair the aircraft, valued at 9.5 million US dollar, that it became known that it had been damaged. The Foreign Military Sales deal covers repair or replacement of all damaged components on the aircraft at Ahmed Al Jaber air base in Kuwait, with completion of the repairs expected in December 2012.

04jun09 EI-BUN Beech 76 **ME-371** dam

This private Beech Duchess made a safe landing on runway 07 at Weston, Ireland but seconds after touching down, the nose gear retracted and the Beech ended up sliding 250m down the runway on its nose and the main landing gear. After the AAIU concluded their findings they reported that the most likely cause was the fact that the student (who was flying the Duchess and for the first time) was sitting too close to the gear handle and inadvertently moved the lever to the UP position as he started to brake after touch down. While the nose gear started to retract, the student kept pulling back on the control column and therefore kept weight on the main landing gear, which prevented the main gear from retracting as well. They came to a stop on the centreline, where the student, instructor and another student quickly vacated the Beech. The result was damage to the propellers, nose gear and nose gear doors.

.. oct09 ZH837/10 Merlin HM1 **50074/RN17** dam

While landing on HMCS Montreal, this Royal Navy/814sq Merlin HM1 suffered an accident, causing the starboard undercarriage to collapse. The Montreal, with the damaged helicopter still on the flight deck, docked at Faslane in Scotland, after which the helicopter was removed by means of a crane. No mention was made to any injury to the crew of either the helicopter or the ship.

06oct09 MM81704/PS-107 AW109N **22505** w/o

This AW109N of the Italian Polizia di Stato/1RV suffered an accident and was wrecked while taxiing at Pratica di Mare located south of Rome in Italy.

15nov09 F-GOGN C-212-100 **TC-9-92** dam

A little late, but we nevertheless want to mention this Casa of the Federation Francaise de Parachutisme as it received substantial damage in a collision at St.Jean de Turac, France. We are not aware of the details surrounding the collision.

04dec09 UH-1H w/o

This Turkish Army UH-1H crashed at the General Ismail Hakki Tunaboylu Barracks at Samandira, Istanbul in Turkey, after the tail rotor struck the ground first while preparing to land. The crew remained uninjured. It is believed that the helicopter has been written-off, but confirmation is still pending.

07dec09 MiG w/o

Yemeni Houthi rebels have claimed to have shutdown a MiG aircraft with anti-aircraft fire near Khaiwan in the Amran Province, fifty miles north of Sana'a in Yemen.

09dec09 Mi-17 dam

An Indian air force VVIP Mi-17 helicopter, one of a formation of three, carrying the Indian President Pratibha Patil, struck a hangar wall with its main rotor blades while landing at Biju Patnaik international airport, in the city of Bhubaneswar in the state of Orissa, on the east coast of India. No one in or near the helicopter was injured. This is not the first incident involving presidential VVIP helicopters, as in February last year the presidential helicopter was one of three helicopters landing on the runway of Mumbai without clearance from air traffic control. At the time an Air India flight was picking-up speed for take-off.

The Air India pilot avoided an accident by aborting his take-off and swerved onto a taxi track.

20dec09 5Y-YKM BAe748-2B **1779** w/o

The 748 Air Services BAe748 suffered a runway excursion at Tonj, Warrap state, southern Sudan, when the pilot was somehow unable to judge the runway length, and landed midway down the runway, leaving not enough runway to stop the aircraft. The propliner exited the runway and struck a group of houses under construction, causing substantial damage to the aircraft's nose and the left undercarriage was ripped off. Besides the material damage there was one casualty on the ground with a woman being killed after being hit by the aircraft. A child of the same woman is missing and is believed to have been trapped underneath the 748... None of the passengers and crew on board received any injuries.

23dec09 Robinson R44 w/o

A Brazilian air force Robinson R44, on a flight from Sao Paulo to Sao Luiz, the capital of Maranhao state, crashed in northern Brazil. Both crew members were killed in the accident, the cause of which is still unknown.

27dec09 VN-B220 ATR72-212A **880** dam

Upon landing at Phu Quoc, Vietnam, the Vietnam Airlines ATR72 (barely two months old!) struck its tail on the runway and sustained serious damage to the tail section. It had just come in from Ho Chi Minh City as flight VN479 with the First Officer being the pilot flying. Nobody got injured, but two weeks later the aircraft was still at Phu Quoc, awaiting repairs.

27dec09 CP-2590 SA227AC **BC-773B** dam

After a flight from Trinidad, Bolivia, the Aerocon Metro ran off the end of the runway at Guayaramerin and ended up in a ditch, badly damaging the nose. Luckily none of the eighteen persons on board received any injuries.

02jan10 9Q-CAA B727-231F **21986** w/o

Amidst heavy rain showers and thunderstorms, the Compagnie Africaine d'Aviation B727 landed on a flooded runway 06 of Kinshasa-N'Djili and skidded off to the left after it aquaplaned. The entire gear (nose and main) broke off during the skidding before the aircraft came to a stop, also receiving heavy damage to the



Days before Christmas last year, the American Airlines Boeing 737 slid off the runway at Kingston, Jamaica during a tailwind landing on a wet runway amidst heavy rain showers. These pictures show just how close the Boeing came to getting even more wet feet and also it is pretty much solid evidence that it will never fly again... (Kingston, December 2009)



Saab 340 C6-SBE of Sky Bahamas received minor damage after the gear was inadvertently raised while parked on the apron at Nassau. Before it was delivered in December last year it flew for Pacific Coastal Airlines as C-FLPC, as shown here, which parked the Saab in June 2009 after barely two years of service. It was then ferried to Bangor (ME) for a storage period of four months before it was readied for Sky Bahamas. (Vancouver, 19 August 2008, Walter Heukensfeld)

wings and fuselage. Nobody on board received injuries. Earlier, the crew had reported hydraulic problems (which affected the braking capabilities of the 727) shortly after departure from Kinshasa and therefore returned to the airport. The old Boeing will not be repaired, and the next day people were already busy painting over the CAA titles on the aircraft!!

It now turns out that there was more to this story. On 31 December last year, the aircraft had suffered a tail strike during take off from Goma (RDC), due to a combination of tailwind and an overload, which forced the crew to rotate too early, but they had too, since they were running out of available concrete. Upon arrival in Kinshasa the tailskid was inspected but not replaced! Now we move forward to today's flight where the crew was surprised to see that the tailskid was removed altogether! This would play an important part in what was about to happen.

After departure, when selecting the gear up, a hydraulics system indicator light illuminated but extinguished the moment the gear was up and locked, only for it to be replaced by another hydraulic indicator light. The flight engineer (yes, they still do exist!) reported that they were losing hydraulics when the quantity of the B hydraulics system reached zero. System A was still sufficient although it had dropped slightly as well. Taking up a holding pattern to sort out the problem the crew discussed the fact that the valve to operate the landing gear also normally operated the tailskid. Since this had been removed, it led the crew to suspect that the tailskid hydraulics lines were either badly locked or no plugs installed at all after the removal. The crew now realized that they were eventually going to lose system A hydraulic fluid, so deactivated the pumps to save what was left for gear extension later on. After holding for two hours (ninety minutes of which in manual reversion, i.e. like driving a car without power steering!!) the crew had to attempt a landing since the weather was not improving and they only had an hour's worth of fuel left. The hydraulic system was activated and the gear lowered before all hydraulic fluid was lost. The landing itself was done at a gross weight of about 165,000 pounds with a speed of 165 knots. The touchdown was in the correct spot and reversers selected but this was not sufficient for stopping the aircraft. The brakes have a back-up accumulator with enough fluid to make them work, but unfortunately in this case, it did not work properly. The air brakes were also selected to the full extend position but it was all to no avail.

Since the aircraft landed at 165,000 pounds and a speed of 165 knots without effective braking on a flooded runway, it was no surprise they needed the full length of the runway at their

disposal. Now, to make things even more difficult for the crew, they were forced to steer the Boeing around concrete piles at the end of runway 06, or more precisely the threshold of 24. Runway 24 had its threshold displaced and the unused area of 24 was broken up and removed, leaving concrete piles on that section. While trying to steer around these piles, the left hand main gear went off the edge. There was an erosion at the left hand edge about forty centimeters deep causing the left main gear to drop below the concrete and the gear snapped off. The airplane skidded for about 300 meters on the right main gear, nose gear and left wing doing a ninety degrees pirouette in the process, at which point the right hand main gear snapped off and the aircraft now ploughed backwards, the nose gear digging a hole of one meter deep and four meters long. The right hand main gear ended up besides the left wing and eventually the engines were shut down using fire handles.

After the accident a check of the hydraulic lines had been ordered (to see if the tailskid plugs had been installed), but without an independent observer it appears that this either did not happen or the assembly had been tampered with after the accident...

This is the second incident involving a CAA aircraft, two months ago CAA lost an MD-80 in an incident at Goma.

03jan10 D-ABKF B737-86J **37745** dam

During the take off roll at Dortmund, the pilots of Air Berlin flight AB2450 noticed an anomaly with the airspeed indicators and decided to abort the take off. Unfortunately the remaining runway was not enough to bring the Boeing to a halt and it subsequently overshot the runway and ended up in a meadow beyond runway 06, sustaining no damage at all. All six crew members and 165 passengers got out off the aircraft without injuries and the passengers were later bussed to another airport, to continue their journey to Gran Canaria.

04jan10 14647/647 OV-10A **305A-55** dam

This Philippine air force 16th AS OV-10A crashed at Davao airport, on the island of Mindanao in the Philippines. The pilot survived the crash, but if the same can be said for the aircraft is still unknown.

05jan10 N720RA Lj35A **156** w/o

The Royal Air Freight Gates Learjet had come from Pontiac-Oakland County (MI) with just the two pilots on board and was cleared for a visual approach to runway 34 at Chicago-Executive (IL), when it crashed into the banks of the Des Plaines river under unknown circumstances. The wreckage was found in a

forest preserve near Wheeling, south of the airport, both pilots did not survive the impact. Weather at the time was good, so it remains a mystery as to what happened for now.

05jan10 N5016U Bell 206B-3 2634 w/o
Three biologists from the California Department of Fish and Game were on board the Palm Springs Aviation JetRanger, surveying deer herds, when the pilot did not spot the power cables across the canyon. The helicopters rotor blades clipped them and caused it to crash, killing all four on board. It came down in the Sierra National Forest, near the border of Fresno and Madera counties.

06jan10 A2-AKG Cessna 208B 208B-0573 dam
Suffering from a loss of engine power, there is only one way to go for single engine aircraft and that is down. This happened to the Mack Air Grand Caravan on departure from Piaojo airstrip, Chief's Island, Okavango Delta, Botswana, and it crashed in a wet flood-plain and overturned. A few of the passengers received injuries (including a broken hip) and the Cessna sustained substantial damage.

07jan10 C6-SBE Saab 340A 099 dam
Not sure what happened here! Parked at apron 5 at Nassau-Lynden Pindling, Bahamas, the gear of the SkyBahamas Airlines Saab 340 suddenly retracted with some cuts and bruises to the turboprop as a result. Luckily, the only ones on board, the captain and flight attendant, did not receive any injuries.

08jan10 XA-PCC Falcon 20C 159 dam
The Mexican-registered Falcon 20, operated by Aerotaxis Dos Mil, suffered a blown tire during the take off roll from Vail-Eagle County (CO) and received substantial damage (mainly to the main gear, which collapsed) when it subsequently slid of the runway into the snow. All seven on board were okay.

08jan10 C-FVWY PA-31-350 31-8252063 dam
Gear problems seem to be the flavour of the month in this edition of Dustpan & Brush...

A Piper Navajo Chieftain of Superior Airways was forced to land with the gear up, after the pilot could not lower the wheels. It landed belly up at Bloodvein, about 200km north of Winnipeg, and received some damage, the thirteen persons on board did not receive a scratch. They were travelling to Bloodvein for a church gathering and we are curious what sort of church that might be in a place called Bloodvein!

10jan10 N816UA A319-131 871 dam
The passengers of United Airlines flight 634, the domestic service from Chicago-O'Hare (IL) to Newark-Liberty (NJ), got their share of excitement, when the Airbus was forced to land with the right main gear in the up position. On approach to Newark, the crew had troubles lowering the gear and decided to go around and circle while trying to sort out the problem. This did not reach the desired outcome with the end result being a landing with only the left main and nose gear extended.

So, after touchdown on runway 4L, the Airbus' number 2 engine touched down instead of the gear and caused a nice shower of sparks. The fire services rushed in after the aircraft and quickly foamed the area to prevent any fire from starting, while in the meantime the aircraft was evacuated, using the escape slides. All five crew members and 48 passengers got out okay but surely had a lot to talk about on the way home!

10jan10 XA-LSA A109E 11089 w/o
The AeroSaba Agusta Power crashed under unknown circumstances in the small town of San Lorenzo Acopillo (on the outskirts of Mexico City), Mexico, near a toll booth of the Mexico-Toluca highway. All four persons on board (three of whom were of one of Mexico's wealthiest families) lost their life in the accident, which happened in foggy conditions and could therefore have played a part in the crash. Even rescue helicopters could not reach the crash site due to the low visibility.

11jan10 HP1457 Beech 300 FA-123 nil
A Beech 300 of an unknown operator went missing on a flight from Barcelona, Anzoátegui state, to Higueroate, Mirnada state, both in Venezuela, with three persons on board. It looks like the Beech was stolen, pure and simple, after the three persons on board filed a flight plan but never followed it. They also failed to talk to air traffic control, which eventually led to the alarm

bells being rung. No crash site was located, so it is believed the Beech was stolen, and will most likely turn up in another Latin American country soon (we put our money on Guatemala) to be used for dodgy business...

11jan10 helicopter dam
An ISAF, and most probably US, helicopter made a hard landing at an unknown base in the Helmand province of Afghanistan, during which the crew members remained uninjured. The helicopter was damaged in such a way that it is not flyable. There were no indications of enemy involvement.

12jan10 D-HPND MD902 900-00087 dam
Even helicopters like to play around in the snow as this MD902 Explorer of Polizeiubschrauberstaffel Niedersachsen proved. It touched down in the snow near Elze, Wedemark, 15km north of Hannover airport, Germany and continued to slide for another 100m before finally tumbling over onto its right side. The three persons on board received minor injuries, while the helicopter received substantial damage.

14jan10 VH-NTQ Cessna 208B 208B-0635 dam
While flying from Broome to Koolan Island, both in Western Australia, the pilot of the Broome Aviation Grand Caravan received a low oil pressure indication. A diversion to Beagle Bay was initiated and during the approach the pilot shut down the (one and only) engine. Perhaps a smart move initially but that backfired when the Cessna undershot the runway (i.e. came in too low) and hit the ground. It flipped over and the engine separated from the aircraft. The pilot escaped with minor injuries but looking at the aircraft damage we will be surprised if it ever ends up flying again!

14jan10 NZ19.. CT-4E w/o
While practising with the RNZAF air force Red Checkers display team, one of the CT-4Es crashed into sand dunes near Santoft forest, eighteen kilometers west of the town of Bulls and close to the Manawatu gorge in the Raunaki Ranges on the North Island of New Zealand. The pilot, who was the sole occupant of the aircraft, was killed in the accident. The cause of the accident is still unknown.

14jan10 86 RED Su-27SM w/o
A Russian air force Su-27SM of 23 IAP crashed while on a training flight near its home base at Dzemgi, close to the village of Galetsnoye, and about thirty kilometers from the city of Komsomolsk in the Khabarovsk region of Siberia, Russia. The body of the pilot was later recovered near the crash site. After this crash, all Su-27 flight operations were suspended until the cause of the crash has been established.

15jan10 EP-IDA Fokker 100 11292 dam
Not much to say about the incident involving an Iran Air Fokker 100. It landed at Isfahan's runway 26R and had the nose gear collapse, resulting in damage to the nose gear and fuselage. It had arrived from Tehran as flight IRA223.

15jan10 N95RS PA-31P-425 31P-7400221 w/o
Having been grounded since Christmas due to bad weather (snow), the private Piper Navajo was eager to take to the skies again and it managed to do so for less than a minute! According to eyewitnesses the Piper's engine stopped before it crashed in a field next to the A4095, near Bladon, United Kingdom, and caught fire immediately. The fire services at Oxford-Kidlington (from where the Piper had taken off earlier) were alerted but sadly arrived too late to save the lives of the two occupants.

15jan10 HB-GPL Beech C90GTi LJ-1936 dam
On take off from Les Eplatures in La Chaux-de-Fonds, Switzerland this King's Way Beech 90 overran the runway after aborting the take off from runway 24. It ended up hitting some sort of fence/concrete block which resulted in substantial damage to the nose and the right wing separating from the fuselage. Luckily the four occupants got out with minor injuries, one of whom was taken to hospital by helicopter.

15jan10 MQ-1 w/o
A USAF MQ-1 UAV crashed at an unknown location while on a night patrol over southern Afghanistan.

16jan10 VQ-BAC B737-524 27321 dam
UTAir flight UT572 from Krasnoyarsk to Moscow-Vnukovo

went perfectly fine and without any trouble until the aircraft was parked on the General Aviation stand at Vnukovo III. For some unexplained reason, the Boeing's nose gear collapsed, causing damage to the nose gear assembly. Nobody received any injuries.

16jan10 EP-IBB A300B4-605R **727** nil

Mere seconds into the take off run from runway 19R at Stockholm's Arlanda airport, to operate flight IR762 to Tehran with 173 people on board, the left engine of the big Iran Air Airbus failed and the aircraft started moving to the left. There was no stopping it and the A300 ended up next to the runway in the snow, receiving next to no damage. Passengers and crew were bused to the terminal while the Airbus blocked runway 19R/01L for several hours.

18jan10 N810JA Beech B60 **P-591** w/o

Not long after getting airborne from Huntsville (AL), the pilot of the private Duke reported engine trouble and requested to return to the airport. Unfortunately it did not make the airport, as it crashed two miles short of the runway after the pilot was trying to land in a field but got tangled in some trees. The Beech came down off Healey Drive, Madison (AL) killing the two occupants and destroying the aircraft by fire.

18jan10 N80HH MU-2B-60 **732SA** w/o

This Mitts Corp. Mitsubishi crashed under unknown circumstances when it was trying to land at Lorain County regional airport (OH). It came down a few miles from the airport, in Elyria, killing all four on board.

19jan10 N246PS CRJ200ER **7920** dam

A system that has been in place for quite some time (JFK was one of the first airports in 1996) in the US, but only at thirty airports equating to 44 runways (it is not cheap...), is something called EMAS or Engineered Material Arresting System. This is basically a bed of lightweight, crushable concrete built at the end of a runway and its purpose is "to stop an aircraft overrun with no human injury and minimal aircraft damage (usually none)". The aircraft is slowed down by the loss of energy required to crush the concrete blocks.

The crew of US Airways Express flight 2495, operated by this PSA Airlines CRJ, from Charleston (WV) to Charlotte (NC), decided to abort their take off at high speed for unknown reasons, could not stop in time and made good use of the EMAS at the end of runway 23. The crew of three and thirty passengers got out okay but the aircraft received substantial damage to the gear, up to the point where it might need replacing.

19jan10 D-CKPP SA227DC **DC-805B** dam

On final approach to Stuttgart's runway 07, the crew of this

BinAir Metro received an unsafe gear indication and decided to go around and sort out the problem. A fly-by was performed during which from the outside the gear appeared to be fully down. However, on touch down the right MLG (main landing gear) did collapse and the Metro veered off the runway and come to a stop on soft ground, receiving minor damage.

19jan10 XA-UBQ A318-111 **2328** dam

Moments after passing V1, or the so-called 'go or no go'-speed, the Mexicana Airbus lost the outboard cowling of the left hand engine which completely separated from the engine. The take off was continued and the aircraft made a safe landing at Cancun, Mexico a few minutes later. The cowling had impacted the engine pylon, the wing and the rear fuselage, and thus produced substantial damage to the airframe plus leaving debris on the runway. Unfortunately, air traffic control allowed an aircraft to land on the same runway with the result being a burst nose gear tire for the Midwest Boeing 717 (N906ME), which was operating a flight for Click Mexicana.

19jan10 PA-92 Schweizer 300C **S-1778** w/o

The Argentine Coast Guard Schweizer 300C crashed just fifty meters from the main runway at San Fernando international airport, just northwest of Buenos Aires, on the Atlantic coast of Argentina. Both crew members were killed in the accident. The cause of the crash is unknown.

19jan10 SA341 w/o

A Moroccan Gendarmerie SA341 crashed in the forest of Maamora, close to the town of Sidi Allal Bahraoui, and about 25 kilometres from the city of Rabat in north Morocco, killing both pilots.

20jan10 CS-DXR Ce560XLS **560-5748** dam

The NetJets Europe Citation Excel ran into trouble when it lost braking capacity due to losing hydraulic fluid (which was found on the runway) and could not slow down in time. On vacating runway 06 at the end, and entering runway 18L/36R at Amsterdam-Schiphol, the right main gear hit a hole and the gear got stuck which eventually made its way up through the wing. Luckily it happened pretty much on the doorstep of the fire services that quickly rushed out and sprayed the right wing with foam as a precaution. There were no passengers on board and the two pilots were shocked but otherwise without injuries.

21jan10 XA-WAC ERJ145LU **145255** dam

Aeroméxico Connect flight 2051 from Hermosillo to Tijuana, both in Mexico, ended up next to runway 09 after landing in gusty crosswind conditions and rain. The Embraer's left main landing gear dug into the soft ground and the left wing actually scraped the ground too. As a result received minor damage.



A long time ago, back in Scramble 339, we were under the impression that this Gulfstream III K-2962 of the Indian air force would never fly again after a hangar collapsed on top of it. However, we now can apply the old saying 'never say never' to the VIP transport as it was seen very much flying again at Malta-Luqa on 20 December 2009, with this picture of Robert Sant providing us with the undeniable proof!

This was the first landing but third attempt after two previous attempts ended in go arounds due to the strong winds.

21jan10 EC-KYR AW139 **31228** w/o

Returning from a training session and on approach to Almería, Spain, the Agusta Westland (owned by Helicopteros del Sureste - Helisureste and operating for SASEMAR-Salvamento Marítimo) crashed under unknown circumstances. Helimer 207, the helicopter's call sign, fell into the sea four miles from the runway and only one of four on board was rescued. The other three are feared to have lost their life.

21jan10 LX-OCV B747-4R7F **29731** nil

A potentially dangerous situation had a lucky ending when a landing Cargolux B747 hit a van on the runway. During a period of low visibility the van was on the runway to repair some runway lights when the Cargolux Jumbo came in to land (as flight CV7933 from Barcelona) and it hit the van with its undercarriage. The Boeing got off lightly with just damage to one of the tires, which needed replacing, the van was fortunate enough to just receive a big dent in the roof and was missing the lights on top. Luckily the driver was able to tell the tale but it could have ended much more dramatically. There are several investigations going on to try and find out how the van ended up on the active runway (24) in Low Visibility Procedures, a time when very strict limitations and regulations are in force for both airport and aircraft!

21jan10 N2217B Ce340 **340-0532** w/o

A private Cessna 340 was destroyed in an accident six miles northwest of Rialto (CA), killing the two persons on board. Further details are unknown.

21jan10 HN-468 F-18D **..../FND008** w/o

During a test flight this Finnish Air Force F-18D Hornet (destined for HävLLv 21 but still owned by Patria) crashed into a field in Juupajoki in the Pirkanmaa province of Finland, about forty minutes after they had taken-off from Halli airbase. The two crew members were able to eject and suffered broken bones. The accident happened when the pilots attempted to pull out of a dive at an altitude of more than 29,500 feet when the aircraft lost maneuverability, forcing the pilots to eject at about 15,000 feet, after they failed to regain control. The aircraft started life as two fuselage sections, which originated from the crashed Finnish F-18C HN-413, a former Canadian CF-18 and the cockpit section of the Canadian CF-18B 188920. The aircraft had thus been converted from an F-18C to an F-18D and was rolled out on 21 September 2009, taking 100,000 man hours to complete, and took off on 3 December 2009 for its first flight and crashed on 21 January 2010. After all the effort and at a cost of fifteen million euro's it cannot be said that this was not one of the most cost effective ways to spend the Finnish taxpayer's money.

22jan10 N112AX Beech 1900C **UC-45** w/o

Shortly after take off from Sand Point (AK), about 550 miles southwest of Anchorage on the Alaska peninsula, the Alaska Central Express Beech 1900 crashed in the water, killing the two pilots and only persons on board. The Coast Guard received a call from Sand Point police telling them that debris was reported in the water off the end of the runway. It later turned out that the debris field was about three miles wide. The Coast Guard dispatched an aircraft and helicopter from Kodiak but after fourteen hours they called off the search due to nightfall setting in.

22jan10 F-7M w/o

A Myanmar Air Force F-7M from the 502 AF Battalion crashed and was destroyed by fire at Mingaladon airfield near the city of Yangon, in the north of Rangoon city in Myanmar, killing the pilot. The cause of the accident is unknown.

23jan10 1..... T-34C w/o

Training Air Wing 5 lost one of their Turbo Mentors when it crashed in Lake Pontchartrain one mile north of New Orleans-Lakefront airport (LA) in the dark. On board were a student and instructor, one of whom was rescued from the water soon after, but the search for the other was still ongoing two days later. The Coast Guard dispatched two small boats and an MH-65C to search a one square mile area a couple of miles north of Lakefront airport.

24jan10 RA-85787 Tu-154M **93A-971** w/o

The day before the accident, the Tupolev of Kolavia, operating for Taban Air and also painted in those colours, attempted to land at Masshad, Iran but had to divert to Isfahan due to bad visibility.

The following day flight HH6437, with 157 passengers and thirteen crew, took off early in the morning for another go after the commander was advised of improved visibility. However, the weather had deteriorated again by the time they arrived at Masshad and the crew decided to hold and await improvement of the weather. In the meantime, one of the passengers became ill, which necessitated an immediate landing. The crew was now forced to declare an emergency and shoot an approach and land in weather conditions well below their and the airport's minima! The ILS approach to runway 31R was flown and upon touchdown the aircraft made a very hard landing, veered off the runway for a moment, the gear collapsed, the wings got torn off and eventually the aircraft caught fire in the tail section.

As by a miracle nobody died in the mishap but about 46 persons received various degrees of injury. It needs no further explanation that the aircraft will never fly again...

24jan10 UAV w/o

An unknown US type UAV crashed in the Hamdhoni area of North Waziristan, some 2.5 miles northwest of the main town of Miran Shah near the Pakistani - Afghan border.

25jan10 PT-TAF EMB110C **110103** w/o

Piquiatuba Táxi Aéreo lost one of their Embraers when it crashed on the approach to Senador José Porfírio, Brazil. It departed Belém earlier for the domestic flight, and upon reaching their destination, the crew reportedly attempted two approaches to land but did not succeed. On the third one they were not so lucky and ended up hitting treetops and crashing on farmland not far from the airport. Of the eight passengers and two crew members, the captain and one passenger did not survive the accident.

25jan10 ET-ANB B737-8AS **29935** w/o

While overall fairly quiet, the month of January 2010 ended with a couple of major hull losses, the second one involving this Ethiopian Airlines B737. The former Ryanair aircraft took off from Beirut, Lebanon as flight ET409, with destination Addis Abeba, Ethiopia, with 82 passengers and eight crew. At the time of departure, around 02:35 in the morning, there was a line of thunderstorms hanging just off the Lebanese coast and these can be quite vicious in this part of the world. Aircraft equipped with modern weather radars, as this Boeing was, in general are still able to depart and circumnavigate around the thunderstorms using their onboard equipment and air traffic control (which needs to make sure the amended route keeps them clear of other aircraft and/or restricted areas).

So, it was not unusual for the Ethiopian crew to depart (using runway 21) and initially all went well. But, on reaching 8,000ft, air traffic control asked the crew to change course but failed to receive a reply. On radar, the aircraft was now observed making



Four months ago, the former Ryanair B737, seen here in full Ethiopian colours but still with its previous registration EI-CSW, was delivered to Addis Abeba, but Ethiopian could only enjoy its services for a short period of time. Taking off amidst heavy thunderstorms from Beirut, Lebanon the Boeing crashed in the sea under as of yet unknown circumstances, taking the lives of all on board. (Lasham, 16 July 2009, Mark van der Molen)

a sharp turn and next thing it crashed in the sea about two miles off the coast of Na'ameh, southwest of Beirut. The next day, debris and bodies were salvaged from the sea and judging from the debris it was pretty clear nobody had survived the impact. Of course, the rumour treadmill has been running ever since, with lightning strikes being seen as the number one cause of the crash. While this may seem likely given the weather at the time, we best wait until the investigators release their final report or come up with intermediate reports. To aid with the investigation, they located the black boxes two days after the accident at a depth of 1,300m and they will soon be salvaged. Hopefully, we will be able to tell you a little more next month about what happened.

26jan10 C-GWXL PA-31-350 **31-7952036** dam

Upon landing at Powell River (B.C.) the Orca Airways Navajo made a belly landing because the pilots were unable to lower the landing gear on the approach. Both pilots escaped without injuries but the aircraft received quite a bit of damage.

26jan10 3437/84037 T-34C **GP-43** w/o

A T-34C trainer of the ROCAF Air Force Academy went missing, while on a training sortie flying at 9,000 feet northeast of the Nanhua reservoir over the Kaohsiung County of Taiwan. The aircraft was carrying two pilots, an instructor pilot and a student. The pilots and the wreck had not been recovered on the day of the crash.

26jan10 06 A109E **11511** w/o

This Nigerian Navy Agusta was conducting a search for a ship that reportedly had run aground when it crashed under unknown circumstances in a swampy area in the Niger Delta, about two minutes flying time out from Port Harcourt airport. According to eyewitnesses a door came off in flight which hit the rotors, after which the helicopter started spinning and it crashed. There

were four persons on board, all of whom lost their life.

27jan10 PR-UGO EMB810C **810391** dam

A private Embraer Seneca crashed thirty minutes after departing Iperó, Sorocaba, 125 kilometers from Sao Paulo, Brazil. On board were the mother of the aircraft owner and a pilot, both of whom did not survive the impact the Embraer made when it crashed under unknown circumstances in a heavily wooded area near a farm about thirty kilometers from the airport.

28jan10 18 GAF N22B **N22B-18** w/o

Having left Davao City in the morning, the Philippine Air Force Nomad landed at Awang in Cotabato City to drop off a tactical operations group before continuing their flight to Zamboanga. However, they never made it that far, as soon after take off, the crew reported problems with the Nomad and while trying to return to the airport it crashed into several houses, in the Virgo subdivision in Rosary Heights 9, before bursting in flames. Among the dead (a total of nine) were the commander of an air force division (EastMinCom or Eastern Mindanao Command) plus two pilots and five other crew. It is believed there was one casualty on the ground.

28jan10 4L-IFE An-26 dam

After the landing at runway 15 at Wamena, Indonesia the brakes failed on the Bulog (Indonesia's National Logistics Agency) Antonov and it overran the runway by some 350m. It had come in from Jayapura and weather at the time was fine, but maybe the six tons of rice in the back did not help slow the aircraft down in time. The pilots received minor injuries, the engineer was fine and the Antonov received damage to the right wing.

Credits: Peter Wilmink, Rick Burgess, NAMAR, The Aviation Herald, ASN, Honduras News, Peter Ludl, AAIU, Guido Potters, FAA, John van Boven, BBC, J.A.C.D.E.C., Coert van Breda, KTUU, .C.D.E.C., J.A.C.D.E.C., THISDAY Online



Erik Sleutelberg was visiting Taiwan when T-34 3437 showed up in front of his camera at Gangshan on 23 November 2009 on short final for runway 36L, the homebase of this trainer. It returned from one of many training sorties flown that day and little did Erik know at this moment that two months later it would crash during a training sortie over Kaohsiung county, killing the instructor and student.

Visit www.scramble.nl/sb.htm

Wrecks & Relics



2010 will see the opening of the KB Air Museum. The collection will include an F-104G, F-84E, F-84G and this recently arrived CM170 MT14. The aircraft arrived from the Vissenaken storage, although the last sighting of the aircraft was in 2008 when it was in storage at Beauvechain. The Fouga has a link to Kleine Brogel, as in the 1980s, the base used a number of CM170s for liaison purposes and MT14 was one of the last two to leave the base in early 1988. The KB Air Museum will cover the history of the base and its units since 1944 when construction started on B-90 Kleine Brogel until the present day. More, like opening times, hopefully later.

(Kleine Brogel, December 2009, Laurent Heylingen)

Welcome to another Wrecks & Relics section. A quick note about the GPS co-ordinates. They are meant to assist your planning, and could be either the actual location of the aircraft, the location of the base entrance, or the location of the point from where the aircraft is visible. Please do not just set off on your trip, smash the co-ordinates listed into your TomTom, and then complain that you cannot find the aircraft. Remember the 5 Ps; Prior Preparation Prevents Poor Performance. Have a look on Google Earth yourself to assess the situation.

Netherlands

Maasdijk

Mi-2 B-2910, which was displayed on the roof of Alweco, has been gone since late last year. Destination unknown.

Soesterberg

The MLM received a new aircraft in January 2010, not a real aircraft but a very nice looking replica of a Koolhoven FK51, marked 429. F-15A 74-0083 (marked as 77-0132/CR) has been removed from outside display. In mid-December, it went to a paint shop in the province of Friesland. After its return it will be placed in storage on the former airbase.

Teuge

The Sabre JC+240 from the Baarlo collection will be pole-mounted at the airfield of Teuge. If everything goes to plan, the aircraft will be installed by the summer.

Austria

Mittersill

0817 Mi-8 stored **10817** jun07

This Slovak Mi-8 is stored rotorless near Mittersill. The exact location is unknown, but when you take the road from Mittersill to Kitzbühel there will be a nice restaurant in the middle of nowhere on the left side of the road. On the right side was the Mi-8. It used to be at Gödöllő in Hungary.

Belgium

Kleine Brogel

MT14 CM170 pres **271** nov09

On 23 November, the Fouga arrived at Kleine Brogel from Vis-

senaken. The aircraft still carries its special 40th Anniversary colours and has become part of the base aircraft collection. This collection will officially be opened as the KB Air Museum and will consist of a CM170, F-104G, F-84E and F-84G. MT-14 used to be based at KB in the 1980s.

Czech Republic

Olomouc Neredin

0448 L-39C stored **530448** nov09

9010 MiG-21MF stored, cockpit **969010** nov09

Two more aircraft have arrived at the 1SLP museum. The L-39 came from Letnany, while the MiG-21MF cockpit is from a Polish aircraft which was noted road running in Poland on its way to the Czech Republic on 21 November 2004.

Prachatic

9399 MiG-21UM stored **516999399** aug09

Stored at a yard, just of Slunecna street at the north west side of town, is this MiG-21UM, which used to be stored at Ceské Budejovice. It is visible at 49.02017N, 13.99223E

Finland

Inkoo

CCCP-25267 Mi-8T pres **1007** dec09

The Mi-8 can be found at the Museo Torpin Tykit at Torppanummentie 73 in this town, some 50 Km west of Helsinki.

France

Avord (18)

According to the website of the museum in the village (see Scramble 351) the serial of their Mystere 4A coded 314-TA is 47. The same Avions Anciens d'Avord website also mentions that they have Mirage 3R 347 (I/n Bourges jul91) and black Mirage F1CT 260 (I/n Colmar sep09) is storage off site.

Alençon Valframbert (61)

136 CM170 stored **136** oct09

This former Montagne au Perche aircraft has been added to the local collection at Alençon.

Bordeaux (33)

928 A-4SU pres, ex Singapore **12561** jan10

Although this Skyhawk was handed over to the Musee de l'Air on 12 January 2008, it remained stored at Cazaux until 8 January 2010 when it arrived at the CAEA collection at Bordeaux. It is on loan from the Le Bourget museum.

Le Bourget (93)

941 A-4SU stored, ex Singapore **12317** jan10
 1069/BGD SA341F stored, ex Dax **1069** dec09
 The Gazelle arrived on 7 December.

Lyon Corbas (69)

We can add to the report in Scramble 356 that the unknown ex ALAT Alouette 2 is 98 (c/n **1134**, ex Aubenas), and the Mirage F1 is an Iraqi aircraft which has never been delivered (like 4656 at the Bordeaux museum). The dismantled MS733 Alcyon is 67/F-BMMQ. New here are two ex air force Centrair C101 gliders, 112/B112 and 477/B447. Both were noted in May 2009.

Saint Aubin d'Appenai (61)

248/AB Ce411 pres, ex Bretigny **0248** jan10
 126 CM170 stored, ex Villeneuve **126** jan10
 166 MD312 stored, ex Luxeuil **166** jan10
 311/33-TG Mirage 3R stored, ex Luxeuil **311** jan10
 517 Mirage 3E stored, ex Chateaudun jan10
 607 Mirage 3E stored, ex Colmar **607** jan10
 03 Mirage 4A stored, cockpit **03** jan10
 31 MS760 pres, ex Rochefort **31** jan10
 73/12-ZI Super Mystere B2 pres, ex Orange **73** jan10

Thanks to Le Trait d'Union for the initial report on this private collection. The collection has remained unnoticed for quite some time, the first aircraft arrived in the early 1990's. Most of the aircraft were presumed lost. The Mirage 3Es will be used to restore the Mirage 3R and then be scrapped. The collection also had CM170 427 (to Peutie, Belgium), CM170 396 (scrapped 1995) and Mirage 3E 427 (cockpit to private collector in Bordeaux). Although all aircraft can be seen from outside, the aircraft are on private grounds.

Saint Yan (71)

On 7 February 2009 the last operational Broussard, Aeronavale's 187/CAN-21, arrived here from Cuers on the back of a trailer. It is parked in the Nostalgic Aéro hangar (see www.nostalgic-aero.com). Former CEV N262A 55/MH is expected to arrive at the airfield as well in the near future.

Saulgond (87)

The Fouga outside a local museum has been closely examined. It was previously reported as 468, but appears to be 168. This makes much more sense as 468 crashed in the 1980s and 168 is a former instructional airframe at Toulouse. It has been at Saulgond since July 2006.

Toulouse Blagnac (31)

693/BI Ce310Q pres **0693** nov09

A4 Jaguar A pres nov09
 530/PE HR100-250TR pres **530** nov09

The Ailes Anciennes have added some aircraft to their collection. The Jaguar used to be preserved at the military side of the airfield. It was blown over in a storm early 2009 and still has a damaged tail. The collections CM170 457 has now been painted in Brazilian Air Force colours (blue, white, green and yellow). CeT337D F-BRPQ (**337-0995**) is owned by the Association, but is used as an instructional aircraft at the Lycee St-Exupery of Blagnac. It has grey USAF colours, carries serial **80995** and used to be based at Toulouse Lasbordes.

Germany

Ahaus (NW)

In late November 2009, a Mi-2 marked *D-SCHGL* was noted on the roof of Virtual Aero at the Parallelstrasse 41. This helicopter is reported as the former 34 yellow (c/n **510927**) of the Soviets. This aircraft used to be at Reinickendorf in Berlin. Although it was mentioned as 34 yellow in EMOOS, the construction number is different. Note that the c/n plate was checked in Berlin and it does not show the last three digits (manufacture month and year). For most Mi-2s in that batch these last three are unknown. Virtual Aero also has Su-22M-4 25+06.

Böblingen (BW)

22+58 F-104G pres, ex Memmingen **7139** aug09
 This Starfighter is now on display at the Mielenwerk, a car museum at the Wolfgang Brumme Allee 55 (48.69014N, 9.00377E).

Löffingen (BW)

Schwarzwaldpark leisure center has a German P149D on display. It is all yellow, carries no markings and was confirmed as present in May 2004. It is visible at 47.90285N, 8.34147E.

Mönchengladbach (NW)

D-CNRZ BAe3100 stored **703** oct09

Neuenkirchen (TH)

362 Su-22M-4 (25+02), pres **25509** dec09
 139 L-39ZA (28+01), pres **731001** dec09
 348 Mi-2S (94+57), pres **564411105** dec09

Three aircraft have been added to the collection at Neuenkirchen and all three came from Peenemünde.

Wunstorf (NI)

It is not exactly known when, but the instructional G91R/3 99+03 was moved from Buchel to the school at Wunstorf.

Greece

There may be a mix-up between two preserved F-84Fs in this country. Reported in the past was F-84F 37192 at Redina Agrafa. However, F-84F 37182 is at Rentina on 39.06634N, 21.98307E and Google Earth is also showing pictures of the



This former instructional MS760 31 was reported as being scrapped at Rochefort and parts from it were used to restore the museum's MS760 33. It is obviously not scrapped and is currently preserved at a private collection in Saint Aubin d'Appenai near Alencon. As the collector has had aircraft since the 1990s, and the location is clearly visible on Google Earth, it makes you wonder if there are more such collections out there. Maybe everyone with an Wrecks & Relics interest should get a section of Google Earth assigned and scan it for visible aircraft. Who knows what you will find... (Saint Aubin d'Appenai, 23 January 2010, Otger van der Kooij)



Su-22M-4 8613 was noted on a trailer on Powidz. Later in the month it was noted in a hangar at Bydgoszcz together with several more stored Su-22s. (Powidz, 7 October 2009, Stefan Jongen)

aircraft. As Agrafa is just thirty kilometres west of Rentina does anyone know if there is another F-84F preserved in Agrafa or and where 37192 should be preserved?

Hungary

Budapest

34 SM-1 pres, wreck **W04034** jul09
This SM-1 is in a garden at Zsiroshegyi ut 43. Google Earth thinks that it is at 47.54982N, 18.94992E.

The Mi-24D 96+32, which was preserved at the Haditechnical Park, had gone to Szolnok by October 2008 after the school and barracks were closed.

Magyargencs

4025 MiG-21bisA pres **N75034025** sep09
This MiG-21 used to be at Papa but can now be found at the Hadipark since August 2009. This military museum is at 47.37725N, 17.28580E and is some 15km west of Papa.

Nagyatad

11 MiG-23MF pres **0390217172** aug09
With this MiG-23 the Hadipark at Nagyatad received a second aircraft from Papa, joining MiG-21 6305.

Szolnok

Investigation revealed that Mi-8T 10422 which was at the museum (now on base) is really 628 (damaged 29jan71) with the tail boom from 10422 (crashed 22jan76).

Szombathely

230 Mi-8T pres **0230** jun03
This Mi-8 is preserved at the Savaria military training center. The last noted date comes from a Google Earth image at 47.267665N, 16.630182E, on which it is clearly visible.

Tököl

838 MiG-17PF stored, as 1970 **0838** dec09
The former Debrecen MiG-17 is stored in one of the shelters. Also here is MiG-21F-13 313 which was stored at the old technical school at the other side of the airfield.

Italy

Caserta (CE)

The Starfighter preserved behind the main gate (41.07407N, 14.32468E) has been confirmed as F-104S MM6771/9-41, ex

Grazzanise. It has been here for some two years and has replaced F-104G MM6705, which went in the opposite direction.

Montegiogio (AP)

In Scramble 344, we reported that F-104 MM6761/5-31 should be preserved at the Aviosuperficie Guido Paci. According to the International F-104 Society this should, however, be MM6781. This was indeed confirmed on location in June 2009.

Olbia (SS)

F-00UA A319-112 stored **588** oct09
Stored in poor condition, ex Burkina Air. For scrapping?

Norway

UH-1B

According to a Norwegian newspaper, the government is withdrawing the UH-1B from several technical schools. The aircraft are getting too old to be used as instructional airframes. By the end of the year 580 (Sola), 584 (Bardufoss), 597 (Bodo) and 937 (Skedsmo/Lillestrom) should have gone, with fates unknown. They will be replaced by more modern maximum five year old helicopters, for the total cost of some 600.000 euro. The new ones are most likely civil examples.

Poland

Chelm (LBL)

4107 MiG-29G pres, as 2001 **2960525114** apr09
8206 Su-22M-4 pres, ex Powidz **28206** apr09

With these two new aircraft the Instytut Nauk Technicznych has now got eight aircraft parked outside. The MiG-29G and Su-22M-4 mentioned are parked together with I-22 0306 and Su-22UM-3K 203 at 51.125042N, 23.48099E. The other four, Mi-2T 2130, MiG-21UM 9321, TS-11 1219 and An-2R SP-ZEN, are at the main building more to the north at 51.129462N, 23.479832E.

Krakow (MLP)

V-257 Alouette 3 pres, ex Swiss **133** nov09
2121 Mi-2FM pres **512121121** dec09

The Alouette arrived in the museum on 16 November and the Mi-2 on 9 December.

Nadarzyce (WKP)

1226 TS-11 pres **3H-1226** oct09
1407 TS-11 pres **3H-1407** oct09

Both are parked with the preserved aircraft around the control tower.

Pila (WKP)

3620 Su-22M-4 pres **23620** nov09
On 6 November the aircraft arrived for preservation at this former Su-22 base.

Powidz (WKP)

Su-22M-4 4603 is being offered for sale on eBay. Its reported location is Powidz, although it was last noted stored at Miroslawiec (l/n sep06). TDM-electronics from Kopana is selling it.

Romania

Orastie

205 IAR93MB pres **93185205** sep09
The IAR93 is on display at the Arsenal Park, former military barracks, which are turned into a resort with hotel, paintball range, etc. See www.arsenalpark.ro (45.835108N, 23.163865E).

Sweden

Rinkaby

Although the Rinkabyfältet Army camp has closed, the J35J 35582/43 will remain here as gate guard. The aircraft from the range (Drakens 35486, 35498/69 and 35608/08 and Sk60 60146/146) were transported to Halmstad town for scrapping.

Switzerland

Basel

(530) CM170 F-GTHD, pres **530** jun09
A multi-coloured Fouga marked *Groupe Tranchant* is pole-mounted at the airport hotel at the Flughafenstrasse 215 (47.573333N, 7.563789E), some three kilometres southwest of the international airport. The aircraft used to be at Rennes.

Les Geneveys sur Coffrane

R-2102 Mirage 3RS pres, ex Buochs Dec09
The Mirage is mounted in the roof of the F. Bernasconi & Cie SA company at the Rue du 1er Mars 20. The aircrafts has been here at least since January 2009.

United Kingdom

Abridge, Essex

XX744 Jaguar GR1 **S41** nov09
(ZD276) Lynx AH7 **285** nov09
(XP854) Scout AH1 TAD043 **F9480** nov09
Four aircraft can now be found at the Mayhem Paintball Range,

including Gazelle (G-TURP) which has no military background. GPS: 51.65408N, 0.14536E.

Bentwaters, Suffolk

XX741/04 Jaguar GR1A **S38** nov09
WH453 Meteor D16 nov09
E.18-2/42-71 PA-31P **31P-67** nov09
A Jaguar from Sproughton has joined the Cold War Museum collection, which now has three aircraft

Colchester/Merville Barracks, Essex

KG374/YS-DM Dakota IV **33419** jan10
Dakota KP208, now painted as above, arrived here from North Weald on 20 January 2010 to take up display duties.

RAF Cosford, Shropshire

The Michael Beetham Conservation Centre will be having an open week from 15-20 March 2010. Viewing is from 1015-1300, with free entry.

Farnborough, Hampshire

XZ166 Lynx **03-02** dec09
A Lynx has finally joined the Farnborough Air Sciences Trust (FAST) from storage with QinetiQ. It is currently dismantled and covered by a tarpaulin.

Hooton Park, Cheshire

WL405 Meteor T7 dec09
The cockpit of Meteor T7 WL405 left Bruntingthorpe for a new owner on 19 December 2009. The rest of the airframe will follow in due course.

RAF Shawbury, Shropshire

XR516/V Wessex HC2 **WA138** jan10
The gate guard was changed on 9 January 2010 when XR516 was placed into position. Former gate guard XT672 is believed to have gone to Hixon.

Wattisham, Suffolk

XG194 Hunter FGA9 **41H-680019** nov09
The Hunter from North Luffenham has arrived here to join the Wattisham Airfield Museum collection.

RNAS Yeovilton, Somerset

XE340 Sea Hawk FGA6 **6301** dec09
A Sea Hawk has arrived here from Montrose for the Fleet Air Arm Museum. It is currently stored outside Cobham Hall.

Credits: Patrick Dirksen, Laurent Heylingen, Ronny Jansen, Stefan Jongen, Erik Kamphuis, Eric.Pajaud, Petr Sváda, Tom Svedsen, Tony Szulc, Le Trait d'Union and all the forums on the internet.



For many years, Lim-2 708 was preserved in the town of Lask with fake serials like 2004, 2000, 1996, etc. Last year it was relocated to the base of Lask and restored in its original markings. (Lask, 8 October 2009, Piet Luijken)

Warbirds



Although it was not allowed to fly during Flying Legends 2009 Flug Werk FW190 G-FWAB was one of the stars of the show. Problems with the British CAA to get a Certificate of Airworthiness for the German built replica Focke Wulf, made the owner, Tom Blair, decide to sell it to its home country, where other Flug Werk FW190s are already flying. As mentioned above it was sold to the Meier Brothers at Bremgarten. (Duxford, 13 July 2009, Wim Brouwer)

Australia

In a World War II hangar at Werribee airfield, a satellite of Laverton and Point Cook, the restoration of a Consolidated B-24 Liberator is steadily progressing. The bomber is a B-24M-10CO, 44-41956 (**5992**) which served the RAAF as A72-176. It arrived at Werribee in August 2000. All four Pratt & Whitney 1830s are already in working order, although their turbochargers are not operational yet. The cockpit canopy section was totally rebuilt. It will be finished to taxiable condition, as a memorial for all the RAAF World War II bombercrews.

Canada

Recently it became known that the fuselage of Vickers Supermarine Spitfire Mk.XIV RM873 (**6S-432296**) that arrived in Duxford in September 2009, will be fully restored for Vintage Wings of Canada. The fighter that was operationally used by No 401 and 402 Squadrons RCAF, was sold to the Royal Thai Air Force in 1950. It served there as Kh14-5/93. The wreckage of this Spitfire was discovered in a childrens play ground in 1981. Its wings were used in the restoration of Australian Spitfire Mk.IX RR232, and the fuselage was stored at the Royal Thai Air Force Tango squadron at Chang Mai Airport. The remaining fuselage centre section is now the focus of a long time restoration to flying condition.

Germany

It looks like the Meier brothers are converting their home base Bremgarten into the Duxford of the continent. After the arrival of Vought F4U-7 Corsair F-AZYS, on which we reported in Scramble 368, they have recently welcomed two more warbirds. On 5 January, Hispano Buchon N109W arrived in a container. The fighter is former Spanish Air Force C.4K-169 (**234**), and one of the stars of the famous 'Battle of Britain movie' in which it flew as G-AWHT. It was afterwards sold to the USA as N9939, before finally being restored by Harold Kindsvater, who has now parted from his pet Buchon. N109W was formerly based at Castle AFB (CA). Definitely another surprise was the arrival, by truck, of Tom Blair's Flug Werk FW190 replica G-FWAB (**980554**) coming in from Duxford on 15 January. Its new owners hope that it will be possible to fly the fighter in Germany, as the British CAA did not allow it. G-FWAB was cancelled from the British register on the same day. Maybe, in the future, it will even fly together with the FW190, 'White 11', already present in the Meier Motors hangar.

Netherlands

The Duke of Brabant Air Force has announced, through spokesman Coert Munck, that their North American B-25 Mitchell N320SQ has now been registered in the Dutch register. The aircraft, 44-29507 'Sarinah', which is operated on behalf of the Royal Netherlands Air Force Historic Flight, has received the appropriate registration PH-XXV.

United Kingdom

Recently two Bücker Jungmann clones, CASA 1-131E G-BJAL (**1028**), and Aero C-104 G-CCOB (**247**) were cancelled from the British register. The CASA was obviously built for the Spanish Air Force, where it was flown as E3B.114, while the Aero used to fly in the USA as N2348, before it came to the United Kingdom. Another cancellation is that of G-CEJU, the P-39Q Airacobra 'Brooklyn Bum 2nd' 42-19993 (**26E-397**) which belonged to The Fighter Collection at Duxford. It was sold to the USA.

United States of America

Another Flug Werk FW190 replica, N190BR, has made its first flight from Camden (SC) on 10 January. The fighter performed without any problem during the flight, in the experienced hands of Dave Moss. This FW190 is powered by a Bearcat engine, and equipped with a cowling and prop from a Tupolev Tu-2 bomber. N190BR is owned by Bob Russell.

Messerschmitt Me262 replica N262AZ, 'White 1', has moved under her own power on 5 January. This was this first time it happened since the aircraft arrived in Sacramento (CA) in 2006. The 'Schwalbe' (**501241**) is owned by the Collings Foundation.

On 30 November, a wartime Grumman F-6F3 Hellcat was recovered from the bottom of Lake Michigan. Specialists from A&T recovery raised the fighter from a depth of 260 ft. It was located in the western part of the lake where it had crash landed during the final days of World War II. After a number of SBD Dauntlesses and F-4F Wildcats, this aircraft, BuNo 25910, was the first Hellcat to be salvaged from the lake. It belonged to VF-38, which served in the Pacific Theatre of War, before being relegated to second-line duties in the homeland.

By the end of January, the Lone Star Flight Museum in Galveston (TX) should have finally received a new exhibit, TF-51 Mustang N4151D (**122-39917**). The fighter was built as an USAAF P-51D machine, 44-73458, before being sent to Canada. After

it was withdrawn from RCAF, service it was returned to the USA for civilian use as N554T. During the famous 'Soccer War', it was sold to El Salvador, where the single seater was converted into a TF-51, using parts of previously crashed Cavalier Mustangs FAS400 and FAS402. In the early Seventies, it was salvaged by American Tom Flaherty. In 1977, it was restored for flight by Gordon Plaskett, and registered as N4151D. After several individual owners, it was sold to the LSFM, through Ezell Aviation at Breckenridge (TX). Ezell performed the last restoration 'touch' before the Mustang's delivery to the museum. It is finished in a smart light grey USAF colour scheme with 'buzz code' TF-660'.

A significant step in the restoration of Fieseler Storch N40FS (361) was taken on 21 October when its engine came to life for the first time in six years. The Storch is actually a Morane Saulnier MS500 which had arrived at the Delaware Valley Wing of the Commemorative Air Force, at Princeton on 29 October 2003. It was painted then as an ambulance aircraft with code 'KR+QZ'. It was, until then, part of the collection of Harold Kindsvater, who has recently also sold his Buchon N109W. The Storch is slowly being restored to flying condition and will be finished as Field Marshall Rommel's personal aircraft 'SF+RL'.

Early in January, P-51D Mustang N5420V, 44-74202 (122-40742) has returned to Allied Fighters at Chino (CA). It arrived in two trucks from Colorado Springs for its final assembly, certification and test flying. Allied Fighters hopes to have it ready for the Chino Airshow in May this year. Their other P-51D N7722C, 44-73420 (122-39879) that experienced an engine failure, has its Merlin back. The engine was completely overhauled by Roush Merlin in Detroit.

On 16 January, the Vintage Flying Museum at Fort Worth (TX) received a new exhibit, On Mark B-26K Counter Invader N4988N. The aircraft was built as a 'normal' B-26, 44-34198 (27477) but was modified to a heavily armed ground attack B-26K bomber by On Mark in 1965 and delivered for service in Vietnam as 64-17679. After its military service, the Counter Invader was sold to the State of Georgia Forestry Commission as N269G, but never converted to firebomber. Although destined for Air Spray Ltd. in Edmonton Canada as C-GXTG, the

aircraft was never delivered there, as it was damaged during its delivery flight. In 1978 Denny Lynch of Lynch Flying Service, Billing (MT) acquired the aircraft and restored it to the world's only airworthy Counter Invader. He flew the bomber as N4988N again, in its original South East Asia camouflage and code 679/IF. He recently sold the aircraft to VFM, and on 9 January it was ferried from Billing to Denton (TX). After that stop over, it arrived in Fort Worth. Within days, the camouflage paint has been completely removed for a full inspection of the aircraft's exterior condition. After additional restoration it will, again, be finished in a South East Asia camouflage as the world's only airworthy Counter Invader.

The T-33 Heritage Foundation has announced a unique addition to their fleet of privately owned T-33s. The foundation offers flying demonstrations with T-33s all over the USA. On their website, the T-33 Heritage Foundation, unveiled the fact that Mark Sherman of Phoenix (AZ) has offered his Lockheed T-1A Seastar N447TV, based at Williams Gateway airport, Mesa (AZ), for demo's. His Seastar, the world's only airworthy navalised T-bird, is former BuNo 144735. It will be available for the celebration of the 100th anniversary of Naval Aviation in 2011.

The Air Museum at Chino (CA) has announced the first start up of the Argus AS410 engine of their Pilatus P-2/06 N5241M (62) on 16 January. The Pilatus trainer is under restoration to flying condition in its original Swiss Air Force colours as U-142. Before being sold to the USA, the trainer flew in the United Kingdom as G-BONE.

Lockheed P-38L N38TF has found a new home at Comanche Fighters of Houston (TX). Until recently, this Lightning, 44-53095 (8350) was owned and operated by the Lone Star Flight Museum of Galveston and Houston, as 'Putt Putt Maru'. Comanche Fighters have given the fighter a new livery. It is now painted as 'Thoughts of Midnite' with code '120', as a tribute to the 475th Fighter Group ace Capt. Verl E. Jett. The Lightning is former N67745, Honduran Air Force FAH503, FAH506 and N9005R 'Der Gabelschwanz Teufel' (the German nickname for the P-38).

Credits: Aeroplane Monthly, Airnieuws, Flypast, WIX.



Unfortunately, this Bell P-39Q 42-19993, which was owned and operated by the Fighter Collection at Duxford, has now been sold and shipped to the USA. Its British registration G-CEJU was cancelled by the CAA in January. It seems that the complicated way in which the propellor in this specific aircraft type is driven (through a driveshaft under the cockpit floor) and subsequent technical difficulties played a role in the decision to dispose of the fighter. (Duxford, 13 July 2009, Gert Jan Mentink)

Scramble Intelligence Service



All sorts of visitors can be found at MCAS Yuma (AZ) twice a year in order to participate in the WTI-course. The course is open to both fixed wing and rotary wing elements of the Marine Corps. One possible attendant of the next WTI can be this CH-53E, BuNo 162518/CJ-13, flying with HMH-461. (MCAS Yuma, 24 October 2009, Curt Jans)

Correction

A small error in last month's Geilenkirchen tanker schedule. The tankers of the 161st ARW AZ ANG were reported to be at Geilenkirchen from 21 July until 23 July, making this the shortest deployment ever. The correct dates for the deployment are 12 July until 23 July.

Upcoming exercises

Europe

Brilliant Ardent 2010, will take place in Germany 12-22 April. So far the Turkish Air force will take part with F-16s from 182 Filo. They will operate out of Wittmund and the Italian Air Force will deploy to Laage with EF2000s.

Volcanex 2010, this year's Volcanex exercise will be held at Ørland, Norway, from 31 May until 11 June. Volcanex is organised each year by the European Air Group. Within the EAG, seven countries (France, the United Kingdom, Belgium, the Netherlands, Spain, Germany and Italy) work together in an effort to improve inter-air force cooperation and interoperability.

Garuda IV, from 14 June until 25 June, the Indo-French exercise "Garuda" will take place at Istres. This will be the fourth Garuda-exercise. Earlier editions were held in 2003 (India), 2005 (France) and 2007 (India). The 2005 edition brought Indian Flankers, Il-76s and Il-78s to Istres. There is no solid information on participants yet, but there is an unconfirmed rumour that Singapore will also take part.

Rest of the World

WTI 10-2, twice a year, Marine Aviation Weapons and Tactics Squadron One (MAWTS-1) at MCAS Yuma organises the Weapons Tactics Instructor course. WTI 10-2 is scheduled to take place in April, the exact dates are as yet unknown. The WTI lasts six weeks and comprises two and a half weeks of academic training and three and a half weeks of flying training. The course ends with the final exercise which lasts the entire last week. Apart from the Yuma-based aircraft, you can expect to see a lot of participants from other units, both fixed and rotary wing. See SIS Scramble 349 to get an idea of what to expect.

Upcoming political events

May 2010 France-Africa summit. Originally the 25th France-Africa summit was to be hosted by Egypt in February 2010. The place of the venue was to be Cairo. However, the invitation of the Sudanese President, for whom an international warrant for his arrest has been issued by the International Criminal Court regarding events in Darfur, raised such concerns with France, that it has been decided to move the conference to an as yet unknown date in May 2010. Instead of Cairo, the event will take place in Paris. The 24th France-Africa summit was held in

2007. No less than forty-five heads of state of various African countries attended the conference. Needless to say, this produced a number of interesting VIP and Government transport aircraft. To find out what you can expect to see at the airports around Paris, see the report in Scramble 334, page 82.

European political meetings 2010

15feb	EU-Brazil ministerial summit	Madrid
22feb	EU foreign ministers	Brussels
24-25feb	EU defence ministers	Mallorca
07-08mar	EU-Morocco summit	Granada
15mar	EU-China summit	Madrid
07may	EU-Canada summit	Brussels
14-16may	EU-Mexico summit	Santander
16-19may	EU-Latin America & Carib summit	Madrid
24-25may	EU-USA summit	Madrid
05-06jun	EU-Egypt summit	Barcelona

G8/G20 summit 2010. The G8/G20 Leaders Summit will be held in Huntsville, Ontario (Canada) from 25-27 June 2010.

Airshows / Spottersdays

Airday 2010. On 20 June 2010 MarineFliegerGeschwader 3 at Fliegerhorst Nordholz will host Airday 2010. Theme of the event is "Adieu Atlantic". On Saturday 19 June 2010 there will be a spottersday. For registration, go to www.airday.mfg3.de

Meeting National de l'Air This year the French Air Force will host three Meetings National de l'Air at Istres, Orléans and Cambrai. All three events will have a spottersday the day before the airshow. The dates are as follows:

5-6jun	BA125 Istres, spottersday Friday 4 June
19-20jun	BA123 Orléans, spottersday Friday 18 June
26-27jun	BA103 Cambrai, spottersday Friday 25 June

Keep an eye on the link at www.scramble.nl/airshows to find out when registration for the spottersdays starts.

Photocall RAF Northolt On 13 June 2010, there will be a photocall at RAF Northolt for the fifth time. For participants on previous editions see www.northolt.biz or the Scramble Messageboard – Northolt-section. The aircraft are positioned in an optimal way for photography. There will be no flying activities, the event is static-only. The number of tickets for the event is limited and can only be purchased in advance through www.northolt.biz. All proceeds will go to charity, a minimum donation of £ 20 is required. See the website mentioned for details on how to order tickets.

Exercises

Europe

Geilenkirchen. The first Stratotankers to kick off a new year of deployments to Geilenkirchen were 59-1461 and 62-3571,

both flying with the 168th ARS, 168th ARW, Alaska Air National Guard. Departure was on 15 January. On Monday 18 January their replacements arrived, two KC-135Rs, 59-1474 and 64-14838, belonging to the 116th ARS, 141st ARW, Washington Air National Guard.

Port visits

On 14 May, the FS Jeanne d'Arc (R97) and FS Courbet (F712) will visit the port of Hamburg. The Jeanne d'Arc is a helicopter cruiser of the French Navy. It is equipped with two Aeronavale Alouette III's of 22S and two ALAT Gazelles. Also embarked is a ALAT Puma helicopter. The Courbet is a Lafayette-class stealth frigate and typically equipped with one AS565 Panther helicopter. On 19 May, both ships will visit the port of Zeebrugge.

On 1 July 2010, HMS Ark Royal (R07), an Invincible-class light aircraft carrier, will visit the port of Halifax for the Canadian Navy Centennial Review. Depending on the task at hand, it can be equipped with a mix of Harrier GR7/GR9s, Sea King and Merlin helicopters.

The port of Den Helder will be visited by the ORP Kontradmiral X Czernicki on 15 May 2010. The Kontradmiral X Czernicki is a logistic support ship of the Polish Navy which is equipped with a deck, but if a helicopter is standard equipment is not sure.

Navy Week (USA). Each year the US Navy organises a number of Navy Weeks throughout the USA. The aim of the Navy Week is to interest people in a career with the US Navy. Some of these events have participation of the Blue Angels (B.A.), usually in conjunction with an airshow nearby. Listed below are the Navy Weeks that will take place in a city with a harbour, so there is a possibility that naval vessels – hopefully with some helicopters aboard – will attend.

13mar - 21mar Tampa (B.A. 20-21mar)
 12apr - 18apr Charleston (B.A. 17apr)
 07jun - 12jun Milwaukee
 30jun - 07jul Boston
 28aug - 06sep Baltimore

Schedule Display Teams North America

The 2010 schedules for the North American display teams were announced some time ago. With the upcoming airshow season getting nearer, it's time to publish the schedules for the Snowbirds, Thunderbirds, Blue Angels and Golden Knights. The schedules for the larger European display teams will follow in a later edition as the airshow season kicks off later in Europe than on the other side of the Atlantic and not all schedules have been made public yet.

Snowbirds (CAF)

May

01-02 Hamilton, Ontario
 15-16 Neepawa Manitoba
 22-23 Dryden, Ontario
 26 Thunder Bay, Ontario
 29-30 Janesville, Wisconsin

June

02 Sarnia, Ontario
 05-06 CFB Borden, Ontario
 12 Victoria, British Columbia
 19-20 Waterloo, Ontario
 24 St. George, Québec
 29 Halifax, Nova Scotia

July

01 Canada Day
 09 Calgary, Alberta
 21 Dawson Creek, British Columbia
 24 Yellowknife, Northern Territories
 31 Elmendorf AFB, Alaska

August

01 Elmendorf AFB, Alaska
 07-08 Wetaskiwin, Alberta
 11 Rocky Mountain House, Alberta
 13-15 Abbotsford, British Columbia
 21-22 Windsor, Ontario
 28-29 Val d'Or, Québec

September

01 Brantford, Ontario
 04-06 Toronto, Ontario
 11-12 Shearwater, Nova Scotia
 18-19 Reno, Nevada
 25-26 Chico, California

October

02-03 MCAS Miramar, California
 9-10 Daytona Beach, Florida
 16-17 Dobbins AFB, Georgia
 23-24 CFB Moosejaw, Saskatchewan

Thunderbirds (USAF)

March

20-21 Davis Monthan AFB, AZ
 27-28 Maxwell AFB, AL

April

10-11 Eglin AFB, FL
 17-18 Lakeland, FL
 24-25 Barksdale AFB, LA

May

01 Dyess AFB, TX
 02 Altus AFB, OK
 08-09 Shaw AFB, SC
 15-16 Columbus AFB, MS
 22 Grand Forks AFB, ND
 26 U.S. Air Force Academy, CO
 29-30 Janesville, WI

June

05-06 Ocean City, MD
 12-13 Quebec city, Canada
 19-20 Tinker AFB, OK
 26-27 North Kingstown, RI



One of the three Meetings National de l'Air organised by the Armée de l'Air this year will be at BA125 Istres-Le Tubé. At this airbase, you are most likely to encounter this Mirage 2000D serialled 673 that belongs to the based Centre d'Essais en Vol.
 (Istres-Le Tubé, 9 October 2009, Sjoerd Drost)

July

10-11 Gary, IN
 17-18 Duluth, MN
 21 Cheyenne, WY
 24-25 Fairchild AFB, WA
 Jul 31 Rockford, IL

August

01 Rockford, IL
 07-08 Moffett Field, CA
 14-15 Abbotsford, Canada
 21-22 Westfield, MA
 25 Atlantic City, NJ
 28-29 Brooklyn (Coney Island), NY

September

04-05 Martinsburg, WV
 11-12 Coraopolis (Pittsburgh), PA
 18-19 Whiteman AFB, MO
 25-26 McConnell AFB, KS

October

02-03 Salinas, CA
 09-10 Little Rock AFB, AR
 16-17 El Paso, TX
 23-24 Houston, TX
 30-31 Cocoa Beach, FL

November

06-07 Lackland AFB, TX
 13-14 Nellis AFB, NV

Blue Angels (US Navy) The Blue Angels have published their schedule for 2010 and 2011. They have switched to a two-year planning in order to make it easier for the organisers to plan, promote and raise funds for the venues.

2010**March**

13 NAF El Centro, CA
 20-21 MacDill AFB, FL
 27-28 NAS Kingsville, TX

April

10-11 NAS Key West, FL
 17 Charleston AFB, SC
 24-25 Vidalia, GA

May

01-02 St. Joseph, MO
 08-09 Tuscaloosa, AL
 15-16 Andrews AFB, MD
 22-23 MCAS Cherry Point, NC
 26-28 US Naval Academy, Annapolis, MD
 29-30 Jones Beach, NY

June

05-06 Eau Claire, WI
 12-13 Milwaukee, WI
 19-20 Cape Girardeau, MO
 26-27 St. Cloud, MN

July

03-04 Traverse City, MI
 10 Pensacola Beach, FL
 17-18 Dayton, OH
 24-25 Idaho Falls, ID
 31 Anchorage, AK

August

01 Anchorage, AK
 07-08 Seattle, WA
 14-15 Chicago, IL
 28-29 Portsmouth, NH

September

04-06 Cleveland, OH
 11-12 Scott AFB, IL
 18-19 NAS Oceana, VA
 25-26 MCAS Kaneohe Bay, HI

October

01-03 MCAS Miramar, CA
 09-10 San Francisco, CA

16-17 Dobbins AFB, GA
 23-24 NAS Jacksonville, FL
 30-31 Ft. Worth Alliance, TX

November

06-07 Homestead ARB, FL
 12-13 NAS Pensacola, FL

2011**March**

12 NAF El Centro, CA
 19-20 Keesler AFB, MS
 26-27 NAS Meridian, MS

April

02-03 Sun-N-Fun, Lakeland, FL
 09-10 NAS Corpus Christi, TX
 16-17 Fort Worth JRB, TX
 30 MCAS Beaufort, SC

May

01 MCAS Beaufort, SC
 03-04 NAS Pensacola, FL
 07-08 NAS New Orleans, LA
 08 Flight Academy Fly-over, Pensacola, FL
 14-15 La Crosse, WI
 21-22 Andrews AFB, MD (reunion show)
 25&27 US Naval Academy show Annapolis, MD
 28-29 Millville, NJ

June

04-05 Rockford, IL
 11-12 Evansville, IN
 18-19 Davenport, IA
 25-26 North Kingston, RI

July

02-03 Muskegon, MI
 09 Pensacola Beach, FL
 16-17 Rochester, NY
 23-24 Ypsilanti, MI
 30-31 Kalispell, MT

August

06-07 Seattle, WA
 13-14 Fargo, ND
 27-28 Brunswick, ME

September

03-05 NAS Patuxent River, MD
 10-11 Lincoln, NE
 17-18 Millington, TN
 24-25 NAS Oceana, VA

October

01-02 MCAS Miramar, CA
 08-09 San Francisco, CA
 15-16 NAS Lemoore, CA
 22-23 El Paso, TX
 29-30 San Antonio, TX

November

05-06 NAS Jacksonville, FL
 11-12 NAS Pensacola, FL

Golden Knights. The US Army Parachute Team actually has two demonstration teams: Gold team [GT] and Black team [BT]. For their demonstrations they jump out of either the C-31A Friendship or the UV-18A Twin Otter.

March

16-19 Panama City Beach, FL [BT]
 16-19 South Padre Island, TX [GT]
 27-28 Maxwell AFB, AL

April

24-25 Air Lauderdale Beach Fest, FL [BT]
 24-25 Galena, IL [GT]

May

08-09 Tuscaloosa Air Show, AL [BT]
 08-09 Shawfest AFB, SC [GT]
 13 Kawameeh Middle School Union, NJ [BT]
 15-16 DOD/JSOH, Andrews AFB, MD [BT]

15-16 Columbus AFB, MS [GT]
 29-30 Jansville, WI [BT]
 29-30 Wantaugh, NY [GT]

June

05-06 Eau Claire, WI [BT]
 05-06 May Fly Airshow Florence, SC [GT]
 12-13 Milwaukee Air & Water Show, WI [BT]
 14 Army Birthday [BT/GT]
 19-20 Gaylord, MI [BT]
 19-20 Cape Girardeau Regional Airfestival, MO [GT]
 26-27 Northwest Ohio Airfest Findlay, OH [BT]

July

03 Rhythm & Booms Madison, WI [BT]
 03 Dubuque, Iowa [GT]
 04 Fort Bragg, NC [BT]
 10-11 Gary, IN [GT]
 29 Goeshen, IN [BT]
 29 FT. AP Hill, VA [GT]
 31 Rockford Airfest, IL [BT]
 31 Johnstown, PA [GT]

August

01 Rockford Airfest, IL [BT]
 01 Johnstown, PA [GT]
 14-15 Chicago Air & Water Show, IL [BT]
 21-22 Kansas City Aviation Expo, MO [BT]
 21-22 Westfield, MA [GT]
 25 Thunder over the Boardwalk Atlantic City, NJ [BT]
 26 Ft. Monroe, VA [BT]
 28-29 Portsmouth-Boston Regional, NH [BT]
 28-29 Brooklyn, NY [GT]

September

04-05 Cleveland, OH [GT]
 04-05 Martinsburg, West VA [GT]
 11-12 Wings over Pittsburgh, PA [BT]
 11-12 Scott AFB, IL [GT]
 18-19 Wings over Whiteman, MO [GT]

October

02-03 Jackson, MS [BT]
 02-03 Miramar MCAS, CA [GT]
 09-10 Little Rock AFB, AR [GT]
 16-17 Amigo Airshow El Paso, TX [BT]
 23-24 Army 10 Miler D.C [GT]
 30-31 Ft. Worth Alliance Airshow, TX

November

06-07 Lackland AFB, TX [BT]
 06-07 Homestead AFB, FL [GT]
 11-14 Black & Gold Ft. Bragg, NC [BT/GT]

December

04-05 Army/ Navy Philadelphia, PA [BT]

Summary

2010

01feb - 12feb	157th ARW NH ANG	d	Geilenkirchen
12feb - 26feb	Green Flag 2010-04	e	Nellis
22feb - 05mar	155th ARW NE ANG	d	Geilenkirchen
22feb - 12mar	Red Flag 2010-03	e	Nellis
01mar - 26mar	TLP 10-2	e	Albacete
08mar - 26mar	190th ARW KS ANG	d	Geilenkirchen
08mar - 26mar	W. holungskurs FIST 18/19	e	Sion
08mar - 26mar	no jet flying activities		Meiringen
12mar - 26mar	Green Flag 2010-05	e	Nellis
12apr - 22apr	Brilliant Ardent 2010	e	Germany
12apr - 23apr	185th ARW IA ANG	d	Geilenkirchen
12apr - 23apr	Frisian Flag	e	Leeuwarden
16apr - 30apr	Green Flag 2010-06	e	Nellis
19apr - 30apr	Red Flag-Alaska 2010-02	e	Eielson
19apr - 07may	Wiederholungskurs FIST 17	e	Payerne
26apr - 21may	TLP 10-3	e	Albacete
26apr - 07may	137th ARW OK ANG	d	Geilenkirchen
17may - 02jun	121st ARW OH ANG	d	Geilenkirchen
17may - 30jul	FWIT 2010 air-to-air phase	e	Leeuwarden
21may - 4jun	Green Flag 2010-07	e	Nellis
31may - 11jun	Volcanex 2010	e	Ørland
07jun - 18jun	151st ARW UT ANG	d	Geilenkirchen
14jun - 02jul	W. holungskurs LTSt 3/4	e	Dübendorf
17jun - 01jul	ELITE 2010	e	Germany
19jun	Spottersday Airday 2010	s	Nordholz
21jun - 02jul	141st ARW WA ANG	d	Geilenkirchen
14jun - 25jun	Red Flag-Alaska 2010-03	e	Eielson
12jul - 23jul	161st ARW AZ ANG	d	Geilenkirchen
16jul - 30jul	Green Flag 2010-08	e	Nellis
19jul - 30jul	Red Flag 2010-04	e	Nellis
26jul - 02aug	108th ARW NJ ANG	d	Geilenkirchen
30jul - 01aug	Navy Days 2010	s	Portsmouth
09aug - 20aug	101st ARW ME ANG	d	Geilenkirchen
09aug - 20aug	Red Flag-Alaska 2010-04	e	Eielson
13aug - 27aug	Green Flag 2010-09	e	Nellis
23aug - 03sep	154th WG HI ANG	d	Geilenkirchen
23aug - 01oct	FWIT air-to-ground 1	e	Leeuwarden
06sep - 17sep	117th ARW AL ANG	d	Geilenkirchen
10sep - 24sep	Green Flag 2010-10	e	Nellis
13sep - 18oct	TLP 10-5	e	Albacete
20sep - 01oct	186th ARW MS ANG	d	Geilenkirchen
20sep - 08oct	Wiederholungskurs LTSt 5	e	Payerne
04oct	100th RAN fleet review	s	Sydney
04oct - 15oct	Nato Tiger Meet	e	Volkel
04oct - 15oct	128th ARW WI ANG	d	Geilenkirchen
4oct - 26nov	FWIT air-to-ground 2	e	Leeuwarden
13oct - 14oct	Fliegerschiessen Axalp	e	Axalp
18oct - 29oct	126th ARW IL ANG	d	Geilenkirchen
02nov - 19nov	171st ARW PA ANG	d	Geilenkirchen
08nov - 03dec	TLP 10-6	e	Albacete
29nov - 17dec	134th ARW TN ANG	d	Geilenkirchen



The Meeting National de l'Air is not the only reason to travel to Istres this year. About one week later, the base will host the Indo-French exercise Garuda. Chances are that the Indian Air Force will send this 78sq Il-78MKI in support of the deployment to France. (IL-78MKI RK3541, Istres-Le Tubé, 15 June 2005, Dirk Voortmans)

Military News & Updates



A team of specialists (member of the Bureau External Loads, RNLAf) were sent to Afghanistan to help to recover the S-447. This Cougar was shot at with small arms fire, and had to make a emergency landing. This landing was quite rough, so it was decided transport this helo back to the Netherlands. The help was needed of an Russian (civilian) Mi-26 Halo, RA-06274. This helicopter was the only one capable to do the job. The damaged Cougar is now back in the Netherlands, and being replaced by another one.
(17 December 2010, Martin Hofstra, via Dutch MoD)

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.

Because of the limited space available in the magazine we also offer the military updates in digital form. These always contain a little more info, like the exact arrival dates for AMARG, etc. The PDF-file can be downloaded for free from our website at <http://www.scramble.nl/members/index.html>.

Europe

Albania

Forcat Ajrore Shqipëtare (AF)

On 18 December The Albanian Ministry of Defence and Eurocopter signed a contract to purchase five AS532AL Cougar helicopters for its armed forces. The purchase of the Cougars is an important step in the process of modernisation, meeting standards and interoperability with NATO. The Albanian MoD says the contract is worth 78.633.288 Euros and will end in 2013 with the arrival of the last helicopter.

Austria

Österreichische Luftstreitkräfte (AF)

AB206A

As mentioned earlier, the subscription for the sale of ten Agusta-Bell 206As of the Österreichische Luftstreitkräfte by the Bundesminister für Landesverteidigung ended on 12 March 2010. As a result, in July 2009, the remaining eleven AB206As were retired after exactly 40 years in service and some 100.000 flight hours. One will go to the Fliegermuseum at Zeltweg and ten are offered for sale. Rumours has it that the Chilean Air Force was interested, but the price-tag was too high.

3C-JA	std for sale	2.Hub.Staf./FIR 1	8127	jul09
3C-JB	std for sale	2.Hub.Staf./FIR 1	8128	jul09
3C-JC	std for sale	2.Hub.Staf./FIR 1	8130	jul09

3C-JD	std for sale	2.Hub.Staf./FIR 1	8131	jul09
3C-JE	std for sale	2.Hub.Staf./FIR 1	8132	jul09
3C-JF	std for sale	2.Hub.Staf./FIR 1	8133	jul09
3C-JG	std for sale	2.Hub.Staf./FIR 1	8134	jul09
3C-JH	std for sale	2.Hub.Staf./FIR 1	8135	jul09
3C-JI	std for sale	2.Hub.Staf./FIR 1	8137	jul09
3C-JJ	std for sale	2.Hub.Staf./FIR 1	8138	jul09
3C-JM	std for sale	2.Hub.Staf./FIR 1	8239	jul09

S-70A-42

On 29 September 2009, an official fly-out ceremony was held at Camp Butmir in Bosnia-Herzegovina. The day marked the end of flying operations of the Swiss helicopter detachment. From 1 October 2009 Austria is taking over the task to provide tactical air reconnaissance and transport capability for EUFOR. Two S-70As with registrations 6M-BF and 6M-BH, which arrived on 15 September 2009, will fly for EUFOR flying missions in Bosnia-Herzegovina. On 21 November 2009, a third example was noted.

6M-BF	TDY EUFOR1.Hub.Staf./FIR 1	170-2750	sep09
6M-BH	TDY EUFOR1.Hub.Staf./FIR 1	170-2758	sep09
6M-BI	TDY EUFOR1.Hub.Staf./FIR 1	170-2762	nov09

Czech Republic

vzdušných sil (AF)

On 11 January 2010, EADS delivered the first C295M to the Czech Air Force. The aircraft, with serial 0452 and c/n **S-062** is one of four on order. It will replace the An-26 of which five are

active with 242.transportní a speciální letka (242.tsl) at Praha-Kbely. The second aircraft is expected in April 2010 with the remaining two aircraft due later this year.

In late 2009, the Czech Air Force deployed three Mi-171Sh to Afghanistan. The helicopter detachment is operating under the name Task Force Hippo and is based at Forward Operating Base Sarana in the Paktika province. The detachment is tasked with regular cargo and passenger transportation, CASEVAC and visual reconnaissance. The serials of the deployed helicopters are as yet unknown.

Letecká Sluzba Policie (PO)

In May 2009, the Czech Ministry of Interior offered its remaining two Bo105CBS helicopters for sale. Four were delivered in 1991/1992. One, B-5763 **S-763**, was lost in an accident on 18may92. Following the separation of Czechoslovakia all three remained on Czech soil. Unfortunately, one of them was lost in an accident in 1999. Details for the two remaining helicopters are as follows:

OK-BYX **S-865** d/d 25mar92, ex D-HBKB, ex B-5265
 OK-BYY **S-878** d/d 02sep92, ex D-HMBK, ex B-5278
 The helicopter lost on 04aug99 was B-5292 **S-592**.

Denmark

Flyvevåbnet (AF)

The final Merlin Joint Support helicopter was delivered through De Kooy on 20 January 2010. Support helicopter was another Merlin, serial M-517, which came through De Kooy on the day before, on its way to Yeovil to pick up the final Merlin. The second batch of six Merlins was ordered in 2007 as replacement for the ones that had been sold to the UK. In March 2009, the first one of this second batch was noted at Yeovil, with the first delivery on 5 June 2009.

EH101 Mk512
 M-520 Esk 722 d/d **50227/DEN20** jan10

Finland

Ilmavoimat (AF)

Can lightning strike the same place twice? A popular myth is that lightning cannot strike the same place twice, but nothing could be further from the truth. The Frankenplane, serial HN-468, crashed on Thursday 21 January 2010 during a training flight. The loss was the second mishap to have involved this airframe. On 8 November 2001, the aircraft was involved in a mid-air collision with another Hornet, but managed a safe landing at Tampere-Pirkkala. In 2001, it was still a single seat aircraft. After the mishap, it was decided to rebuild the aircraft and use the forward fuselage of a Canadian CF-188B. After 100,000 man-hours of rebuilding, the "new" aircraft had its first flight on 3 December 2009. Still performing test flights, the aircraft crashed on 21 January. Both pilots ejected and were recovered by a rescue helicopter. We are still looking for the constructor's number.

On 14 January 2010, Patria Aviation received the official order from the Finnish Air Force for a cockpit and avionics upgrade of eighteen former Swiss Air Force Hawk Mk66 jet trainers. The total value of the contract is estimated at 40 million euros. The period for delivery of the upgraded aircraft will be 2010-2013.

F-18D-50-MC
 HN-468 Patria w/o 21jan10**FND008**

France

Armée de l'Air (AF)

LFDN = Rochefort Saint Agnant
 LFMI = Istres Le Tube

Alpha Jet E

E51/705-AD EAC00.314 ex 314-AD jan10
 E144/8-AK ETO01.008 ex 7-FO jun09

D140R

519 std LFMI ex CEV **519** dec09

Mirage 2000C

108/103-LC EC01.012 ex 11-LC **373** jan10
 114/103-KU EC01.012 ex 12-KU **381** jan10

Mirage 2000N

323/116-AN EC01.004 ex 4-AN jan10
 332/116-BN EC02.004 ex 4-BN jan10
 362/125-CU EC03.004 ex 4-CU **347** jan10
 373/125-CF EC03.004 ex 4-CF **388** dec09

TB-30

35/315-VH instr LFDN ex EPAA00.315 **35**
 126/315-YQ instr LFDN ex EPAA00.315 **126**
 154/315-ZQ instr LFDN ex EPAA00.315 **154**
 158/315-ZS instr LFDN ex EPAA00.315 **158**

Marine National (NY)

Rafale M

29 Dassault new jan10

Armée de Terre (AR)

After the 5RHC the 4RHFS, also based at Pau, is the next unit to receive the Tigre. In January the first Tigres will have been delivered to the newly activated EOS6 of the 4RHFS.

Germany

Luftwaffe (AF)

A340-313X

16+02 LHT ex D-AIFB **355** jan10
 The second A340 for the Luftwaffe was handed over to Lufthansa Technik on 10jan10.

EF2000

31+16 JBG31 ex JG73 **AS009** jan10
 31+18 JG73 d/d 12jan10 **AS011** jan10
 31+19 JG73 d/d 12jan10 **AS012** jan10
 31+20 JG73 d/d 20jan10 **AS013** jan10

Tornado ECR

46+40 WTD61 corr! **860/GS273/4340** dec09
 Reported as ex JBG32 last month, but the a/c has been with WTD61 since 2002 at least.

Heeresflieger (AR)

Tiger UHT

74+16 reregistered as 98+19 **1016/UHT16**
 74+17 reregistered as 98+20 **1017/UHT17**
 74+18 reregistered as 98+21 **1018/UHT18**
 98+19 Eurocopter f/n **1016/UHT16** nov09
 98+20 Eurocopter f/n **1017/UHT17** nov09
 98+21 Eurocopter f/n **1018/UHT18** nov09

Hungary

Magyar Légierő (AF)

On 25 November 2009, the Hungarian Air Force retired its last L-39ZOs. On this day three aircraft flew the farewell flight being 119, 128 and 136. 24 L-39s were donated by the German government out of the redundant former NVA inventory. Four were used for spare parts but 20 aircraft, all manufactured in 1978, were overhauled by the Danubian Aircraft Company at Tököl. The first three L-39s entered service with the 'Szárnyas Csikó' Feldefítő és Kiképző Század ('Winged Horse' Training and Reconnaissance squadron) at Kecskemet, albeit under command of the Air Force Academy at Szolnok. On 1 December 1996, the Albatros' were placed under direct control of the MH 59. Sz.D. REB. at Kecskemet as the 3. 'Szárnyas Csikó' Feldefítő és Kiképző Század. In 2004, the 3rd squadron was disbanded and the aircraft were assigned to 1 and 2 squadron, which also operated the MiG-29s. About eight remained in service by then with the remainder being placed in storage at Kecskemet. It is reported that ten L39s have been transferred to Aero Vodochody in 2008.

S3 pres Kecel **731008** sep07
 S2 std Szolnok museum **731011** aug08
 no serial i/a Szolnok **731016** aug05
 S1 pres Szolnok museum **731018** aug08
 114 ex MH 59. Sz.D. REB. **831114** aug08
 115 ex MH 59. Sz.D. REB. **831115** aug08
 119 ex MH 59. Sz.D. REB. **831119** nov09
 120 w/o 20jun08 **831120**
 122 std Kecskemet **831122** aug07
 124 std Kecskemet **831124** sep07

125	std Kecskemet	831125	aug07
126	std Kecskemet	831126	aug07
128	ex MH 59. Sz.D. REB.	831128	nov09
130	std Kecskemet	831130	aug07
131	ex MH 59. Sz.D. REB.	831131	aug08
132	std Kecskemet	831132	aug07
133	ex MH 59. Sz.D. REB.	831133	aug08
134	std Kecskemet	831134	aug07
135	to RA-3514K	831135	
136	ex MH 59. Sz.D. REB.	831136	nov09
137	std Kecskemet	831137	aug07
138	std Kecskemet	831138	aug07
139	w/o 25jul95	831139	
140	std Kecskemet	831140	aug07

As can be seen above, ten aircraft were last noted in storage at Kecskemet which make them likely candidates for the aircraft that went to Aero Vodochody. However, it cannot be ruled out that 135 that is now active in the warbird circuit in France as RA-3514K was acquired via Aero Vodochody.

Despite the bad news of the L-39 retirement, the good news is that the remaining MiG-29s of the 2. "Dongo" Vadászrepülő Század of the MH 59. "Szentgyörgyi Deszö" REB. have survived 2009. The unit was granted another year of operations. The Fulcrums are now due for retirement later this year. Initially it was planned to retire the MiG-29 in 2008.

Italy

Aeronautica Militare Italiana (AF)

LIRP = Pisa-San Giusto (PI)

F-16A-15-CF ADF

MM7253/-	spec c/s	937°GEA	61-492	jan10
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By now, the Aeronautica Militare Italiana must have the most special coloured F-16s. On 14 January 2010, Viper MM7253 was noted with a special black tail with the rudder in Italian colours, the three badges of the Italian 'Viper' users (18°, 23° and X Gruppo) and '40.000 hours' to celebrate the 40.000 flight hours flown by Italian F-16s.

G222TCM

MM62155	to ANAAC	ex std LIRP	4090	
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MM62155 should be the third G222 for Afghanistan and delivery was planned before 31 December 2009.

MB339CD

MM55068/61-134	212°Gr	ex-/Aermacchi	6870	jan10
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Aviazione dell' Esercito (AR)

LIRV = Viterbo (VT)

AB205A-1 (EM-2)

MM80536/E.I.284	spec mks	34°Gr	4133	jan10
MM80551/E.I.299	2°Rgt	ex 25°Gr	4178	nov09
MM80552/E.I.300	25°Gr	ex 27°Gr	4179	jul08
MM80708/E.I.337	34°Gr	ex 26°Gr	4240	aug08

On 5 January 2010, AB205 MM80536 was noted as 'Befana Special Color' with special 'Befana' scenery on its nose and fuselage at Venaria Reale (TO). In Italian folklore, La Befana is an old woman who delivers gifts to children throughout Italy on the night of January 5 in a similar way to Saint Nicholas or Santa Claus.

CH-47C (ETM-1)

MM80841/E.I.819		std LIRV	ex 11°Gr	M020
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oct09

Marina Militare Italiana (NY)

LICC = Catania-Fontanarossa (CT)

SH-3D/H

MM81200/6-37	std LICC	ex 3 Grupelicot	6068	sep09
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Polizia dello Stato (PO)

AB206A-1

PS-30	8°RV	ex 3°RV	9046	sep09
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AW109N

MM81704/PS-107		w/o 06oct09	1°RV	22505
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On 6 October 2009, this AW109N Nexus was damaged while taxiing at Pratica di Mare (RM).

Dipartimento della Protezione Civile (SV)

CL-215

I-SRMA/S1	SOREM	ex A1/SOREM	1004	nov09
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Montenegro

Vojska Crne Gore (AR)

The Ministry of Defence is planning to overhaul and modernize eleven Gazelle helicopters. Five of them are of the armed Gazelle GAMA version. The project includes overhaul and modernization of weapon systems and equipment. So far Montenegro has overhauled and modernized four Gazelles at the cost of 250.000 euros.

So far they have invested about 1.350.000 euros in improving the capacity of the Golubovci air base near Podgorica. This



This Eurofighter MM7299/4-20 was delivered in September from Alenia with special colours on the tail celebrating 'Diecimila ore' (10.000 Flight Hours). It is seen here at its homebase. (Grosseto, 13 January 2010, Filippo, Rondini)



This brand new Danish Air Force EH101 Mk512 arrived fresh from the factory in Yeovil at De Kooy, the Netherlands. The helicopter, M-520, destined for Esk 722 was modified with a RWR-box on the lower left side of the fuselage. The Merlin was accompanied by M-507 which acted as crew ferry. After a fuel stop, they both departed for Karup. (De Kooy, 20 January 2010, Stephan de Bruijn)

includes diagnostics and flight equipment, but also repair of helicopters, new tools and equipment for checks and measurements, modern NAV-COM equipment and equipment for infrastructure work on airport facilities. Through donations for improving the quality of operation of the air base the army received about 650.000 additional euros, invested in reconstruction of physical training facilities, flight preparation room, room for language training, living facilities, etc. During the forthcoming period, and if the financial circumstances allow it, the army plans to acquire modern diagnostics equipment, procure equipment for checking helicopter systems, vehicles and generators for aircraft, improve the overall air base infrastructure, uniforms for pilots and technicians, organize foreign language courses and training in ICAO and NATO flight standards and procedures

The army currently has 20 aircraft: three UTVA75 and 17 G-4 aircraft. The extended overhaul period has expired for six Super Galeb jets, while for seven of these G-4s the extended overhaul period is not available. For the time being, Montenegro is not planning to overhaul and extend flight hours for any of the G-4 aircraft. The army also has 16 helicopters: one Mi-8 and 15 Gazelles. The flight hours of the light UTVA 75 trainers and the Mi-8 helicopter have expired and they plan to replace these aircraft and acquire light propeller-driven aircraft for selection and basic navigation training of future pilots. The Defence Ministry also plans to acquire mid-sized multi-role helicopters, but this will still depend on available funds.

Poland

Lotnictwo Wojsk Ladowych (AR)

In August 2008, the Polish army deployed four Mi-24Vs and Mi-8MTV-1s to Afghanistan. The Mi-24 component is not very lucky as two Mi-24s were lost in accidents in July and December 2009, fortunately nobody got seriously hurt.

Romania

Fortele Aeriene Romane (AF)

C-27J 2702 was first noted at Torino-Caselle in January 2010. The sighting comes some six months after 2701 was first seen visiting Otopeni but this aircraft has yet to be delivered. On the same day as 2702 was seen also a third Romanian aircraft was noted hangered, most likely being 2703.

Russia

Voyenno Vozdushnyye Sily (AF)

At the end of the year usually sees the production facilities de-

livering to their customers to comply with the delivery scheme. Thus, on 20 November 2009 the Komsomol'sk-on-Amur Yuri Gagarin Aviation Production Association (KnAAPO) transferred a final batch of upgraded Su-27SM fighters and has fulfilled the 2009 state defence order. The air force already has received four squadrons of renovated Su-27SM.

Halfway December 2009 the Russian Air Force has received the final batch of overhauled Su-24M2 frontline bombers from VP Chkalov Novosibirsk Aircraft Production Association (NAPO). The Su-24M2 is an upgraded version of Su-24's other variants – Su-24M and Su-24MK fighter bombers. With improved avionics, including GPS and the Russian equivalent GLONASS, Head Up Display (HUD) and visor, and fitted with more sophisticated weapons; the Su-24M2 is an all-weather version for day and night use.

On 22 December 2009 NAPO handed over two production Su-34 frontline fighter-bombers (coded 04 and 05 red) produced in the framework of the national defence order for 2009. The planes have already arrived to the Center for Combat Use and Flight Training in Lipetsk on 19 December. In accordance with the five-year state contract with the Ministry of Defense signed in 2008, NAPO will produce 32 Su-34 fighter-bombers till 2013.

In addition to our article "Russian Air Force reforms", we can now confirm the 1 Command VVS i PVO is located in St. Petersburg. The 2 Command VVS i PVO has its headquarters in Novosibirsk instead of Chita.

At NnAAPO work has started for on an order for 48 Su-35 fighters as contracted in August 2009. Testing is done using two Su-35 prototypes. The third Su-35 prototype was written off before its first flight during a taxi-run at Komsomol'sk-on-Amur. Starting with the fourth quarter of 2010, four more airplanes gradually will be added to the tests. The first Su-35 multirole fighters will be transferred to Russia's air force in 2011 and deliveries will be completed in 2015.

26 November air force commander-in-chief General Colonel Zelin signed an agreement for the upgrade of the A-50 AWACS aircraft. The avionics upgrade will result in considerable weight savings, that results in improvements in Flight time and time on station. Work is carried out by TANTK G.M. Beriev and OAO Vega Radio Building Concern.

The Russian Defense Sports and Technical Organization (ROSTO) has been reorganized as the Voluntary Society of the Army, Aviation and Fleet (DOSAAF). Before December 1991 it

was also known as DOSAAF, and a lot of people were still using this old name. Prime Minister Vladimir Putin signed the decree on 7 December 2009.

On 29 January the fifth generation fighter, the future tactical aircraft aviation complex (PAK FA, also known as the T-50 and «Article 701»), has made its first taxi flight from the Komsomol'sk-on-Amur Aviation Production Association (KnAAPO) airfield. The flight lasted for 47 minutes and the aircraft was piloted by test pilot Sergei Bogdan. The PAK FA looks a bit like the F-22 Raptor, with a typical Sukhoi nose.

Russia's military transport aviation aircraft fleet will receive new airplanes in 2011 - 2012, the VTA commander General-Lieutenant Viktor Kachalkin, has announced. According to him, the new Il-112 will begin to arrive in the aviation units in 2011, and from 2012 the Il-476. First flight of the new Il-476 transport airplane, a highly upgraded Il-76, will take place in 2011. Work already has begun at the Ul'yanovsk Aviastar-SP plant on the assembly of the first flying example of the airplane.

As already known, president, Dmitry Medvedev has ordered to purchase 20 renovated An-124 military transport airplanes. Manufacture of the An-124 was stopped in the middle of the 1990s. It became known that Russia intends to resume An-124 manufacture at Ul'yanovsk. Ukraine's Motor Sich will manufacture a modified D-18T engine for the new airplanes. According to some estimates, at least a half billion dollars is needed for resumption of manufacture of these aircraft and/or entry into a firm contract for a minimum of 40 airplanes.

Development of the Future Long-Range Aircraft Aviation Complex (PAK DA) will conclude in 2012, with the first flight anticipated in 2015. The new airplane will replace Tu-160, Tu-95MS and Tu-22M3 bombers which make up the basis of Russia's long-range aviation. This year only upgraded aircraft (Tu-160 and Tu-95MS) will be delivered to the Long-Range Aviation. Nearly 30 percent of Russia's long-range aviation airplanes will be upgraded by 2015. Long-range aviation was to receive two upgraded Tu-160 missile-carrying bombers before the end of 2009 and to hand over two more airplanes for overhaul.

The first stage of Su-25UBM attack aircraft tests has ended. A pre-production batch of these aircraft will be produced in 2010, and in the next year their series production will begin. The two-seat Su-25UBM has more powerful engines and a new power supply system which allows installing the modern avionics. The retrofitted Su-25UBM is capable of carrying precision weapons.

Russian helicopter-maker Mil has selected the Mi-26 design as the foundation for building a next-generation heavy-lift machine. The Russian MoD has decided to resume procurement of newly built Mi-26s and to launch a service-life extension and modernisation effort on in-service machines. About sixty Mi-26s are operated by the armed forces and ministry for emergencies.

Aviatsiya Voyenno-Morskoye Flota (NY)

We have received some very interesting news on the Russian Navy aircraft based on the Crimea (Ukraine). First of all the VVS ChF (Black Sea Fleet Naval Aviation) ceased to exist. All units now report to the MA (designation not known, Morskaya Aviatsiya?). The aviation units have also been transferred to an Aviation Base structure as follows:

MA

7057 AB Kacha An-26,Be-12,Ka-27ex 318 OSAP
7058 AB Gvardeskoye Su-24,Su-24MRex 43 OMSHAP

The aviation units at Kacha were known to us as 917 OSPLAP (An-26, Be-12) and 872 OPLVP (Ka-27). Also 859 UTs PTS (Ka-27 and ex Mi-14) is sometimes listed as a second helicopter unit here. Possibly the 917 regiment that was located at Kacha for a long time was renamed to 318 OSAP (originally at Donuzlav with Be-12).

The cooperation between Russia and Ukraine stays tense, not only about natural resources like gas and oil, but also about the strategic location of military units in Ukraine. In 2008 six Su-24s of Gvardeskoye were flown over Georgia in a «peace operation» but were likely used for bombardments. Ukraine allowed inspection of the 'old' Su-24s as agreed on by both parties af-

ter replacing the Su-17s, but Russia refused inspection of the Su-24MR, probably because they are not allowed to have this reconnaissance version based on the Crimea. Also entrance to some weapon depots for «non-proliferation of nuclear weapons» inspection was refused. Russia would like to replace the old Su-24s by new Su-24M's or Su-34s, but this is refused by Ukraine. And Ukraine has refused the Russian Navy aviators training on the NITKA training complex at Saki airbase for two years now.

The Russian Su-24s of Gvardeskoye have been noted with additional Russian flags and a RF-registration on the tail. It is now known this bill was adopted by the State Duma on 20 March 2009 and is an amendments to the current Air Code. In particular, military transport aircraft flying abroad must show the state flag of Russia and the planes used for military and border guards, as well as for mobilization and defence tasks must carry a five-ray star in white, blue and red colours. The bill defines «non-binding but permitted» markings, flight numbers, proper names and heraldic signs that determine the ownership of aircraft to federal aviation executive bodies. Also, helicopters and airplanes used by the Foreign Ministry must wear a band of white or red MChS sign of «Star of Hope» in the form of a multicolour image circle with the star, which has eight alternating short and long beams, inside of which the circle and triangle, as well as sign in the form of two orange and one blue stripes along the side of the fuselage and the blue inscription «MChS of Russia.» It is believed that the adoption of new rules «will help promote the state symbols of Russia, raising patriotic sentiment among Russian citizens and ensure that the legislative regulation of the use of symbols to denote nationality.

Other unit changes that we are aware of:

AVMF

46 OTAP Ostafyevo An-26,An-72,Mi-8ex 3317AB?
52 AB Ostrov var. storage/scrapex 5501 BRVS

VVS SF

7050 AB Severomorsk-1 An-12/26,Il-38,Tu-134ex 403 OSAP
Severomorsk-1 Ka-27,Ka-28,Mi-8ex 830 OKPLVP
7051 AB Kipelovo Tu-142 ex 76 OPLAP

VVS BF

7053 AB Khrabrovo An-26,Mi-8,Tu-134ex 398 OTAE?
7054 AB Donskoye Ka-27,Ka-29ex 396 OKPLVP
Chkalovsk? Mi-8,Mi-24 ex 125 OVE

We assume this list is not complete, because we have not found any new AB designations for the VVS TOF (Pacific Fleet) units, the Center for Combat Use and Flight Training at Ostrov and the 279 OKIAP (Su-25UTG and Su-33). The VVS KFL is in charge of an OVE with the Mi-8MT at Kaspysk.

Spain

Ejército del Aire (AF)

C212-100

T.12B-31 to Bolivia as EB-51 **25-59**
T.12B-49 to Bolivia as FAB-87 **5-100**

See under Bolivia for more details.

CN235M-100

T.19B-07/74-25 744 Esc ex Ala 35/35-25 **05-C038** oct09

EF2000

C.16-39/11-19 Ala 11 f/n **SS020** nov09
C.16-40/11-20 Ala 11 f/n **SS021** nov09

Both were noted with CASA EADS at Getafe.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

AS532UL

HT.27-18/ET-666 c/n update **2726** oct09
HT.27-19/ET-667 c/n update **2737** oct09

Both are still with Eurocopter at Marseille Marignane.

UH-1H

HU.10-16 to Uruguay as 057, ex ET-253 **12428**
HU.10-17 to Uruguay as 056, ex ET-254 **12427**
HU.10-20 to Uruguay as 058, ex ET-257 **12431**
HU.10-22 to Uruguay as 059, ex ET-259 **12438**
HU.10-30/ET-210std LECV ex BTRANS **41225** oct09

HU.10-67/ET-237std LECV ex BTRANS **13598** mar09
 Adding to our earlier report (Scramble 359 – page 75), a total of four FAMET UH-1Hs were donated to Uruguay. Two of these will be used for spares recovery.

Switzerland

Schweizer Luftwaffe (AF)

PC-7

Of the 40 Pilatus PC-7s procured in the years 1982/83, 28 were upgraded. In October 2006, the two first PC-7 (NC) aircraft with the converted new cockpit were delivered to the Schweizer Luftwaffe. Nine PC-7 aircraft remained in their initial configuration with the well-known orange colour scheme and were not be upgraded for various reasons. Eventually, they will be sold or liquidated by Armasuisse. Some details are already known.

A-902 wfu ex Pilotenrekr.sch **136** 09
 Should already have been withdrawn from use and intended to go to the Flieger-Flab-Museum at Dübendorf.

A-903 to F-GYSF ex HB-HMU **137**
 On 31 May 2007, A-903 was damaged in accident and was sold back to Pilatus Flugzeugwerke AG. In October 2009, former A-903 performed a testflight as HB-HMU. It was registered F-GYSF to private owner in France.

A-904 Pilotenrekutenschule **312**
 Withdrawn from use planned 1st quarter of 2010.

A-906 wfu Emmen ex Pilotenrekr.sch **314** jul09
 In July 2009, withdrawn from use at Emmen and intended to go to Fliegermuseum at Altenrhein.

A-907 Pilotenrekutenschule **315**
 Withdrawn from use planned 1st quarter of 2010 and intend to go to the Flieger-Flab-Museum at Dübendorf.

A-908 wfu Emmen ex Pilotenrekr.sch **316** jul09
 In July 2009, withdrawn from use at Emmen and intend to go to the Musée de l'aviation militaire de Payerne 'Clin d'Ailes' at Payerne.

A-909 Pilotenrekutenschule **317**
 Withdrawn from use planned 1st quarter of 2010.

A-910 Pilotenrekutenschule **318**
 Withdrawn from use planned 1st quarter of 2010.

A-911 wfu ex Pilotenrekr.sch **319** oct09
 withdrawn from use.

United Kingdom

Royal Air Force (AF)

Early January 2010, the Kandahar Tornado detachment was handed over by 31 squadron to 12 squadron. During their deployment, 31 squadron maintained a blog on the internet. For security reasons they cannot write too much about mission details on the blog, but it does provide an interesting overview of their time in Afghanistan. After the swap, 12 squadron took over the blog. If you are interested, it can be found here: <http://raf-tornado-force-afghanistan.blogspot.com/>

MAR reports that Titan Airways was awarded a six-month contract, to operate a BAE146 for the RAF. The plane, which is leased from BAE, will operate from Bahrain and it will fly between this country, Muscat (Oman) and Minhad (UAE).

The order for the seventh C-17A was placed with Boeing during early January 2010. According to MAR, this plane is due to be delivered in March 2011.

During the last months of 2009, 1EFTS at RAF Barkston Heath received their new Tutor T1 training aircraft. These planes replaced the T-67M and T-67M-260 Firefly aircraft on strength with the unit, which was previously known as DEFTS. Several Fireflies, including the ones operated by DEFTS from Middle Wallop, were placed in storage at RAF Barkston Heath. Until their final retirement, some might, however temporarily return into service. Confirmed stored in November 2009 were: G-BONT, G-BUUA, G-BUUB, G-BUUC, G-BUUK (all T-67M aircraft, which used to be operated from Middle Wallop), G-BWXC, G-BWXH, G-BWXK, G-BWXO, G-BWXR, G-BWXT and G-BWXX (all T-67M-260 aircraft, which used to be operated from RAF Barkston Heath). On 15 January 2010, the first one was re-registered in the British Civil Aviation Authority

(CAA) register as owned by a private person. The aircraft in question is G-BONT, and it is expected that the other ones will follow soon.

The Multi Engine Lead In (MELIN) flight at RAF Cranwell used to operate with a few T-67 Fireflies on loan from DEFTS. This unit too exchanged its Fireflies for Tutor T1 aircraft. At the same time, the name of the unit was changed into 45 squadron/D Flight. With thanks to MAR, we can report the following three aircraft on strength in January 2010: G-CGKA, G-CGKB and G-CGKC.

As previously announced, the RAF is due to lose one of its Harrier strike squadrons from RAF Cottesmore. The unfortunate unit in question is 4 squadron. It will be disbanded on 31 March 2010. Correcting previous reports, the planned closure of RAF Cottesmore is of course 31 March 2011 and not 2010.

The RAF is to lose its Merlin HC3(A) helicopters, which will be transferred to the Royal Navy (see under Fleet Air Arm for more details). Their place at RAF Benson will be taken over by a Chinook training unit. Currently this role is fulfilled by a flight attached to 27 squadron (RAF Odiham). It is unclear if this flight will become independent, and possibly even taken over by either one of the current Merlin squadrons. As usual... time will tell!

MAR reports that the Fast Jet Test Squadron at QinetiQ Boscombe Down will be disbanded end March 2010. Their tasks will be transferred to 41(R)sq at RAF Coningsby.

On the bright side of the news, the first Typhoons for 6 squadron have been reported at RAF Coningsby. The planes in question did not yet support 6 squadron markings, but carried codes EB and EC. This code range has been allocated to 6 squadron, which, according to unconfirmed reports, is due to be reactivated on 1 October 2010.

EGDM = Boscombe Down
 EGVO = Odiham
 EGUW = Wattisham
 EGXC = Coningsby
 EGNO = Warton
 EGXE = Leeming
 EGOS = Shawbury
 EGXJ = Cottesmore
 EGQL = Leuchars
 EGXU = Linton-on-Ouse
 EGQS = Lossiemouth
 EGYE = Barkston Heath
 EGUY = Wyton
 EGYM = Marham

A109E

ZE416 to G-ELSH ex QinetiQ/ETPS **11173** jan10
 ZK185 on order for QinetiQ/ETPS **11131**

At the end of its contract, ZE416 was returned to G-ELSH, it will be replaced by G-CFVB, which in due course will be registered as ZK185. On 11 May 2009, this helicopter has already been registered to QinetiQ, and it is expected to take up its new, military identity in the near future.

Chinook HC2A

ZH896/(HK) 18/27sq ex QinetiQ **M4459** nov09

Chinook HC3R

ZH897 EGVO Wing ex QinetiQ **M4476** dec09

Harrier GR7A

ZD375 JUMP ex std EGXJ **P24** dec09
 JUMP = Joint Upgrade & Maintenance Program

Harrier GR9

ZG531/85 1sq, type correction.. not a GR9A **P85** nov09

Harrier T12

ZH657/105 20(R)sq ex JUMP **TX005** dec09
 JUMP = Joint Upgrade & Maintenance Program

Hawk T2

ZK016 std EGOS ex 19(R)sq **RT007** dec09
 ZK020 std EGOS ex 19(R)sq **RT011** dec09
 ZK028 19(R)sq ex BAE EGNO **RT019** jan10
 ZK031 19(R)sq ex BAE EGNO **RT022** jan10

Previous reports of ZK020 being transferred to QinetiQ were either incorrect, or the plane was used on loan only. On 16 December 2009, it flew from RAF Valley, together with ZK016, to RAF Shawbury, where it has been placed in temporary storage.

Nimrod MR2
XV236 scrapped ex std EGDM **8011** nov09

Puma HC1
XW209 33sq ex EGUB ASF **1096** nov09
XW224 33sq ex EGUB ASF **1166** nov09
ZA939 33sq ex EGUB ASF **1653** jan10
ZA940 33sq ex EGUB ASF **1656** nov09
ZJ956 33sq ex EGUB ASF **1374** nov09

Sea King HAR3
XZ586 SKAMG ex 22sq/203sq/B **WA852** dec09
XZ589/E 22sq/203(R)sq, ex SKMG **WA855** dec09
22sq/203(R)sq = 22sq/C Flt + 203(R)sq at RAF Valley.
SKAMG = Sea King Aircraft Maintenance Group at RNAS Yeovilton

T-67M
G-BONT to G-BONT ex std EGYE **2054** jan10
This Firefly has been sold to a private owner.

Tornado F3
ZE731 std EGXE ex i/a EGQL **658** nov09
ZE961/HB 111sq ex 111sq/FO **794** nov09
ZG797 std EGXE ex 1435Flt/C **919** nov09

Tornado GR4
ZA456/023 12sq ex i/a EGQS **257** dec09
ZA597/063 9sq ex EGQS Wing/063 **116** dec09
ZA612 i/a EGYM ex 9sq/(074) **150** dec09
ZD709 QinetiQ ex 9sq/078 **324** dec09
ZD744 QinetiQ ex 9sq/092 **371** nov09
ZD745 TEF ex i/a EGYM **373** dec09
ZD810/102 617sq ex TEF **414** dec09
ZD849 i/a EGQS ex 617sq/110 **444** nov09
ZG777 BAE EGNO ex QinetiQ/135 **909** dec09

Actually ZA612 was temporarily stored at RAF Marham, prior to being put to use as Weapons Loading Trainer. It still sports 2sq markings, including code IV. Note: TEF = Tornado Engineering Flight at RAF Marham. This unit works closely with BAE, which performs maintenance and upgrades on the RAF Tornado GR4 fleet under the CMU contract. CMU = Combined Maintenance & Upgrade. Since it often is unclear, if jets are allocated to TEF or to CMU, we standardized these activities, in our updates section, under the unit designation "TEF".

Tucano T1
ZF139 std EGXU ex 1FTS/139 **S5/T5** '07
During a visit of Cleveland AS at RAF Linton-on-Ouse, it became known that ZF139 has suffered structural damage (around end '07). It has been placed in storage at this airbase (inside the maintenance hanger, which is hangar 4), and is stripped for spares.

Tutor T1
G-BYUF Northumbrian, ex Birmingham **82091E** nov09
G-BYUR 1EFTS, ex E.of Scotland **82102E** nov09
G-BYVD 1EFTS, ex Glasgow **82114E** nov09
G-BYXI Southampton, ex 57(R)sq **82169E** nov09
G-BYYB 1EFTS, ex L'pool/M'chester **82184E** dec09
G-CGKA 45sq/D Flt ex CFS **82301E** jan10
G-CGKB 45sq/D Flt ex CFS **82302E** jan10
G-CGKC 45sq/D Flt ex CFS **82303E** jan10
G-CGKU L'pool/M'chester, new **82320E** dec09

Typhoon T1
ZJ800 BAE EGNO ex 29(R)sq/BC **BT001** jan10

Typhoon F2
ZJ927/QO-M 29(R)sq ex XI(F)sq/QO-M **BS018** dec09
ZJ936/QO-S 3sq ex XI(F)sq/QO-S **BS027** dec09
Possibly ZJ936 was on loan only to XI(F)sq, and never actually transferred to this squadron.

Typhoon T3
ZJ801/BJ 3sq corr not 29(R)sq **BT002** nov09

Typhoon FGR4
ZJ911/BZ EGXC ex BAE EGNO **BS002** jan10
ZJ922/QO-C 29(R)sq corr not 3sq **BS013** oct09
ZJ946/AD 29(R)sq ex 17(R)sq/AD **BS039** dec09
ZK304/EB XI(F)sq unit confirmed **BS055** sep09
ZK305/EC XI(F)sq unit confirmed **BS056** dec09
ZK306 EGXC ex BAE EGNO **BS057** jan10
ZK307 EGXC ex BAE EGNO **BS058** jan10

Both ZK304 and ZK305 will most likely be the first Typhoons for 6 squadron, once it is re-activated at RAF Coningsby. Also ZK302 has also been mentioned as such, most likely it will be coded "EA" in due course.

Army Air Corps (AR)

Under Tender 3192 the Disposal Services Authority (DSA) has put thirty, former Army Air Corps (AAC), Gazelle AH1 helicopters up for sale. The deadline of the tender was 15 January 2010, and the following aircraft were included: XW848, XW909, XW913, XX371, XX383, XX386, XX394, XZ398, XX409, XX416, XX437, XX438, XX439, XX445, XX455, XX456, XX462,



January 21, 2010 at RAF Leuchars and ZE834 is towed out for a compass swing. This aircraft has recently returned from service as tail code 'C' of 1435 Flight in the Falklands and is seen here freshly marked as 'HA' of 111 Squadron after having been reassembled. The aircraft is expected to start shakedown flights soon, before being handed over to full flying duties on 111 Squadron.

(Alec Walker)

XZ291, XZ292, XZ304, XZ314, XZ324, XZ344, ZA728, ZA733, ZA776, ZA726, ZA673 and ZB688. Of these XZ338 is currently stored at Gosport/HMS Sultan, while all others are stored at RAF Shawbury.

Apache AH1

ZJ199 3/4Regt, ex temp std EGUW **WAH34** dec09
 ZJ219 3/4Regt ex 673sq **WAH53** dec09
 Here mentioned ZJ219 was used by 673(AHTU)sq/7Regt for a short period on loan only.

Gazelle AH1

XW849 GDSH ex std EGOS **1016** jan10
 XX381 GDSH ex std EGOS **1269** jan10
 XZ320 nb see note **1613** nov09
 XZ326 665sq ex o/h with GDSH **1644** dec09
 ZB689 o/h with GDSH, ex 665sq **2002** jan10
 GDSH = Gazelle Depth Support Hub at Middle Wallop. Previous reports about XZ320 being scrapped are incorrect. The helicopter has been confirmed active with AAC both in September 2009 and November 2009. It was reported both with 665sq/5 Regiment and 8Fit, can anyone confirm the correct unit?

Lynx AH7

XZ211 1Regt ex Vector Aerosp. **127** jan10
 XZ615 o/h with GDSH, ex 671sq/Z **162** jan10
 GDSH = Gazelle Depth Support Hub at Middle Wallop.

Lynx AH9A

ZG888 9Regt ex Westland **351** dec09
 ZG889 9Regt ex Westland **352** dec09
 Westland = AgustaWestland Ltd at Yeovil

Fleet Air Arm

That the Sea King HC4/HC4+ fleet is ageing is not really news. It has now been confirmed that these helicopters will be replaced by the twenty-seven RAF Merlin HC3/HC3A helicopters, which will be transferred to the Fleet Air Arm. Prior to being transferred, the Merlins will be upgraded for naval operations by AgustaWestland Ltd at Yeovil. At this moment, an exact timetable for this transfer is not yet known, although it was announced that the Sea King HC4/HC4+ fleet is due to be retired by 2016. Also, the option base the "new" Fleet Air Arm Merlin battlefield support helicopters at RNAS Culdrose is still open.

The Royal Navy currently has thirty-nine Merlin HM1 helicopters on strength. Thirty of these will be converted to HM2 standard, and the remaining nine will be withdrawn from use. There are reports that these nine will be converted to airborne early warning and control versions, and as such replace the Sea King ASaC7 helicopters.

Harrier GR9

ZD330/11 NSW ex cat 3 damage **P11** dec09
 ZG508/79 NSW ex 4sq/79 **P79** nov09
 After being damaged Cat.3 in 2008, ZD330 underwent repairs with SAM (Squadron Aircraft Maintenance) at RAF Cottesmore, next it was used by the SF (Structures Flight) at the same base for a short period of time. By December 2009, it was taken on charge by the NSW (Naval Strike Wing).

Hawk T1A

XX158 ? ex FRADU **312004** oct09
 XX331/CP FRADU ex 100sq/CP **312155** dec09
 By December 2009, XX158 left FRADU, its current whereabouts are unknown.

Lynx HAS3S

XZ237 Vector Aerosp, ex 815sq/305 **019** nov09
 XZ727 Vector Aerosp, ex 702sq/635 **199** dec09
 XZ730 Vector Aerosp, ex 702sq/632 **203** nov09
 ZD250 702sq ex Vector Aerosp **248** nov09
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Lynx HAS3S(ICE)

XZ238 Vector Aerosp, ex 815sq/EE-434 **026** nov09

Lynx HAS3SGM

XZ232 Vector Aerosp, ex 815sq/MC-360 **009** nov09
 ZD255 Vector Aerosp, ex 815sq/316 **262** dec09

Lynx AH7

XZ182 847sq ex o/h with GDSH? **058** nov09

XZ648 o/h with GDSH, ex 847sq **184** jan10
 GDSH = Gazelle Depth Support Hub at Middle Wallop

Lynx HMA8

XZ729 Mann Avn ex 815sq/426 **202** nov09
 ZF557 815sq ex Vector Aerosp. **334** dec09
 Mann Avn = Mann Aviation Group Engineering at Fairoaks
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Lynx HMA8DAS

ZD259 Mann Avn ex 815sq/CL-350 **286** nov09
 Mann Avn = Mann Aviation Group Engineering at Fairoaks

Lynx HMA8SRU

XZ689 Vector Aerosp, ex Mann Avn **091** nov09
 XZ731 Vector Aerosp, ex 815sq/SM-444 **204** dec09
 XZ736 Vector Aerosp, ex 702sq/- **222** nov09
 ZD255 Vector Aerosp, ex 815sq/328 **317** nov09
 ZF558 815sq ex Vector Aerosp **335** dec09
 Mann Avn = Mann Aviation Group Engineering at Fairoaks
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Merlin HM1

ZH828 820sq ex MDMF **RN08** nov09
 ZH835 MDMF ex 814sq/(2)70 **RN15** nov09
 ZH845/(2)67 814sq ex MDMF **RN25** dec09
 MDMF = Merlin Depth Maintenance Facility at RNAS Culdrose

Sea King HC4

ZA292/WU 848sq ex CHFMU **WA906** nov09
 ZA312 SKAMG ex Vector Aerosp **WA916** dec09
 ZF115/(W)R 848sq ex SKAMG **WA960** dec09
 SKAMG = Sea King Aircraft Maintenance Group at RNAS Yeovilton
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Sea King HC4+

ZA295 SKAMG ex 846sq/(V)U **WA909** dec09
 ZD625 CHFMU ex 846sq/(V)P **WA936** nov09
 SKAMG = Sea King Aircraft Maintenance Group at RNAS Yeovilton
 CHFMU = Combined Helicopter Force Maintenance Unit at RNAS Yeovilton

Sea King HU5

XV705/CU-829 771sq ex Vector Aerosp **WA676** nov09
 ZA137 Vector Aerosp, ex 771sq **WA898** nov09
 Actually XV705 only carries the last two digits of its code, similar to ZA137 which was allocated code CU-820.
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Sea King ASaC7

XV714/188 854sq ex 857sq/188 **WA685** dec09
 ZA126/(1)91 857sq ex Vector Aerosp **WA887** dec09
 ZE420 Vector Aerosp, ex 849sq/189 **WA958** dec09
 Vector Aerosp = Vector Aerospace Ltd at Fleetlands

Africa

Algeria

al-Quwwat al-Jawwiya al-Jaza'iriya (AF)

AS355

ES-56 f/n dec09

AW101

Sources in Algeria claim that construction numbers for the first six AW101s are **50228** to **50233** and that temporary serials ZR328 to ZR333 are allocated.

Lynx Mk130

AN-07/ZK181 Westland serial update **465** nov09
 AN-08/ZK182 Westland serial update **466** nov09
 AN-09/ZK183 Westland serial update **468** dec09

Angola

Força Aérea Nacional de Angola (AF)

MiG-23UB

I30 f/n dec09



The days are numbered for the F-5 in Moroccan service. With the arrival of the first F-16s imminent, and the Mirage F1s undergoing updates, the F-5 is facing extinction. During Aeroexpo 2010 at Marrakech-Menara, this Meknes based 91924 was seen in the static display. (January 2010, Chris Schmidt)

Chad

Escadrille Nationale Chadienne (AF)

AS550C2

TC-001	ex Singapore AF, f/n	nov09
TC-002	ex Singapore AF, f/n	nov09
TC-003	ex Singapore AF, f/n	nov09

Mi-8MTV-1

TT-OAJ/4320 rebuilt **95826** nov09

This Mi-8 was virtually destroyed by a rebel attack on Faya Lergau 3 October 2002; it was last noted at the scrapyard at N'Djamena on 25 August 2008. A photo in AFM shows it being unloaded from an An-124 at NDJ on 29 November 2009, reportedly re-assembled and flying again within a few days.

Su-25

TT-QAI	ex TT-9AI	f/n	dec09
TT-QAN		f/n	dec09

Su-25UB

TT-QAH	ex TT-9AH	f/n	dec09
TT-QAN		f/n	dec09

Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

Egypt has struck a deal to buy up to twenty-four F-16C/D Block 50/52 fighter aircraft in a package worth as much as \$3.2 billion. No further details have come to light so far.

Kenya

Kenya Air Force (AF)

F-5E

915	ex RJAF	f/n	jan10
922	ex RJAF	f/n	jan10
925	ex RJAF	f/n	jan10

F-5F

929	ex RJAF	f/n	jan10
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The first former Jordanian F-5s for the Kenyan Air Force were seen in full colour scheme at Amman in January 2010.

Malawi

Government (GV)

Falcon 900EX

...	ex N901MD	f/n	38 dec09
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This Falcon 900EX was seen late December at San Juan Luis Munoz Marin International Airport (Puerto Rico), wearing

N901MD and "Republic of Malawi" titles.

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

An-72

ST-PRD		f/n	dec09
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An-74D

ST-PRC	ex RA-74047?	f/n	47097941? dec09
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Tanzania

Jeshi la Wananchi la Tanzani (AF)

Ce402C

JW9026	Trans. sq	c/n update	402-0236 jan10
JW9028		c/n update	402-0228 jan10

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

A340-542

TS-KRT	serial update		902 jan10
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Asia

Cambodia

Force Aérienne Royale Cambodge (AF)

Mi-8

MH824	Phnom Phen	f/n	dec09
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Mi-26T

MH268	Phnom Phen	ex XU-268	34001212478 dec09
MH269	Phnom Phen	ex XU-269	34001212485 dec09

China

People's Liberation Army Air Force (AF)

An-24

71026/106	2nd FA	f/n	photo
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An-26

70127	2nd FA	f/n	photo
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H6M

40574	38th Div	f/n	photo
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J8D

21001	9th Div/25th Reg	f/n	photo
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Although this is a first noted of the earliest J8D of this Regi-

ment, on 21 December 2009 the Regiment that is based at Shantou Northeast took delivery of the first four J10s (two J10A and two J10S). Before the J8D the Regiment has flown J8B, J7II and J6 versions in recent times.

J10A

30551 24th Div/70th Reg c/n update **J10A0421** photo
 30650 24th Div/70th Reg c/n update **J10A0438** photo

J11BS

532 CFTE/bare metal proto Photo
 The J11BS is a dual seat version derived from the new J11B, that could eventually replace older models Su-30MKK in the strike role or be used as trainer version for the single seat J11B aircraft. First flight was in 2007.

Y7

71229/129 2nd FA f/n photo
 71320/130 2nd FA f/n photo
 It seems that the Y7 has replaced the HJ5 in the bomber trainer role in the Flying Academy. At least six aircraft are in use.

Y8CB

5121 f/n photo
 This Y8CB version includes the SATCOM antenna just before the tail as can also be found on the Y8JB. The Independent Regiment operating this aircraft still has to be identified. Confirmation is needed that 5123 is also a Y8CB.

Y8G

5126 f/n photo
 5128 f/n photo
 The Y8G has two large flat panels on the forward fuselage that houses large antenna's for the ECM role. Six aircraft have been identified so far.

Z8KH

-- CHAIC f/n **Z8KH-01** photo
 This new helicopter version is expected to be used by the Hong Kong Garrison, for which it has received a search-light. Four units are expected.

In 2008 the 39th Division/109th Regiment in the Lanzhou Military Region has been relocated to a new base, south of the city of Korla- Xinhang. The new location can be found at 41° 37' 1 N 86° 8' 36" E. Also, it was believed that Huiyang AB was vacated after the JZ6 reconnaissance aircraft of the 2nd Independent Regiment were gone. The base (at 23° 03' N 114° 36' E), however, has been upgraded after this period and it remains unclear who the current user is. It has also come to light that the 33rd Division flying Su-27s doesn't operate from the civilian airport at Chongqing, but uses a dedicated airfield at Chongqing-Baishiyi (29° 29' 59" N 106° 21' 40" E).

People's Liberation Army (AR)

The location of the 9th Regiment operating Z9 and Mi-171 heli-

copters is now believed to be at Liaoyang, together with a yet unknown PLAAF training unit. Earlier the helicopters were operating from the dual use Shenyang-Dongta, but this airfield is now fully used for civil operations.

People's Liberation Navy (NY)

JH7A

82674 7th Div/20th Reg f/n photo
 82771 7th Div/20th Reg f/n photo
 Another JH7A regiment and at the same time the last Q5s left the Navy.

Ka-28

9234 4th Indep. Reg. f/n photo
 In January the first helicopters of the second batch Ka-28s were delivered including 9234. The order was placed on 11 October 2009 for nine helicopters supplementing eight already operating with the 4th Independent Regiment in the ASW role.

Z9C

9716 6th Indep. Reg. c/n update **Z9-0275** photo

People's Liberation Police (PO)

A109

G-110002 Beijing Public Security photo

EC135

50001 Chongqing Public Security photo

Enstrom 280FX

G-420101 Wuhan Public Security photo

R22

GA-320103 Nanjing Public Security photo

R44

61061 Yan'an Public Security photo
 G-411201 Sanmenxia Public Security photo
 GA-3708001 Beijing Public Security photo

Factories

JL9

-- CHAIC f/n **JL90104** photo

Forest Police

In addition to last month's report about the Armed Police (=Wu-Jing) of the Forest (=Senling) it is now known that the eight firefighting Frelons are based in Daqing (Heilongjiang province) for which the groundbraking officially started in 16 June 2009). The new base will be capable to house eighteen Z8s.

India

Bharatiya Vayu Sena (AF)

The first two-seat Tejas trainer prototype made its debut flight on 26 November 2009. Intended to be flown in August 2007, it took Hindustan Aeronautics Ltd more than two years to ac-



Tanzania received its first and only Fokker 28 5H-CCM in 1978. It has been back to The Netherlands several times since for overhaul. Most recent visit of this aircraft was in January 2010. (Woensdrecht, 8 January 2010, Mark van der Vliet)

complete the task. The Tejas programme is hampered with constant delays. However, in November 2009, the Indian Air Force accepted the Tejas Light Combat Aircraft as a replacement for its ageing MiG-21 fighters. The Ministry of Defence ordered a second squadron of 20 aircraft, in addition to the 20 fighters already on order. According to a representative with Hindustan Aeronautics Ltd, the order for a second squadron is a vital expression of Indian Air Force confidence in the future of the long-running Tejas programme. The new order will be for 18 single-seater and two twin-seater Tejas; exactly the number that equips a fighter squadron.

In December 2009, the Indian Air Force grounded its entire fleet of HPT-32 Deepak initial trainer aircraft after a fatal accident on 31 July 2009. According to Defence Minister Antony, in all seventeen HPT-32 aircraft had crashed until that date and nineteen pilots had lost their lives. We have no idea where the initial pilot training is undertaken at this moment.

Tejas LCA-T prot

KH2009 HAL f/f 26nov09 **PV-5** nov09

Bharatiya Nau Sena (NY)

In January 2010, a new deal was signed for procuring another 29 MiG-29 fighter aircraft for use with the Indian Navy. This deal comes after India and Russia agreed on a 10-year military pact in December 2009 to cover weapons development, aircraft and maintenance contracts worth more than \$5 billion. The deal on the 29 MiG-29s is worth \$1.2 billion

Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

On 12 January, Commander of *Komando Operasional Angkatan Udara II* Marsekal Muda TNI Yushan Sayuti revealed that the Super Tucano had been chosen as the replacement for the OV-10F. Sixteen aircraft will be bought this year when funds are released. The Super Tucano will replace the Bronco fleet of Skadron Udara 21 at Abdulrachman Saleh, Malang, which was grounded after a fatal crash in July 2007.

It seems funds have again become available to complete an order for sixteen Super Pumas, frozen after delivery of seven units last year. In January, work restarted at PT DI in Bandung on the remaining nine NAS332s with deliveries to be completed by late this year.

NBo105CB

HR-1520 BASARNAS w/o 18nov09 **N87/S655**

Pusat Penerbangan Angkatan Darat (AR)

NBo105CB-4

HS-7112 Skwad11 w/o 08jun09 **S702/N104**

Polisi Udara (PO)

PZL M28.05

P-4201 ex P-2036 **AJE003-03?** jan09
P-4202 ex P-2037 w/o 02nov09 **AJE003-04**
P-4203 ex P-2038? **AJE003-06?** jul07
P-4204? ex P-2039? **AJE003-07?**

The police are slowly giving its fleet new serials. This usually happens during major overhaul, like the Skytrucks when they arrive at PT. Indopelita Aircraft Services at Pondok Cabe. P-4204 has not been seen yet.

Japan

Nihon Koku-Jieitai (AF)

A quiet month on the active front so a few more updates on wrecks and relics. First a small lesson on the administrative division of Japan so you can understand the terms behind city names etc.

Japan consists of forty-seven prefectures, forty-three of them are **ken** prefectures in Japanese. Each prefecture is further divided into sub-prefectures (**shichō**), districts (**gun**), cities (**shi**), towns (**chō/machi**) and/or villages (**mura/son**).

In August 2009 the Old Car Center "Kudan" in Naraha-machi was visited and its collection has grown beyond the couple of Starfighters.

FTS = Kyoiku Hikotai
RJAH = Hyakuri

RJNN = o/h Mitsubishi HI, Komaki
ROAH = Naha

Beech 65

03-3093 Naraha-machi/Fukushima-ken **LC-322** aug09

XC-2

88-1201 TRDI/Kawasaki **1** jan10
Previously known as C-X, it was redesignated as XC-2 on 25 January 2010 and made its first successful flight a day later from Gifu.

KC-767J

07-3604 404 Hikotai **35498/966** jan10

The fourth tanker was officially handed over on 12 January 2010, after it flew to Japan in December, so its serial starts with zero, and not with nine. The KC-767 fleet is now undergoing Operational Evaluation and this should have been completed early this year. The JASDF KC-767s are in the convertible freighter configuration, and are able to carry passengers or freight and still maintain its primary role as an aerial tanker. They are configured with the advanced Boeing air refuelling boom and the Remote Aerial Refueling Operator II system.

F-1

60-8273 Kumagaya-shi/Saitama-ken **165** apr08

F-2A

93-8555 reregistered as 03-8555 **1055** oct09
03-8555 3 Kokudan **1055** jan10
03-8556 MitsubishiHI f/n **1056** jan10

#555 was supposed to be handed over in 2009, however it was delivered to Misawa in January 2010, hence the reregistration. Its exact unit is not yet known.

F-15J

52-8845 305 Hikotai ex 204 Hikotai **045** jan10
62-8877 23 Hikotai ex o/h **077** oct09
72-8888 no mks RJAH ex 305 Hik **088** jan10
52-8956 304 Hikotai active after accident **156** jan10
#888 was probably prepared for a ferry to Komaki for overhaul.

F-86F

12-7996 Naraha-machi/Fukushima **NA256-116** aug09

F-104DJ

26-5001 Naraha-machi/Fukushima **583B-5401** aug09
26-5005 Naraha-machi/Fukushima **583B-5405** aug09

F-104J

76-8704 Kumagaya-shi/Saitama **683B-3204** apr06
76-8705 Naraha-machi/Fukushima **683B-3205** aug09
#705 was disassembled and parked in the grass on the edge of the premises.

CH-47J

67-4495 unit nn Komaki jan10
This Chinook was last seen at Naha, unit not checked but supposedly operated by the local Herikoputa Kuuyutai.

UH-60J

68-4583 o/h RJNN blue c/s, ex ROAH **2033** jan10

T-1B

35-5862 Awaji-shi/Hyogo-ken **JT62** oct05

T-2

59-5115 Naraha-machi, cockpit only **015** aug09

T-4

06-5628 32 FTS ex 303 Hikotai **1028** jan10
36-5705 1 Kokudan no mks after o/h **1105** jan10
96-5779 304 Hikotai ex o/h **1179** jan10

T-6G

72-0176 Naraha-machi/Fukushima **NA182-4** aug09

T-33A

71-5305 Naraha-machi/Fukushima-ken **/1105** aug09

Rikujo Jieitai (AR)

Fuji Heavy Industries sued the Japanese Ministry of Defence over the cancelling of the AH-64D Apache. An order for 62 units was planned, however the Ministry cut off further funding and production will stop, after either ten or fifteen units built. Fuji has

filed a lawsuit in the Tokyo district court and is seeking payment for initially 100 million yen.

RJNN = Komaki
AH-1S
 73424 IIATH winter camo **24** jan10

OH-1
 32606 IATH winter camo **1006** jan10
 32625 IIATH winter camo **1025** jan10
 32628 IVATH ex Kawasaki **1028** jan10
 32629 VATH with KawasakiHI **1029** nov09

UH-1B
 41531? Naraha-machi/Fukushima-ken **MH32** aug09
 There is some controversy over this Huey. It is painted as 41581, a former relic at HaraAono Garrison, Hyogo-ken but believed to be 41531 which was dumped near Hyakuri, up to April 2006.

OH-6D
 31299 IV ex III **6753** nov09

H-13KH
 30216 Naraha-machi, inside **2097** aug09

TH-55J
 61307/(SU) Naraha-machi, inside **52-0144** aug09

UH-60JA
 43118 o/h RJNN, no mks, ex SK **4018** jan10

AH-64DJP
 74509 Fuji HI, IIIATH mks **JP009** jan10

L-19E
 11214 Naraha-machi/Fukushima-ken **FL-14** aug09

Kaijo Jieitai (NY)

ATS = Kyoiku Kokutai

Beech 65
 6704 Hirakawa-cho/Aomori-ken **LC-145** jul09

OH-6J
 8761 Naraha-machi, inside **6341** aug09

SH-60J
 8255 25 Kokutai new c/s, ex 22 Kok **1055** jan10
 8256 24 Kokutai new c/s, ex 22 Kok **1056** sep09
 8274 23 Kokutai old c/s **1204** apr09
 8295 23 Kokutai old c/s, ex o/h **1081** apr09

SH-60K
 8433 MitsubishiHI f/n **5033** jan10

KM-2
 6243 Naraha-machi/Fukushima-ken **TM13** aug09

P-3C
 5041 3 Kokutai ex no mks **9038** jan10
 5047 2 Kokutai ex 203 ATS **9044** jan10
 5051 3 Kokutai ex no mks **9048** jan10
 5074 3 Kokutai ex no mks **9071** jan10

All three Atsugi Orions were noted as operating with 3 Kokutai but there is no photo proof they were actually marked as such.

US-2
 9904 ShinMaywa blue c/s f/n dec09

Kaijo Ho'an Cho (CG)

DHC-8-315
 JA724A/MA724 Japan Coast Guard **669** dec09

YS-11A-213
 JA8791/LA791 to RP-C..... ex wfu Haneda **2177** oct09

YS-11A-214
 JA8780/LA780 to RP-C..... ex wfu Haneda **2164** oct09

Myanmar

Tamdaw Lay (AF)

F-7M
 ... w/o 22jan10

Mi-17
 6612 f/n, drab camo c/s dec09

6615 f/n, white/blue VIP c/s dec09
 6616 f/n, drab camo c/s dec09

Pakistan

Pakistan Fauj (AR)

Bell 412EP
 7-5004 tie-up known **36341** 09

Mi-17-1V
 58655 f/n

Pakistan Bharia (NY)

P-3C
 87 h/o 07jan10 jan10

Singapore

Republic of Singapore Air Force (AF)

A-4SU
 941 Le Bourget ex-150sq **12317** dec09
 The first (we think) RSAF Skyhawk for the Musée de l'Air et de l'Espace was dismantled at Cazaux last December.

F-16C
 620/97-0114? 140sq US serial TBC sep06
 621/97-0115? 140sq US serial TBC mar09
 641/97-0116? 140sq US serial TBC aug08
 642/97-0117 143sq ex 428th FS **DA-18** dec09
 645/97-0118 143sq ex 428th FS **DA-19** dec09
 646/97-0119? 143sq US serial TBC mar09

The F-16Cs that have returned from the US over the years are slowly being identified. We have two more confirmed and four probable's. Anyone?

Republic of Singapore Navy (NY)

S-70B
 261 ex N8044E **70-3082** nov09
 262 **70-3122** oct09
 263 or 264 ex N8014Q **70-3131** 09
 265 **70-3142** oct09
 266 **70-3149** 09
 262/5/6 ex N8043V jan09

The navy has had six S-70B Seahawk Naval Helicopters on order since January 2005, to operate from their new Formidable Class frigates. Deliveries should have started in 2008, but so far, none have made the move to Singapore. However, five of them have been seen in the US by now. Chief of Air Force MG Ng Chee Khern officiated the inauguration ceremony of the Republic of Singapore Air Force Peace Triton Sikorsky Seahawk Naval Helicopter detachment in the United States Navy Maritime Strike Weapons School at NAS North Island, San Diego, on 16 November 2009. As part of the process of becoming operational, the RSAF and the RSN had subscribed to the USN SH-60F Aircraft Qualification Course. Currently, the detachment has four helicopters and the frigate RSS Stalwart, operating with a total of 152 personnel.

South Korea

Han Guk Gong Gun (AF)

Plans to locally develop a fighter aircraft and an attack helicopter will start in 2011. The plan is part of comprehensive projects to develop the nation's aerospace industry over the next decade, the Ministry of National Defense said in January. It was approved by an ad hoc committee of the Ministry of Knowledge and Economy. To develop the military aircraft industry, the government will begin exploratory development of the KF-X fighter and the Korea Attack Helicopter (KAH, see Army) next year. Both programs have been stalled for several years due to questions about their economic and technical feasibility. The government will develop an aircraft on par with the F-16 Block 50 in cooperation with foreign defense firms, according to officials at the Defense Acquisition Program Administration (DAPA). The KF-X will be armed with up-to-date radar and avionics systems.

DAPA spokesman Kim Young-san said preliminary development for the KF-X will be conducted between 2011 and 2012

with an investment of 4,4 billion won, and full-scale work will continue until 2021 at a cost of 5 trillion won. Korea will pay 60 percent of KF-X development costs and will rely on foreign firms to cover the remainder. Among potential foreign bidders for the KF-X effort are Boeing and Eurofighter. Boeing is offering to transfer F/A-18 Super Hornet aircraft technology to help build the KF-X, while Eurofighter wants Korea to join its Eurofighter Typhoon program.

A true testimony of professionalism was written on 13 January when Captain Oh Dong-uk, 28, a graduate of the Korea Air Force Academy class of 2006, landed his F-5E fighter successfully on a runway in Gangneung. But this was not a normal landing. Captain Oh had just completed 120.000 accident-free flight hours for the 205 FTS/18 FW which it says is a new world record for a single squadron with a single fighter type. The squadron is now submitting the figure to Guinness World Records through the Korea Record Institute. Since the 205 FTS was created for advanced pilot training on 20 September 1977, its fighters have flown about 97,2 million kilometres. Gangneung airbase has a reputation as the toughest place to get accustomed to flying, because of the strong wind coming from the sea nearby. Climate fluctuations and frequent fog hamper flights, as do seagulls.

Han Guk Yuk Gun (AR)

The KAH will be a 5 ton light attack helicopter with a seating capacity of six to eight crew members. Exploratory development will start next year with an estimated budget of 23,2 billion won. Full-scale development will continue over the next six years with an investment of 600 billion won. Either Korean Air or Korea Aerospace Industries (KAI) will develop the KAH with technical assistance from a foreign helicopter maker. The selection of a main Korean developer will be made in August. It is said Korean Air has the upper hand in the competition, especially since KAI unsuccessfully pushed to develop a medium-heavy attack helicopter based on its Korea Utility Helicopter (KUH), the *Surion*. Potential foreign partners for the KAH include AgustaWestland, Eurocopter, Sikorsky Aircraft and Boeing.

DAPA plans to purchase a foreign heavy attack helicopter under the AH-X program separate from the KAH. The AH-X effort calls for buying 36 foreign heavy attack helicopters while the KAH program will build about 270 home-grown aircraft. Both the AH-X and KAH programs are aimed at replacing the Korean Army's aging 500MD TOW and AH-1S. About half of the 500MD TOWs will reach their lifespan of thirty years by 2013, while the AH-1S helicopters have been in operation for more than 16 years.

Han Guk Hae Gun (NY)

The planned delivery of eight refurbished U.S. P-3B maritime patrol aircraft to the South Korean Navy has been delayed again, due to U.S. export restrictions on key electronic warfare equipment. The P-3CK program, initiated in 2005, has already seen a delay of over a year due to integration and redesign problems in the process of refitting the older planes. The first stage of delivery had originally been scheduled for 2008 and the final delivery for 2010. As a result, the Defense Acquisition Program Administration (DAPA) recently decided to first deliver the P-3CK aircraft without the electronic support measures (ESM) and surveillance system and equip the aircraft with the electronics after receiving the related U.S. export license. In April 2005, L-3 IS was awarded a \$300 million contract to provide system modernization and a service life extension for eight P-3Bs. The total value of the P-3CK program is estimated at \$550 million. The U.S. firm is in charge of reconfiguring the first two of the older P-3B variants to put them on par with the U.S. Navy's P-3C Update III aircraft by equipping them with up-to-date sensors and electronics. Korea Aerospace Industries (KAI), the main contractor, is responsible for remodelling the remaining aircraft. In January, the first P-3CK built by the American company should be handed over to the Navy for tests. Three other aircraft will be delivered in coming months, and KAI is trying hard to deliver the remainder by June.

Hae Yang Gyeong Chal (CG)

AgustaWestland announced in late December 2009 that the Korean Government had signed a contract for one more AW139

medium-twin helicopter in Maritime Patrol configuration for the Korea Coast Guard. The order represents the third helicopter to be sold to the Korea Coast Guard and the sixth AW139 helicopter to be sold to the Republic of Korea. Earlier in the year the first AW139, ordered in March 2008, was delivered to the Gangwon Fire Fighting Department and recently Samsung Corporation took delivery of its first of two AW139 corporate helicopters. On 10 December 2009 the first two Korea Coast Guard AW139 Maritime Patrol Helicopters were handed over during a ceremony held at Gimpo Airport in Seoul. The Korea Coast Guard AW139 will be used for Maritime Patrol, SAR and EMS missions and will be equipped with Forward Looking Infra-Red (FLIR), search/weather radar, rescue hoist, emergency flotation system and a four-axis autopilot with SAR modes.

Gyeong Chal Cheong (PO)

In addition to the latest AW139 helicopters AgustaWestland signed a contract for one AW119Ke helicopter for the Korea National Police in August 2009.

Taiwan

Chung-Hua Kong Jun (AF)

T-34C-1
3437 AFA w/o 26jan10 **GP-43**

Thailand

Royal Thai Air Force (AF)

Saab 340B
-70201 c/n update f/n **455**

Royal Thai Police (PO)

AS350B-2
MNRE-1112 ex KASET 18303 **2905** nov09
MNRE-1114 ex KASET 18305 **3925** nov09
It seems that the Ministry of Natural Resources & Environment has taken over all Ecureuils from KASET.

Vietnam

Khong Quan Nhan Dan (AF)

Vietnam is in the process of receiving ten new Yak-52 trainers from the Aerostar factory in Bacau, Romania. The first aircraft with Romanian markings and Romanian serial 01 was seen in the summer of 2009. The first two aircraft (01 and 02) were delivered by late December 2009. Aircraft 03 and 05 have also been seen and 06 made its first flight on 9 December. In Vietnam, the Yak-52s are used by the 910 Training Regiment or Trung Doan Khong Quan 910 *Julius Fučík* at Nha Trang. It looks as though the air force has renumbered its Regiments in 2009. Reported so far are:

923 Fighter Regiment at Tho Xuan became the B72 Fighter Regiment flying the Su-22M3 and Su-22U.

931 Fighter Regiment at Yen Bai became the C31 Fighter Regiment flying the MiG-21bis and MiG-21UM.

935 Fighter Regiment at Bien Hoa became the C35 Fighter Regiment. After delivery of more Su-30s (with four expected in 2010 and four in 2011), the C35 Fighter Regiment will be split into two regiments, with the Su-30s moving to Da Nang and the Su-27s remaining at Bien Hoa.

Latin America

Argentina

Prefectura Naval Argentina (CG)

AS365N2
PA-42 c/n update **6491**

Schweizer 300C
PA-92 w/o 19jan10 **S-1778**

This is also a c/n update.

Bolivia

Fuerza Aérea Boliviana (AF)

C212-100
FAB87 TAM ex T.12B-49 **100** sep09



The Qatar Emiri Air Force received its first AugustaWestland long nose configuration AW139 at Verigate, Italy, 23 November 2009. By mid January 2010 the QA60 had been delivered to home base Doha International Airport, Qatar. At the photo the new two-tone grey camouflaged helicopter is looked over by mechanics at the Gulf helicopters apron at Doha.

(Doha, January 2010, John Berends).

Aviación del Ejército (AR)

C212-100

EB-51 ex T.12B-31 **59** sep09
This duo C212s was delivered by 22 May 2008. After being assembled they were seen on a couple of occasions before being officially taken on charge on 12 September 2009.

Brazil

Força Aérea Brasileira (AF)

AH-2 (Mi-35M)

8951	2°/8°GAV	dec09
8952	2°/8°GAV	dec09
8953	2°/8°GAV	dec09

The first three AH-2 were delivered by air on 16 December 2009. This is one month behind schedule. The other nine will be delivered in groups of three as well for which the original delivery schedule is still cited (three in jul10, three in apr11, and three in feb12).

Comando da Força Aeronaval (NY)

UH-12 (HB350B)

N-7078	HU-3	c/n corr, not	2228	2497
N-7079	w/o	15sep98	c/n update	2702
N-7080	HU-3	c/n update		2703

UH-12 (HB350BA)

N-7087	HU-1	c/n update		3070
N-7088	HU-1	c/n update		3074

The Brazilian naval Ecureuils continue to provide us with headaches. Firstly, **2497** is an assumption and needs to be confirmed. It was previously reported as **2228** which is surely wrong because that one is current as N350WW in the US. The next two need confirmation as well because sistership N-7081 was allocated c/n **2715** according to the same list. However, this was physically checked as **2740**, which is wrongly listed as PT-HZA, but that is a Bo105. In fact c/n **2740** is not in the Brazilian register at all. Lastly, there is a 'mystery bird' as well, this is N-7089 for which we have photoproof but its identity is as yet unknown.

The Brazilian Navy received 20 Ecureuils, having ordered their first batch in 1978, as follows:

First batch	6x HB350B
del 1979-80 through 1982	serialled N-7050 to 7055
Second batch	3x HB350B
del from jan84	serialled N-7056 to 7058
Third batch	4x HB350B
del early nineties	serialled N-7078 to 7081
Fourth batch	7x HB350BA

del from apr98

serialled N-7082 to 7088

Note: Serials N-7044 to 7049 are sometimes quoted for the first batch, this is either incorrect or they were reserialled in Brazil. Serial N-7043 was also used during test flights in France (photoproof).

Aviação do Exército (AR)

HÁ-1 (HB350L1)

EB-1011	CIAvEx	c/n update	2210
EB-1012	CIAvEx	c/n update	2215

These c/ns were already known but are tie-up corrections.

HÁ-1 (AS550A2)

EB-1019	w/o 1995	c/n update	2676
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HM-3 (AS532UE)

EB-4001	4°BAvEx	c/n update	2529/AVX001
EB-4007	4°BAvEx	c/n update	2596/AVX007

Finally, the last two tie-ups are known, although the first still requires confirmation. So someone has to venture into the jungle to Manaus.

Colombia

Fuerza Aérea Colombiana (AF)

CN235M-100

FAC1260	c/n confirmed	C-109	dec09
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It had been assumed for years, the FAC finally confirmed the identity of FAC1260 in a recent maintenance document.

Ejército de Colombia (AR)

Five Super Huey IIs were transferred from the Colombian army to the police last October. The Hueys were owned by the US Department of State.

Policía Nacional de Colombia (PO)

The police issued a request for proposal for the acquisition of one Cessna 172SP Skyhawk late last year. The aircraft is intended for basic flying instruction at the Escuela de Aviacion (ESAVI) at Mariquita.

UH-1H-II

PNC-0741	ARAVI	f/n, ex EJC	oct09
PNC-0742	ARAVI	f/n, ex EJC	oct09
PNC-0743	ARAVI	f/n, ex EJC	oct09
PNC-0744	ARAVI	f/n, ex EJC	oct09
PNC-0745	ARAVI	f/n, ex EJC	oct09

Ecuador

Fuerza Aérea Ecuatoriana (AF)

Strikemaster Mk83

FAE266/T-66	Esc2313	ex G-BXFU, f/n	805	oct07
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This one was seen active six months after it was deregistered from the UKAR on 17mar07. We did not report this before. Their demise is imminent, with the Super Tucano being delivered.

Aviación del Ejército Ecuatoriana (AR)

AS332B

E-466 GAE-44 c/n update **2138**

Mi-171

E-482 15-BAE c/n upd **594896 11813** oct07
 E-485 15-BAE f/n **594896 1496** oct07

Albeit a bit dated, these are very welcome and rare sightings! The E-482 has a white and red colour scheme, see our updated Ecuador orbat at <http://www.scramble.nl/mil/8/ecuador/orbat.htm>. The other is camouflaged and the last digit seems to be 'open' in the front left corner, making it either a 3, 5 or 9.

SA315B

E-315 15-BAE f/n oct07
 E-316 15-BAE c/n update **2533** oct07

SA330C

E-456 w/o

Panama

Servicio Nacional Aeronaval (CG)

EC145

AN-136 c/n update **9192**

Paraguay

Fuerza Aérea Paraguaya (AF)

An excellent well researched article in Small Air Force Observer provided lots of details on the Bell 47s. The updates to our dbase are as follows.

H-13H

H-005 to CC-PQM ex56-2224 **1936** 1977
 H-007 dbt, to CC-... ex 58-5344 **2357** mar74
 H-009 wfu **1282** 1980
 H-011 wfu **1412** 1982
 H-013 to CC-PQK **2080** 1992
 H-015 to CC-PQN **1913** 1992
 H-017 wfu ex 57-6206 **2135** 1982
 H-019 w/o 19mar86ex 57-1873 **2111** 1992

The remains of H-19 were also sold to Chile.

Uruguay

Fuerza Aérea Uruguaya (AF)

The air force has plans to replace their ageing Bandeirantes with C212s. C212 535 was being readied for deployment to Haiti in December to replace the 531 that crashed. It has received the code UN-147.

HCMK2 (Wessex HC2)

078 stored ex EA5H **WA536** dec09
 This was the last operational AF Wessex, the type is now wfu.

UH-1H

056 EA5H ex HU.10-17 **12427** dec09
 057 EA5H ex HU.10-16 **12428** dec09
 058 EA5H ex HU.10-20 **12431** dec09
 059 EA5H ex HU.10-22 **12438** dec09

These tie-ups were confirmed in December. Two will we used for spares reclamation, unknown which.

U-206H (CeU206H)

718 i/a ex EA70&EU206H-08011 dec09
 Rerelegated to instructional duties after suffering an incident.

Venezuela

Aviación del Ejército (AR)

Bell 206B

EV-0694 Bat.de Helicopteros f/n jun07

Guardia Nacional Bolivariana (PO)

AS355F2

GN-8886 nn c/n update **5394**

Of the twelve Guardia Nacional Fennecks, GN-8881 was in our dbase as **5353** but this is believed to be wrong. This airframe was registered in the USA as N56CD and subsequently exported to the Philippines as RP-C1408. Maybe c/n **5352** is a candidate?

Middle East

Bahrain

Royal Bahraini Air Force (AF)

AB212

302 3rd Helicopter Squadron, f/n aug09

AH-1F

904, 996 9th Helicopter Squadron, f/n aug09

Bahrain Public Security Flying Wing (PO)

Bell 412EP

BPS-08 Rotary Wing Aircraft Unit **36474** jan10
 The construction number was conveniently checked at Sakhir Air Base. This was C-FTJX till 16 July 2008.

Bahraini Government (GV)

The following aircraft are all part of the Bahrain Amiri Royal Flight.

Bell 430

A9C-HA c/n update ex N11753 **49020** jan10
 The FAA cancel date was 18 August 1998.



Ecuador Army Mi-171 at Sangolqui-La Balbina, rarely seen and thus special. (Sangolqui, 23 October 2007, Anno Gravemaker)

G550

A9C-BRN f/n Sakhir **5242** jan10
 New addition to the fleet, former N842GA FAA cancel date 15
 January 2010. Funny enough the FAA states the reason for
 cancelation as export Azerbaijan...

G-IITT

A9C-BG current **202** jan10

S-92A

A9C-KOB registration update **92-0079** jan10

Israel

Heyl Ha'Avir (DF)

With the threat of a conflict with Iran looming, the Israeli air
 force has augmented its fleet of KC-707 *Re'em* aerial refuel-
 ing aircraft with an eighth tanker. The \$23 million contract to
 reconfigure the (former civilian) aircraft was awarded to Israel
 Aerospace Industries (IAI) in late 2008, as part of a strategic
 effort to rapidly enhance the country's long-range strike capa-
 bilities. Budgetary constraints, as well as the U.S. Air Force's
 long delay in selecting its future aerial tanker, have forced Is-
 rael to rely on its existing Boeing 707 platforms, aged 36 to 50
 years, for another decade. The IAF launched a life-extension
 program for the aging fleet in 2004, with IAI as prime contractor
 replacing the legacy analog cockpit with new six multi-function
 displays and installing new communications equipment. In ad-
 dition, the Israeli-designed refuelling boom is replaced with a
 boom identical to the one used by the USAF in its KC-135s. The
 first upgraded KC-707 was delivered to the IAF in November
 2009, following a series of malfunctions in the new systems that
 delayed the project. The aircraft is currently being tested by the
 IAF at Nevatim AB.

Jordan

al Quwwat al-Jawwiya Almalakiya al-Urduniya (AF)

MD530FF

...	SOCOM ex 0422E	0701FF	
...	SOCOM ex 0392E	0702FF	
...	SOCOM ex N129GA 0052E	0703FF	nov06
...	SOCOM ex 0492E	0704FF	
...	SOCOM ex N500MB 0468E	0705FF	nov06
...	SOCOM ex N577DB 0381E	0706FF	nov06
...	SOCOM ex N32CT 0391E	0707FF	nov06
...	SOCOM ex N174SD 0355E	0708FF	nov06

During the SOFEX exhibition at Amman Marka in April 2008,
 two helicopters appeared inserting special forces on a Boe-
 ing 767 during a staged hijack demonstration. We finally know
 these where MD530FF serial 2801 and 2802. Both worn the
 familiar green, brown and tan Jordanian camouflage. We have
 since also learned that several second-hand civil Hughes 500
 helicopters have been acquired in the USA that subsequen-
 tially were modified to MD530FF standard. Ten are believed to
 be operational with the SOCOM, the eight above and possibly
 Hughes 500E **0094E** (ex N504AP FAA cancel date 15 No-
 vember 2006) plus one more unknown. Two more are planned
 at least. The above dates are FAA register cancelation dates.
 Improvements on the MD530FF are amongst others a new five
 blade main rotor, new gear box, upgraded engine and new avi-
 onics. The serials are possibly running from 2800 onwards and
 the base is either Marfaq or King Abdullah II Air Base near Am-
 man. At least one all olive drab green and some all desert tan
 examples have been seen as well.

The status of the original fleet of 5sq at Mafrqa, eight Hughes
 500D, serial 500 through 507, and nine Hughes 500E, known se-
 rials 1420, 1421 and 1422, is not clear. At least one has crashed
 (possibly 506) and possibly some went for rebuilt as well.

UH-1H

823	stored Marka not 1407	8754
824	to Iraq as YI-210, not 825	9165
825	8sq not 826	9497
826	to Iraq as YI-217, not 827	10072
827	to Iraq as YI-204, not 828	10225
828	to Iraq as YI-212, not 823	8638

Unfortunately we had a few errors in our Huey rundown last
 month. The above sets it right again.

Lebanon

al-Quwwat al-Jawwiya al-Lubnaniya (AF)

The Lebanese Air Force is now awaiting the delivery of the first
 four of the delayed ten former UAE IAR Puma helicopters in
 February. The deliveries of the rest will be completed later this
 year.

Ce208B-1310

L-217 nov09

This is the second Caravan for Lebanon. It was delivered in
 November 2009. It has been seen several times since over and
 around Beirut but carried, at least initially, no markings. We do
 not think this is N2WQ **208B-1132** that was seen at Larnaca,
 Cyprus, 10 October 2009.

Qatar

Qatar Emiri Air Force (AF)

AW139

QA60 delivered ex AugustaWestland **31273** jan10

This first 139 has appeared in Doha, Qatar, and the registration
 has been confirmed as belonging to this construction number.
 Disregard the use of a - (hyphen) in the AW139 serials the last
 two months, as this is not correct.

Qatari Government (GV)

A340-313X

A7-AAH ex Qatar Amiri Flight **528** dec09

In our overview of the Qatar Amiri Flight fleet in Scramble 366
 we failed to mention the existence of this Airbus. Is was origi-
 nally destined for to Singapore Airlines as 9V-SJP in 2003. It
 was flown in May 2003 to Berlin-SXF and registered as D-ASIH
 with Boeing Aircraft Holding. It became China Airlines B-18851
 in October 2003 after a paint job in Hamburg in September.
 Mandarin Airlines flew it from June 2006 and a little over a year
 later it appeared in full Qatar Airways colours. It was only part
 of the Qatar Amiri Flight fleet for about 18 months and went
 to Hamburg-Fuhlsbuttel, Germany, for storage in July 2009. It
 became all white but flew a test flight in December 2009. This
 may indicate an impending sale.

Challenger 300

A7-AAN to A7-CEC ex Qatar Amiri Flight **20042** dec09

Saudi Arabia

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

BAe125-800B

HZ-130 1sq/Royal Flight **258164** oct09

We did not have this one listed in our Saudi database before.
 It carried G-5-654 initially, went to Botswana as OK-1/Z-2 and
 later OK-2/Z-12, became G-OBET, VR-BND, G-5-654 again
 and finally went to the Saudi's. The first flight was 24 February
 1990.

Typhoon F2

1003	10sq	ex ZK062	CS003 dec09
1006	10sq	ex ZK065	CS006 dec09
1007	10sq	ex ZK066	CS007 dec09
307/ZK075	in production at Warton		CS009 nov09
308/ZK076	in production at Warton		CS010 nov09
309/ZK077	in production at Warton		CS011 nov09
310/ZK078	in production at Warton		CS012 nov09
311/ZK079	allocated serial		CS013
312/ZK080	allocated serial		CS014
313/ZK081	allocated serial		CS015
314/ZK082	allocated serial		CS016
315/ZK083	allocated serial		CS017
316/ZK084	allocated serial		CS018
323	allocated serial		CS019

1003, 1006 and 1007 were all present at the graduation ceremo-
 ny at the King Khaled Air Base in Riyadh 27 December 2009.

Typhoon T3

301/ZK069	in production at Warton	CT001 dec09
302/ZK070	in production at Warton	CT002 dec09
303/ZK071	in production at Warton	CT003 nov09
304/ZK072	in production at Warton	CT004 nov09
305/ZK073	in production at Warton	CT005 nov09



In total, only nine DHC-6 are or have been in service with different Forces in the United States. This DHC-6-300, locally known as UV-18B, was already delivered in 1977 to the USA and is currently operated by the 98th FTS. Besides 77-0464/AF, it also carries N70464 as a registration. It is seen here at Perris Valley. (25 November 2009, Sjaak Louwen)

306/ZK074	in production at Warton	CT006	nov09
317	allocated serial	CT007	
318	allocated serial	CT008	
319	allocated serial	CT009	
320	allocated serial	CT010	
321	allocated serial	CT011	
322	allocated serial	CT012	

As can be seen the next batch of BAE-System-Warton-built Trance 2 Eurofighter Typhoons, including all twin sticks, seem to be destined for 3sq at Taif replacing the F-5. **CS019** and **CT007** onwards will be built in Saudi Arabia. Regarding our comments of the designation of Saudi Eurofighter Typhoons last month, we are back at square one. The EF2000 designation seen to have been discontinued by the Eurofighter consortium and BAE Systems and the latest we have is that the Saudis might be designated Typhoon FGR50 instead. Until we have confirmation we hang on to Typhoon F2 and T3 for now however.

L-100-30

HZ-132 ex HZ-MS14 RSAFMS **4960** jan10
 1sq/Royal Flight seems the new owner but as usual the Herc is in full Saudi Arabian Airlines colours. It appeared in Europe at Athens, Geneva and Warton in January 2010.

Saudi Arabian Government (GV)

Lj60

HZ-MS1A RSAFMS del, c/n update **60-370** dec09
 The first of the two new Learjets we mentioned last month has arrived in the Kingdom. The former N326SM was cancelled from the FAA register 10 December 2009.

United Arab Emirates

United Arab Emirates Air Force & Air Defence (AF)

In a surprise move, the UAE finally signed for not four but six Globemaster IIIs. Boeing and the United Arab Emirates Air Force and Air Defence announced that the UAE has signed a contract for the acquisition of six Boeing C-17 Globemaster III advanced airlifters 6 January 2010. Four are expected in 2011 and the remaining two in 2012. Boeing Integrated Defense Systems and the US government must be pretty happy with the order as it keeps the production line open for at least another year.

More surprises, Ukraine is preparing to sign a contract for delivery of two Antonov An-148 for the United Arab Emirates for a total over 50\$ million. Ukraine and the United Arab Emirates already reached a preliminary agreement on selling Antonov An-148 aircraft in November 2009.

During a graduation ceremony at the air college in Al Ain, the public got its first glance of Al Fursan, The Knights. The UAE's newly founded aerobatic team, made up of six of the most experienced and skilled pilots in the Air Force, made its debut with a fly-by of four MB339As at the graduation ceremony for pilots and air-traffic control students at the Khalifa Bin Zayed Air College.

Bell 214B

122	to N214BH	28063
123	to N254SM	28064
124	to N28065	28065

The Bank of Utah Trustee is now the rightful owner of these former Bells.

UAE Government (GV)

Beech 1900D

A6-YST Dubai Air Wing **UE-324** aug09

We never mentioned the existence of the Beech with the wing. It was built as N23143 in 1998 and joined Impulse Airlines down under as VH-IMR up to at least early 2002.

L-100-30

A6-QFY Dubai Air Wing, ex 311 **4834** aug08
 This one is definitely part of the wing. It was listed as such on a current official RVSM approval document. The call sign is Dubai 10.

North America

Canada

Canadian Forces (DF)

CH-146 (Bell 412CF)

146419	Haiti	ex424sq	46419	jan10
146422	Haiti	ex424sq	46422	jan10
146439	Haiti	ex439sq	46439	jan10
146459	Haiti	ex430sq	46459	jan10
146461	to C-FOHQ	ex427sq	46461	jan10
146462	to C-GAKQ	ex400sq	46462	jan10
146488	to C-GNXB	ex427sq	46488	jan10

United States

United States Navy (NY)

KNZY = San Diego/North Island NAS-Halsey Field (CA)

EA-6B

158815/AC-500 VAQ-130 ex AC-503/VAQ-130 **P-45** dec09

161884/AC-503 VAQ-130 ex NJ-905/VAQ-129 **P-107** dec09

C-2A
162166/31 VRC-40 ex 635/VAW-120 **46** oct09

UC-12F
163560 Atsugi ex Futenma **BU-8** jan10

EA-18G
166896/AA-502 VAQ-132 ex XE-571/VX-9 jan10
166931/AJ-503 VAQ-141 f/n
166933/NJ-557 VAQ-129 f/n

F/A-18C
163750/NJ-327 VFA-125 ex AB-302/VFA-136 **825** dec09
165175/AC-311 VFA-37 ex RK-96/KNZY **1295** dec09
165177/AC-306 VFA-37 ex AD-357/VFA-106 **1299** dec09
The second Hornet has had some maintenance with NADep.

F/A-18D
164058/NJ-446 VFA-125 ex std KNZY **948** dec09

F/A-18E
165873/NF-212 VFA-27 ex NF-202/VFA-27 **E049** jan10
166859/NF-300 VFA-115 ex NK-200/VFA-115 jan10

F/A-18F
165884 VFA-102 ex NF-103/VFA-102 **F044** jan10
165887 VFA-102 ex NF-105/VFA-102 **F047** jan10
165894 VFA-102 ex NF-100/VFA-102 **F054** jan10
166662/AC-114 VFA-32 ex 114/unknown **F140** dec09
166886/AD-254 VFA-106 f/n oct09

MH-53E
164863/TB-.. HM-15 ex BJ-554/HM-14 jan10

HH-60H
163785/AA-615 HS-15 ex NE-620/HS-15 **70-1623** jan10

MH-60R
166408/TS-403 HSM-41 ex TS-22/HSM-41 oct09
166522/NG-720 HSM-71 f/n **70-2950** oct09
166525/NG-715 HSM-71 f/n oct09
166528/NG-712 HSM-71 f/n oct09
166530/NG-722 HSM-71 ex -/HSM-71 dec09
166540/NE-705 HSM-77 f/n oct09
166542/NE-702 HSM-71 ex unknown oct09
166546/NE-704 HSM-77 f/n oct09

MH-60S
165755/NW-.. HSC-85 ex -/HSC-85 oct09
165756/NG-.. HSC-8 ex KNZY **70-2644** oct09
165761/SA-05 HSC-3 ex RB-50/HSC-25 oct09
166291/SA-03 HSC-3 ex RB-63/HSC-25 oct09
166296/NW-03 HSC-85 ex VR-../HC-11 oct09

166300/NW-00 HSC-85 ex -/HSC-85 **70-2785** oct09
166321/44 HSC-23 ex SA-01/HSC-3 jan10
166338/AM-17 HSC-22 ex JA-62/VX-1 **70-2880** jan10
166340/SA-10 HSC-3 ex NG/HSC-8 oct09
166354/AM-07 HSC-22 ex HU-731/HSC-2 jan10
166370/72 NSAWC ex 75/NSAWC dec09
166544/NE-701 HSM-77 ex unknown oct09
167813/JA-813 VX-1 f/n oct09
167814/NG-6 HSC-8 f/n oct09
167816/NG-3 HSC-8 f/n oct09
167819/NG-5 HSC-8 f/n oct09
167829/HU-740 HSC-2 f/n oct09
167835/NE-2 HSC-12 f/n oct09
167837/NE-3 HSC-12 ex no mks oct09
The second MH-60S was last seen bare metal with NADep.

SH-60B
162327/TZ-55 HSL-55 ex KNZY **70-433** oct09
The above SH-60B has been with NADep for the necessary maintenance and was bare metal.

SH-60F
164088/RA-20 HS-10 ex RA-25/HS-10 oct09
164614/AA-614 HS-15 ex AA-615/HS-15 jan10

United States Marine Corps (NY)

UC-35D
166374 Futenma ex -/VMR-2 **560-0592** jan10

KC-130J
167927/QD-927 VMGR-152 f/n **5618** jan10

AH-1W
165325/EP-44 HMM-265 ex ET-../HMM-262 **26349** dec09

UH-1N
158262/MM HMLA-773 ex MM-26/HMLA-773 **31603** jan10
159681/VT-04 HMLA-367 ex YP-31/HMM-163 **31688?** nov08
The first Heuy is active with Det. A.

CH-53E
162489/CJ-23 HMH-461 ex UT-05/HMT-302 jan10

F/A-18A
162884/VW-09 VMFA-314 ex VE-205/VMFA-115 **432** oct09
162903/VE-201 VMFA-115 ex -/VMFA-115 **464** jan10

F/A-18C
164902/AC-201 VMFA-312 ex DR-201/-312 **1234** dec09
The former unit of the above Hornet is prefixed with VMFA.

AV-8B
165567/WL-04 VMA-311 ex WL-11/VMA-311 **304** jan10
165569/WL-02 VMA-311 ex WL-12/VMA-311 **306** jan10



This C-17A, 05-5139, was used for for electromagnetic interference and electromagnetic compatibility testing at the Benefield Anechoic Facility. After testing, it was delivered to the 729th AS based at March AFB (CA), where it was photographed on 25 November 2009. (Sjaak Louwen)

165572/WL-01	VMA-311	ex CF-07/VMA-211	309	jan10
165579/WL-00	VMA-311	ex WF-08/VMA-513	316	jan10
165584/WL-..	VMA-311	ex WF-04/VMA-513	321	jan10

AV-8B+

164553/WL-..	VMA-311	ex WF-15/VMA-513	238	jan10
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AV-8B+(R)

165308/WL-..	VMA-311	ex WE-03/VMA-214	266	jan10
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MV-22B

166495/EM-11	VMM-261	ex EG-11/VMM-263	D0074	nov09
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United States Coast Guard (CG)

HC-144A

2307	Mobile	ex EADS/CASA	178	jan10
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MH-60J

6015	Kodiak	ex Elizabeth City	70-1588	dec09
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HH-65C

6503	Trav. City	ex Houston	6048	jun09
6504		ex Los Angeles	6057	mar09

Oceania

Australia

Royal Australian Air Force (AF)

On January 19, The Australian Minister of Defence signed a contract on with Boeing Company to provide five years of support for the B737 Wedgetail aircraft. The 5-year contract is worth AUD 800 million and provides comprehensive support arrangements.

The RAAF completed its air transport transfer assets in the Middle-East Aera of Operation. Until early November, 37sq, used Al-Udeid (Qatar) as its TDY base. Now the squadron has moved to Al Minhad (Dubai), where 10/11sq already deploys two Orions.

After years of preparation, Boeing finally delivered the first two Boeing Wedgetails to the RAAF Defence Material Organisation. Delivery took place at November 26th on RAAF base Williamstown, where the aircraft will be operated by 2sq. Although delivered, the aircraft are far from ready for operations. The test and evaluation program has not been finalized, and many issues, especially with the radar system, has to be solved. However the aircraft were delivered to train pilots and crew to familiarize with the aircraft and its systems.

Defence Minister, Senator John Faulker approved procurement of the RAAF first batch of 14 F-35A Lightning II aircraft. The first batch will be used for evaluation and initial training purposes according to the Ministry. The cost for the Australian tax payer is not infinitesimal, estimated at a cost of US\$ 2.96 Billion. If everything goes in line with the plans, delivery will be in 2014. Approval for the next batch(es) will be considered in 2012. With this acquisition, the RAAF would be able to fill three squadrons, with a minimal acquire of 72 aircraft total. It is planned to have all three squadrons operational around 2021.

An era of 45 years of operation of the Caribou in RAAF services has ended. In mid November, the last DHC-4 completed its final tasks in Papua New Guinea and returned to Australia. DHC-4 A4-152 was flown to the RAAF museum at Williams (Point Cook) on 26 November. A day later the oldest lady in services, A4-140, left to Canberra Airport, before being transported by road to the Australian War Memorial for preservation. From this date on, the squadron lost its operational Caribou status, rest in peace dear lady!

The first three out of five new King Air 350's for the RAAF has been completed by Hawker Beechcraft. The first, A32-651 (c/s FL-651) already left the Winchita factory in July, followed by the 2nd and 3rd aircraft on 26 October 2009. The aircraft are currently at Hawker Pacific, Bankstown where they have been temporarily registered as VH-ZHS (c/s FL-673) and VH-ZHT (c/s FL-675). Early 2010 the aircraft will be delivered to 38sq as interim replacement for the phased-out Caribous.

The second KC-30A MRTT, A39-002, carried out its first flight after conversion at Qantas, Brisbane. The aircraft is the first of

four to be modified for tanker capabilities by Qantas Defence Services. Afterwards, The aircraft was flown to Getafe, Spain, where trails and certification is carried out. Expected delivery to 33sq/RAAF Amberley is in June 2010.

The RAAF's first Heron UAV flight in Afghanistan is a fact, after the unmanned aircraft took off early January 2010 for an operational flight from Kandahar airfield. The Australian crew is working closely together with the Canadians, which have more experience in operating the UAV in these circumstances. The first aircraft had serial 262.

Royal Australian Air Force (AF)

Beech King Air 350

A32-426	38sq	ex 173sq	FL-426	nov09
A32-437	38sq	ex 173sq	FL-437	nov09
A32-439	38sq	ex 173sq	FL-439	nov09

Beech King Air 350

A32-651	38sq		FL-651	sep09
A32-670	38sq		FL-670	sep09
A32-671	38sq		FL-671	oct09
A32-673	38sq		FL-673	nov09
A32-675	38sq		FL-675	nov09

DHC-4A

A4-140	War Memorial	ex 38sq	140	nov09
A4-152	Point Cook	ex 38sq	152	nov09
A4-195	Townsville	ex 38sq	195	nov09
A4-199	38sq		199	aug09
A4-204	38sq		204	feb09
A4-210	38sq		210	oct08
A4-225	38sq		225	aug09
A4-236	38sq		236	aug09
A4-299	38sq		299	nov09

F/A-18A

A21-11	2OCU	ex 3sq	334/AF11	may09
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Heron UAV

262				jan10
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KC-30A

A39-002	for 33sq	EC-333	951	oct09
A39-003	for 33sq	EC-334	969	aug09
A39-004	for 33sq	EC-336	1036	aug09

Royal Australian Army (AR)

The Australian Army's 1st Avn Regt retired its last Kiowas from operational services at Robertson Barracks. The remaining 37 Kiowas will continue to serve in support and training roles with the 173rd Avn Sqn at Holsworthy. After eight months of operations in Afghanistan, the Australian Army's 4th Rotary Wing Group returned home. The Chinooks will be deployed in Afghanistan after a winter break, expected to be return in March 2010.

Royal Australian Army (AR)

Bell 206B-1

A17-010	173sq	ex 1st Avn Regt	44510	oct09
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Bell 206B-1 (CA-32)

A17-014	173sq	ex SoAA	44514	oct09
A17-051	173sq	ex SoAA	45551	oct09

MRH90

A40-008/008			TAUA08	nov09
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Tigre ARH

A38-009	1st Avn Regt		4009/ARH09	oct09
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Royal Australian Navy (NY)

S-70B-2

N24-003/72	816sq		70.468	oct09
N24-004/73	816sq		70.475	oct09
N24-014/83	816sq		70.601	oct09

Sea King Mk50A

N16-238/20	817sq			oct09
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New Zealand

Royal New Zealand Air Force (AF)

During a practise flight, on 14 January 2010, for the Red Check-

ers aerobatic team of the RNZAF, Squadron Leader Nick Cree died during a crash with a CT/4 training aircraft. The aircraft crashed near Ohakea Air Base. Until further notice, the Red Checkers has been grounded for further flights. The serial is not known by us yet.

The RNZAF has to reduce its fleet again, now two of its Hueys have been stored in a hangar at Ohakea Air Base. The aircraft will be maintained in flying condition, so that they can easily be returned to service within 24 hours, if required. The RNZAF thinks that they can meet their operational helicopter requirements with this fleet reduction. The aircraft in concern are not known by us, yet.

A remarkable flight was made on 16 December, when a RNZAF B757 made a successful flight to Pegasus Airfield, McMurdo Station (Antarctica). After refuelling on the ice-runway, the aircraft returned to Christchurch. The goal of the flight was to determine if the B757 was suitable for passenger flights to the Arctic continent. Currently, the Hercules transports personnel to McMurdo, the RNZAF now has the opinion that the B757 would be more efficient for this operation.

The RNZAF fighter aircraft (A-4K Skyhawks and MB339CBs) have been for sale for quite some years (since 2001). Finally, after years of negotiations the US Department of State granted

approval for the sale of these aircraft to the US company Tactical Air Systems. The 17 Skyhawks and 17 MB-339CBs can now finally be delivered, although a date is unknown.

Papua New Guinea

Papua New Guinea Government (GV)

The Papua New Guinea Government received a new governmental aircraft in November 2009. The aircraft is an ex-civil Falcon 900EX, with c/n **219**. The aircraft will be leased from and flown by Air Niugini crew, although Air Niugini also has an option to short lease the aircraft to individuals.

Falcon 900EX

P2-ANW Government **218** nov09

Credits

Stefano Alessi, Patrick Allis, Denny Bridges, Bob Bullet, Joe Cobb, Toon Cox, Peter A Danby, Patrick Dirksen, Javier Franco, Anno Gravemaker, Mike Greenway, Jordan Hayes, Mike Henniger, Christian Hilburg, Jason Hyatt, Curt Jans, Danny Kiewit, Dick Lohuis, Giovanni Loosvelt, K Y Lun, Andres Luna, Duncan Mackellar, Thomas P. McManus, Frank Mink, Dave O'Brien, Dave Robins, Keith Snyder, Chris Taylor, Jan-Olov Tegnelyus, Ben Uffen, Jonathan Verschuuren, Frank Visser, VMAS/Daniele Mattiuzzo, Peter Wilmink,



Venezuela Air Force C-130H 3134 from Grupo 6, seen at Canaima. (19 December 2009, Johan van der Velden)



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Andrews AFB Open House

May 2010

price € 1495

Annually, in May, the Joint Services Open House airshow is organised at Andrews AFB (Maryland). In 2010, 4Aviation will visit this large airshow as part of a approx. 10 day tour through the Eastern part of the United States. During the tour, we will do a base visit at MCAS New River and visit the Open House at MCAS Cherry Point.

Slovakia - base visits

7-13 June 2010

price € 849

In June, we will be given the opportunity to photograph the aircraft and helicopters of the Slovak Air Force (Vzdušné sily armády Slovenskej republiky). We will visit the country in the period that the air show at Piešťany (National Air Days) is scheduled. During the tour, from 7 to 12 June 2010, we will also visit the museum in Košice and will stop for several wrecks & relics along the way.

ILA Berlin - 2 Days

11-13 June 2010

price € 149

A 2-day trip to the ILA in Berlin. We will leave on Friday 11 June from Utrecht CS via Enschede to Berlin. On Saturday we will visit the ILA in Berlin and spend the night in a Berlin Hotel. On Sunday, 13 June, we will visit the large Luftwaffe museum at Berlin-Gatow and head back to the Netherlands afterwards.

RIAT Fairford - 1 Day / 2 Days

17 July 2010

price € 119/€219

We will run luxury coaches to the famous Royal International Air Tattoo. You can choose between a 1-day trip (Saturday 17 July) or a 2-day trip (Sunday 18 and Monday 19 July). Departure is from Utrecht or Breda after which the ferry in Calais will take us to the UK (and to RAF Fairford).

Send an E-mail to info@4Aviation.nl to receive our regular newsletter and be the first to learn about new developments.

Showreports



A rare visitor was the (so far) sole operational Indonesian Air Force CN235-220-AMCOS (or MPA) AI-2317. The aircraft belongs to Skadron Udara 5 at Hasanudin but probably flies with CN235-equipped Skadron Udara 2 at Halim. The navy recently also ordered three examples. (LIMA 2009, December 2009, Jens Hameister)

Langkawi (Malaysia)

LIMA 2009 **4-5 December 2009**

Static:

AI-2317	CN235MPA	SkU5
M71-02	CL-415MP	APMM
M29-19	F-5E	12Skn
M34-17	MB339CM	3FTC
M70-03	AS365N3	APMM
M52-13	Su-30MKM	11Skn
M45-07	F/A-18D	18Skn
M43-03, M43-08	MiG-29N	17/19Skn
M40-22	Hawk 208	15Skn
M50-02	PC-7 MkII	1FTC
M81-06	A109LOH	881Skn
M502-2	AS555SN	502Skn
M501-2	S Lynx Mk300	501Skn
9M-PTC	Beech 350	Polis
9M-PSO	Ce208	Polis

Flightlines:

M23-08	S-61A-4	3Skn
M30-09, M30-12, M30-16	C-130H	20Skn
M34-14, M34-15	MB339CM	3FTC
M43-04, M43-10	MiG-29N	17/19Skn
M43-11, M43-16	MiG-29N	17/19Skn
M44-05	CN235M	1Skn
M50-03, M50-09	PC-7 MkII	1FTC
M52-11, M52-16	Su-30MKM	11Skn
M70-01, M70-02	AS365N3	APMM
M71-01	CL-415MP	APMM
M81-04	A109LOH	881Skn
M502-3	AS555SN	502Skn
M501-1	S Lynx Mk300	501Skn
M994-02	Mi-17-1V	Bomba
M994-03	Mi-171	Bomba
067, 068	AH-64D	120sq
642, 645	F-16C	143sq
A8-125, A8-130	F-111C	6sq

Visitors 30 November:

M44-01	CN235-220M	1Skn
M50-14	PC-7 MkII	1FTC

Visitors 1 December:

M30-16	C-130H	20Skn
9M-PSL, 9M-PSN	Ce208	Polis

Visitors 5 December:

88192	CH-47SD	127sq
M27-09	Ce402B	20Skn
M44-08	Cn235M	1Skn
M994-04	Mi-171	Bomba

Visitors 6 December:

M30-04, M30-06, M30-10	C-130H-30	14Skn
M30-12, M30-16	C-130H-30	20Skn
M50-19	PC-7 MkII	1FTC
9M-BOA	A109E	Bomba

Others:

M20-09, M20-17	Alouette 3	2FTC
9M-BOB	A109E	Bomba
9M-PHE, 9M-PHF	AS355	Polis
9M-PTB	Beech 350	Polis

The Langkawi International Maritime & Aerospace Exhibition, or LIMA 2009 already experienced its 10th edition. The maritime part mainly took place, largely unnoticed by non-trade visitors, in the harbours and bays of Malaysia's northwestern island. As opposed to this the airshow happened directly above the International Airport. As the global economic crisis does not omit LIMA, organizers thereby had to bemoan some cancellations. Although this year no display team could be admired, it offered a 90 minutes flying display with a number of highlights two times a day.

The biggest part was of course in the hands of the host country. Thereby the Malaysian Air Force had the chance to present her MiG-29N in front of a wide audience one last time. The Smokey Bandits will be withdrawn during 2010 after a period of service of only about 15 years. The Tentera Udara DiRaja Malaysia (Royal Malaysian Air Force) demonstrated its current training tools with the PC-7 Mk II of Swiss production and the brand-new Aermacchi MB339CM of Italian design which was handed over officially at LIMA.

The spearhead of national defense was proudly presented in the air: The force teeming Su-30MKM (M stands for Malaysia). The Multi-Role-Fighter, accoutered with Thrust-Vector-Control and Canards, demonstrated its maneuverability in a breath-

taking dynamic display. With this sample of Russian production the RMAF will be well prepared for the tasks of the upcoming years. The participation of the host country was completed by the presentation of a Bombardier CL-415MP of the Malaysian Maritime Enforcement Agency. The amphibian caught all eyes with the intake and dropping of 1,622 gallons of sea water.

Foreign countries unfortunately were backing off from participation in the flying-display. Only the air forces of Singapore and Australia were present. From the Asian city state, the F-16C as well as AH-64D Longbow Apache were showing a corporate demonstration of their abilities. Thereby the helicopter gunship was demonstrating impressively why it is one of the world's best:

Its maneuverability, speed and low acoustic level are searching one's peers. Outstanding highlights of LIMA 2009 however were the daily presentations of the Australian F-111C Aardvark. After this parting visit the type will be retired in December 2010. The unique Dump & Burn demonstration specially excited the 40,000 visitors, not including the many people who watched from the outside. Every single display were a welcome reason for a family picnic and the airshow will certainly remain in good recollection. Prospectively in 2011, LIMA will open its doors again, maybe presenting the successor of the MiG-29N.

Text by Nicole J. Simon & Sascha Linkemeyer.



M70-02 is one of three colourful AS365N3s belonging to the expanding Malaysian Maritime Enforcement Agency or APMM. Both new CL-415MPs were also present (see show report). (LIMA 2009, December 2009, Jens Hameister)



Impressive as ever were the three 11 Skn Su-30MKMs present. Here we see M52-13 blasting a hole in the blue sky. The last examples of eighteen aircraft ordered were delivered a few weeks before the show. (LIMA 2009, December 2009, Jens Hameister)

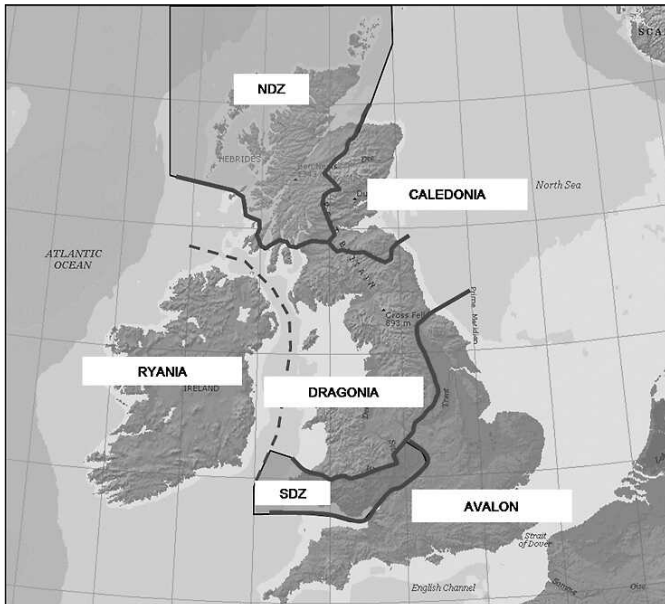
Neptune Warrior 092

From a RAF Kinloss perspective



By Piet Luijken

A rare moment of tranquility at the southern apron of RAF Kinloss. The Norwegian P-3C 3297 of 333 skv has just taxied in after its mission and parked itself inbetween the CP-140 140106 of 14 W and the P-3C 60+06 of MFG3. The crew of the Aurora is busy with the debrief while the crew of the German Orion is almost ready to start its mission. (All photos by Piet Luijken)



Across The English Channel, there is an island divided into three nations. All three states, Dragonia, Avalon and Caledonia have had border clashes over the previous years and two areas are still disputed. The Northernly Disputed Zone (NDZ) is known for its rich natural resources on land and in the Exclusive Economic Zone. After the previous war, it is now in Caledonian possession but under UN control and supervised by a multinational force (MNF), based in Caledonia. Tasking of the MNF includes monitoring the handover of territory in the NDZ to Dragonia and maintaining peace and order. Meanwhile, in the seas around the NDZ, sea commerce is being disrupted by pirates.

In Caledonia, a small Dragonian minority is looking for autonomy. The Free Dragonian Brotherhood is trying to force Caledonia in accepting their demands by terrorist actions. While Caledonia was trying to solve the problems with this group, Dragonia has seen this as an opportunity to recover their part of the NDZ. While dressed up as a peace keeping force in support of their inhabitants, their real objective has been clear from the beginning. A large naval force has steamed up to the waters most hampered by piracy while a ground force was aimed at restoring security and stability in the Dragonian part of the NDZ. Dragonia is trying to discredit MNF operations in support of Cal-

edonia hoping for international support and acceptance of the new borders. Caledonia is doing the same, discrediting Dragonia and also hoping on international support and acceptance of the previous borders and so retain this precious land.

The Exercise

While this could be the content of any techno-thriller or present time in a parallel universe, it is in fact the storyboard for the Neptune Warrior exercise 092, held in Scotland from 5 October 2009 till 23 October 2009. This storyboard has been used during all the previous Neptune Warrior, Joint Warrior and JMC exercises starting from day one and expanding ever since. The end situation of one exercise will be the start of the other. Within the storyline, all the requested training opportunities for the participating forces have to be included, and therefore take months to prepare. At this stage the UK requested a large role for its UK Carrier Strike Group (UKCSG) to conclude its work-up phase. This included tasks for its Air Group.

Of course, special attention was requested for counter-piracy tactics, humanitarian tasks and relief control next to the usual tri-service activities such as air/land integration and amphibious operations. Maritime play is traditionally concentrated off the NW of Scotland in the Northern Minches where freedom to maneuver in both deep and shallow water, coupled with limited civilian population, air and sea traffic, offers excellent training opportunities, including access to the weapons ranges around the coast of Scotland. To keep the exercise as lively as possible, media plays a strong role, just like in our daily life. A press team visits as many participants as possible for interviews and photo's while creating exercise newspapers, press releases and simulated TV programs, all of which help enhance the ongoing scenario.

Naval Forces

In the scenario of this exercise, the Dragonian task group TG606 was represented by the UKCSG, consisting of the HMS Illustrious and their Air Group with nine Harrier GR9 fighters, two Merlin HM1s, one Lynx and two Sea King ASaC7 helicopters. The group was expanded with vessels from the US, Danish and Brazilian Navies. The multinational force TG315 assigned to Caledonia included a small Canadian task group to help the small Caledonian navy consisting of some mine hunters. The terrorists were played by Royal Marines and they used fast boats and jet skis. A single RN submarine was also present and was assigned to one of the forces according to the storyline.



These nose markings identify this Canadian Aurora as an AIMP Block II subtype. In that case, the Aurora Incremental Modernization Program is in the second of four blocks, giving it improved GPS and traffic avoidance systems.

Air Element

The Air Element for the exercise can be divided into three parts: the Air Group operating from the carrier, RAF aircraft operating from their home bases and multinational Maritime Patrol Aircraft operating from RAF Kinloss. The Harrier GR9s on board of the HMS Illustrious were especially used for the sea control battle, a new role formerly performed by the immaculate Sea Harrier, next to its usual role as a close air support aircraft. With the upcoming HMS Queen Elizabeth carrier and the JSF fighter, this exercise was leading in establishing requirements for the development of both.

RAF Typhoon and Tornado fighters operated for the offensive counter air (OCA) or defensive counter air (DCA) tasks from their home bases with air-to-air refueling if needed. On daily request was the participation of the Sentry AEW1 aircraft for air control but also the new Sentinel R1 participated daily for an accurate land and sea picture, available on data link. All air assets were allocated to Dragonia or Caledonia when needed according to the storyline and were assigned with the daily Air Tasking Order (ATO).

MPA at RAF Kinloss

All assigned MPAs were based at RAF Kinloss. This exercise saw participation of aircraft coming from Norway, France, Germany and Canada. Norway sent a P-3C Orion aircraft, Germany sent two P-3C Orion aircraft, Canada sent one CP-140 Aurora MPA while France assigned three Atlantic NG aircraft to the exercise. The tasks for these aircraft included anti-submarine warfare (ASW), anti-surface warfare (ASuW), including direct interaction with maritime units and also Intelligence Surveillance Reconnaissance (ISR) missions. The aircraft, again, were assigned to the two countries per ATO. With this exercise, and in contrary to other exercises, all roles were requested during the same mission. The flight therefore could consist of some hours of patrolling the waters, followed by a ISR mission over an area with suspicious movements and there after a mission to attack some vessels before returning to base.

After the flight, the all important debriefing was by telephone with the Joint Tactical Exercise Planning Staff (JTEPS), which plans and conducts the exercise and is based at Headquarters Northwood. Exercises like these are especially important to provide interaction between the multinational forces and to maximize the training opportunities offered by having many different military capabilities of different nations but with the same operating standards working together.

Other assets

Also based at RAF Kinloss were some other important assets. Cobham Aviation provided several Falcon aircraft which were used in their electronic warfare role, jamming all communications and radars in the theatre when needed. One particular nasty feature is to tape some radio communication between units and use these phrases in a later period at a very inconvenient moment. Also performed by the Falcon was its role as an anti-ship missile carrying aircraft.

Below the wings, in close formation, two Royal Navy Hawk T1 aircraft are positioned, acting as these missiles. At the applicable range, the Hawks will be 'released' and the Falcon will break away. The Hawks will execute the attack profile consistent with the modeled type. When acting as an Exocet missile for instance, release will be from about 50 km and it will start a low flying profile towards its target. From 10 km, the Hawk will fly even lower to simulate the missile's sea skimming profile and they will break off just before the target.



For the crew of this Norwegian P-3C 3297, touchdown ends the long flight but begins the debriefing with the JTEPS by telephone.

Training goals

For the crews of these MPA's, participating in this exercise is an opportunity taken with both hands. All their years of training is needed to do well. It will need proper execution of the relevant operating manuals and NATO standards while on the other hand for thorough cooperation with the multinational participants some flexibility is needed. The German Navy was just become operational with the 'new' Orions while the Aurora has just finished an important update. No better test than this extensive exercise covering all aspects. Also flying in the north of

Scotland can be quite challenging as the weather can change quickly and autumn is known for its periods of strong winds or fog.

Many thanks to Zoe Mills at the RAF Kinloss Press Office for her time and dedication. Many thanks as well to Flt Lt Dave Higgins for his extensive briefing on this exercise.

The overview was compiled with information from the news-group ScotAvNet, thank you, guys.



Starting 2006, the German Navy received the P-3C Orion as a replacement for the outdated Atlantic aircraft. Slowly, MFG3 is operating the Orion in exercises like NW092 or during deployments, like in Djibouti mid October 2009.

Air Element Participants

RAF Kinloss

140106	CP-140	14 W	f/n 08oct, dep16oct
B-583	C-130J-30	Esk 721	05oct
3, 19	ATL2	nn	f/n 14oct, l/n16oct
9	ATL2	nn	f/n 05oct, l/n16oct
60+05	P-3C	MFG3	f/n 05oct, l/n14oct
60+06	P-3C	MFG3	arr 02oct, l/n16oct
1x	C-160D	nn	16oct
3297	P-3C	333 skvarr	04oct, dep15oct
84006/846	Tp84	TSFE	16oct
XX159	Hawk T1A	FRADU	07oct
XX170/170	Hawk T1A	FRADU	f/n05oct, l/n14oct
XX205	Hawk T1A	FRADU	f/n05oct, l/n14oct
XX221/221	Hawk T1A	FRADU	f/n05oct, l/n14oct
XX316/316	Hawk T1A	FRADU	f/n05oct, l/n14oct
ZJ690	Sentinel R1	3(AC)sq	14oct
G-FFRA	Falcon 20E		
G-FRAD	Falcon 20E		
G-FRAI	Falcon 20E		
G-FRAJ	Falcon 20E		
G-FRAR	Falcon 20E		
G-FRAS	Falcon 20E		

Seaside

BNS Defensora F41
N-4009 Lynx Mk21A HA-1

HMCS Athabashan (DDH282)

12428 CH-124A 443sq

HMDS Absalon (L16)

1x Lynx Mk90B SHT

HMS Northumberland (F238)

ZH858/NL-538 Merlin HM1 829sq

HMS Portland (F79)

XZ229/PD-426 Lynx HAS3SGM 829sq

HMS Illustrious (R06)

ZD404/33A Harrier GR9A NSW

ZD431/43A Harrier GR7A NSW

ZD411/40A Harrier GR7A NSW

ZD461/51A Harrier GR9A NSW

ZD467/57A Harrier GR9A NSW

XZ246/EE-434 Lynx HAS3S(ICE) 815sq

ZE418/186 Sea King ASaC7 849sq

USS Hall (FFG32)

2x SH-60B nn

On arrival into harbor, ZH837/10 Merlin HM1 814sq was seen onboard of HMCS Montreal with a collapsed landing gear.

Siły Powietrzne

Polish Air Force, the NATO years



Piet Luijken

Below the intake on the 10.elt F-16s, the Lockheed-Martin Sniper XR/ Pantera targeting pod provides positive target identification, autonomous tracking and precise weapons guidance from extended standoff ranges. The secondary role for the 10.elt is reconnaissance and in addition to the dedicated Goodrich DB-110 pod, these pods are useful in that role as well. (Łask, 8 October 2009, Ben Uffen)



In early 1999 Poland became one of the first three former WarPac countries to join NATO. Soon after, the Polish Air Force underwent the first reorganisations in 2000/2001. On 1 July 2004, the Polish Air Force changed its Polish name from *Wojska Lotnicze i Obrony Powietrznej (WLiOP)* into *Siły Powietrzne (SP)*.

The reorganisations resulted in abandoning the regiment-based structure in favour of the base / squadron based structure.

However, in this period, due to the fall of the communist system in East Europe and the retreat of Russian supervision over these countries, it caused a strategic re-evaluation of NATO's purpose, nature and tasks. All NATO air forces had to adapt to focus on its new role as a Rapid Deployment Force (RDF), next to all the regular roles which made the process even more difficult for Poland. Eagerly, to show their dedication towards their new allies, Poland changed its command structure and its base structure. Units were re-designated or disbanded, while some bases were closed.

Two *Brygada Lotnictwa Taktycznego (BLT - Tactical Aviation Brigades)* were established in 1999 and all regiments which normally consisted of two squadrons were replaced by *eskadra lotnictwa taktycznego (elt)*, equipped with Su-22M-4/UM-3K, MiG-21MF/bis/UM and MiG-29A/UB aircraft. In addition, all training regiments (58.LPSz, 60.LPSz and 47.SzPS) were re-designated into 1.OSzL, 2.OSzL and 3.OSzL respectively. These changes came into effect during 2000 and 2001. Also, command structures on each base were changed into independent units which included the Air Base Unit next to all squadrons. Disbandment of units continued in 2002 with the disbanding of MiG-21bis/UM equipped 9.elt at Zegrze Pomorskie as well as 3.OSzL at Biała Podlaska with its Mi-2 and W-3 and 23.LESz at Dęblin, which had almost every aircraft in its in-

ventory. In the mean time, command structures were changed again in 2008 with the establishment of four Wings; two for all fighter squadrons with co-located Air Bases, one for all transport squadrons with co-located Air Bases and finally one for all training squadrons with co-located Air Bases. Inventory of all these units has been modernized as well, with the aim to make all aircraft NATO operations compatible. All remaining Russian-made aircraft has been updated with relevant systems, while three squadrons now operate the newest F-16C/Ds. New transports have been acquired as well. All C295M aircraft have been delivered and overhauled C-130E Hercules aircraft are being delivered right now. Newly-built M-28s are being delivered while also the helicopter fleet now include the quite modern W-3 and SW-4 helicopters.

Structure

SP's primary task is defense of the Polish airspace and it is integrated with NATO and European joint civilian-military air defense systems. One of the secondary tasks is readiness of a Rapid Deployment Force, so dedicated units are capable to participate in allied operations out of Polish territory. Overall Command and Control of the SP is within competences of the Air Force Command, located in Warsaw. Its organizational structure consists of two major divisions. Firstly, the Air Force Chief of Staff Division, responsible for planning, reconnaissance and electronic warfare issues, command & control, communications, and personnel.

Secondly, the Air Force Training Division, responsible for organization and performing combat, tactical and flight training of the SP personnel. Moreover, the Training Division participates in organizing national and allied exercises. The Training Division consists of Air Force, Ground Based Air Defense Forces and Radar Forces training elements, located in the Polish Air Force Academy at Dęblin and two NCO Schools (Dęblin, Koszalin). Furthermore, the Polish Air Force consist of three major components: Air Force, Ground Based Air Defense Force (GBAD Force) and Radar Force.

To comply with NATO standards, control of an air base has been split between the operational squadrons and the support units on the air base. This *Baza Lotnica* takes care of the infrastructure, including runways, taxiways and instrument landing systems but also of Air Traffic Control. It also is responsible for all ground support, for locals and visitors, next to guarding the air base perimeter.

Order of battle

Dowództwo Sił Powietrznych- Warszawa

Warszawa Okecie

1. Baza Lotnicza
36.SPLT Tu-154M, Yak-40, Bell 412SP, W-3P, W-3WA,
Mi-8S, Mi-8T, M28B/PT

1.Skrzydło Lotnictwa Taktycznego – Świdwin

Mirosławiec

12.Baza Lotnicza
8.eltr Su-22M-4, Su-22UM-3K, TS-11

Świdwin

21.Baza Lotnicza
7.eltr Su-22M-4, Su-22UM-3K, TS-11
40.eltr Su-22M-4, Su-22UM-3K, TS-11
1.gpr Mi-2RL, W-3RL
1.gpr under control of 3.SLT.

Malbork

22.Baza Lotnicza
41.eltr MiG-29A, MiG-29G, MiG-29GT, TS-11

Mińsk Mazowiecki

23.Baza Lotnicza
1.eltr MiG-29A, MiG-29UB, TS-11
2.gpr Mi-2RL, W-3RL
2.gpr under control of 3.SLT.

2.Skrzydło Lotnictwa Taktycznego – Poznań

Poznań-Krzesiny

31. Baza Lotnicza Taktycznego
3.eltr F-16C, F-16D
6.eltr F-16C, F-16D

Łask

32. Baza Lotnicza
10.eltr F-16C, F-16D

3.Skrzydło Lotnictwa Transportowego – Powidz

Bydgoszcz

2. Baza Lotnicza
2.eltr W-3, Mi-8RL, An-28TD, An-2, Mi-2
3.eltr W-3, Mi-2

Kraków

8.Baza Lotnicza
13.eltr C295M, M28B1TD, M28B/PT, An-2
3.gpr Mi-2RL, Mi-8RL

Powidz

33.Baza Lotnicza
14.eltr C-130E, M28B1TD

4.Skrzydło Lotnictwa Szkolnego – Dęblin

Dęblin

6.Baza Lotnicza
1.OSzL TS-11, An-2, M28B1TD, SW-4, Mi-2

Radom

2.OSzL PZL130TC-1, PZL130TC-2

Dowództwo Sił Powietrznych	DSP	Air Force Command
Skrzydło Lotnictwa Taktycznego	SLT	Tactical Air Wing
Skrzydło Lotnictwa Transportowego	SLT	Airlift Wing
Skrzydło Lotnictwa Szkolnego	SLS	Flight Training Wing
Baza Lotnicza	BLot	Air Base
Specjalny Pułk Lotnictwa Transportowego	SPLT	Special Airlift Regiment
Eskadra Lotnictwa Taktycznego	elt	Tactical Air Squadron
Grupa Poszukiwawczo-Ratownicza	grp	Search and Rescue Group
Eskadra Lotnictwa Transportowo	eltr	Air Transport Squadron
Eskadra Lotnictwa Transportowo-Łącznikowego	eltr	Air Transport and Liaison Squadron
Ośrodek Szkolenia Lotniczego	OSzL	Aviation Training Centre

Air Bases

Warszawa Okecie

On Warsaw-Frederic Chopin (Okecie) International Airport, the north part of the apron is reserved for 1.BLot and its co-located 36.SPLT. This regiment operates a wide variety of aircraft and helicopters, all dedicated to the VIP role since 1 April 1974. Both units are placed directly under the Air Force Command to assure a swift evacuation of the Armed Forces and Government leaders in case of emergency or hostilities. Next to that, normal day-to-day operations include transport of Armed Forces or Government VIPs and transport of humanitarian aid. In the future, the regiment expect to receive new aircraft for the long-range and medium range VIP role, although, for financial reasons, Embraer aircraft are expected to be leased as a temporary measure.



Touchdown for the SU-22M-4 3715 of 40.eltr and time to release its large brake chute. On the background, the camouflaged shelters are silent remains of the pre-NATO era. (Świdwin, 6 October 2009, Ben Uffen)



No silent remains at Łask anymore. Everything has been replaced by brand-new shelters, tip-top taxiways and two large maintenance hangars next to brand-new F-16s like this F-16C 4070. At this moment, there are twelve pilots available for the eighteen jets based with 10.el, but training is progressing and the unit expect its full complement of 24 pilots very soon. (8 October 2009, Piet Luijken)

Mirosławiec

The future of Mirosławiec is not very bright. In 2010, 8.el will move to Świdwin and the base will be degraded to a reserve base status. Back in 2000, 8 Pułk Lotnictwa Myśliwsko - Bombowego (8.PLM-B) was reformed into 12.BLot and 8.el. The first major NATO exercise under this new command structure was exercise Strong Resolve in 2003.

Świdwin

In 2002, 21.BLot was formed, together with the based 39.el and 40.el, both equipped with the Su-22 fighter-bomber. In 2003, 39.el was disbanded while 7.el moved in from Powidz in 2008. The infrastructure of this air base has been rebuilt in 1999 to accommodate the squadrons according NATO standards. Within the air base, provisions are made for rapid deployment of the based squadrons or to host other NATO squadrons. The based squadrons were involved intensively in national and international exercises, including Strong Resolve 2002, Clean Hunter 2004 and recently Bold Avenger 2007. Part of the 40.el is assigned to the NATO Rapid Reaction Force. In 2010, also 8.el will be based here. By 2012, the wing structure will be installed and the squadrons will be assigned to 21. Baza Lotnicza Taktycznego.

Malbork

In 2001, the command structure was changed into 22.BLot and 41.el. This last unit prepared itself for its role under NATO control. It participated in many exercises like the local Fruit Fly exercises, dedicated to train together with the NATO E-3A AWACS. Its experience was tested during the Orlik-2 policing mission in Lithuania. This Polish mission, the 16th rotation, started on 15 March 2008 and ended on 28 June 2008. Four MiG-29s from the 41.el performed air patrol and reconnaissance duties over the three Baltic States: Lithuania, Latvia and Estonia on a 24/7 shift. By 2012, the wing structure will be installed and the squadron will be assigned to 22. Baza Lotnicza Taktycznego.

Mińsk Mazowiecki

In 2001, 1.el was formed and was based at Mińsk Mazowiecki, with its resident 23.BLot. This squadron inherited the traditions of 7 and 111 squadron of World War II fame. Since its inception the squadron has participated in many national and international exercises. Primary task of the squadron is air defense of Polish and NATO airspace, especially around the capital Warszawa. The squadron is fully prepared to cooperate with the air forces of NATO countries. As such, it was the first Polish squadron responsible for the military surveillance of the airspaces of the Baltic States (Lithuania, Latvia and Estonia) under the Polish

Military Contingent "Orlik" between January and March 2006. The first exercise under new command was held in 2001 and was called Exercise Sentry White Eagle. Participating forces, next to 1.el, included F-15s of 173rd FW/Oregon ANG. Purpose of the exercise was to plan and execute tasking orders in accordance with NATO procedures, especially regarding air policing tasks. Many exercises were attended to improve and consolidate experience and to train according these NATO procedures. In June 2006, the unit participated in Clean Hunter to improve cooperation between NATO forces. Also based at Mińsk Mazowiecki is the SAR unit 2.grp. This unit also receives its share in attending exercises. In 2009, exercise Esculap-2009 was held to train in mass-casualty scenarios. Participants, next to the resident 2.grp, were Polish Military Medical Services, Czech and Slovak forces. Another participant was 182nd AW/ Illinois ANG who brought two C-130H Hercules transport configured for MEDEVAC flights. By 2012, the wing structure will be installed and the squadron will be assigned to 23. Baza Lotnicza Taktycznego.

Poznań-Krzyszyn

In 2001, the structure was changed into 31.BLot and 3.el. At first, it flew with MiG-21MF fighters until they were retired late 2002 and replaced with the MiG-21bis in August 2002. The last MiG-21's of the unit were retired in January 2004 after the squadron flew its last mission on 16 December 2003. The unit became the first unit to receive the F-16 in late 2006. In this period, the airfield was extensively rebuilt to house the newly acquired F-16C/D fighters including a large apron and a new shelter area in the north-western part. In the meantime, many efforts were made to comply with NATO procedures as quickly as possible, to assure a proper operational level before transitioning into the F-16. The first acquaintance with this new fighter was during the exercise Sentry White Falcon 2005. Six F-16 aircraft of 183rd FW/Illinois ANG made the crossing of the Atlantic Ocean to fly escort, intercept, and some air-to-ground missions with locally based MiG-29, TS-11 and Su-22 fighters. Only one week later, this base was home for some F/A-18 Hornets of VMFA-134/USMC during exercise Clean Hunter 2005. In 2008, 6.el moved in to convert to the F-16 as well. At the same time, the command structure was changed to improve compliance with NATO standards. The newly formed 31. Skrzydło Lotnicza Taktycznego (31.SLT) operates in a new wing-based structure. It is a pilot, but in subsequent years it will be introduced in other air bases as well. In 2009, both units participated in the TLP exercises to train their pilots to become flight leaders in large, multi-national attack forces.



The advantages of the MiG-29 according to the pilots are the good aerodynamics, the high thrust to weight ratio and its excellent weapons-sensor interface, especially in respect of the use of the HMS and the Archer missile. Disadvantages are the old glass dial avionics, the radar which requires a high pilot workload, the limited fuel amount and thirsty engines giving it a poor combat radius and the lack of a real beyond visual range missile. Operating at dawn is also no problem for this MiG-29G 4120 of 41.el. The pilot is readying itself for take-off and has closed the main intakes.

(Malbork, 5 October 2009, Piet Luijken)

Łask

Again, in 2001, the command structure was changed and Łask became home of the 32.BLot and resident 10.el. At first, it continue to operate the MiG-21MF and TS-11 aircraft. In the meantime, this airport, built in 1957, was extensively rebuilt and modernized to house the third Polish F-16 squadron. In January 2003, the MiG-21 was retired, leaving only the TS-11 as a gap filler. To get acquainted with the F-16 and its specific type of operation, exercise Sentry White Falcon 2004 was held with participating F-16Cs from 182nd FS/Texas ANG. The first F-16 for 10.el arrived from Krzesziny in November 2008 and soon all 16 examples were delivered. With the first twelve pilots, the squadron is training hard to get operational in 2012. In 2009, the unit participated in exercise Bold Avenger, flying with other NATO forces from the Danish air base Karup. In December 2009, a couple of F-16s participated in a squadron exchange with the Spanish Hornets at Torrejon. By 2012, the wing structure will be installed and the squadron will be assigned to 32. Baza Lotnicza Taktycznego.

Bydgoszcz

In 2001, the command structure was changed into 2.BLot and the operational squadron into 2.el. Quickly, it was put to the test during exercise Strong Resolve 2002. In 2008, 3.el moved in from Wrocław. Although, there are plans to replace both squadrons by a new squadron called 15.Eskadra Działan Specjalnych (15.EDSpec), specialized in CSAR, apparently they have not been executed yet. This unit is planned to operate with four M-28TD transporters, four SAR helicopters and twelve CSAR helicopters. In the mean time 2.BLot is expected to be decommissioned on 30 June 2010, to be changed into 2. Baza Lotnicza Specjalnego.

Kraków

In November 2000, the 13.Pułk Lotnictwa Transportowego (13.plt) was disbanded. The 13. eskadra lotnictwa transportowego (13.eltr) and the 8. Baza Lotniczą were formed to replace this unit. At first, transport missions were carried out with the An-26, however, Casa C295M transport aircraft were on order as their replacement. With the forthcoming arrival, the air base infrastructure had to be updated and a large maintenance hangar had to be built. This started in August 2004 and was finished in

October 2006. Part of the modernization was adequate infrastructure and apron for operations with NATO E-3AAWACS aircraft. Besides its regular transport task, 13.eltr is also specialized in operations with the Special Forces, SAR groups or regular army troops. The An-26 was retired in January 2009 while the last of twelve C295Ms was delivered in December 2009. By 2012, the wing structure will be installed and the squadron will be assigned to 8. Baza Lotnicza Transportowego.

Powidz

Quiet a lot of drastic changes has happened at Powidz. To replace 7. Pułk Lotnictwa Bombowo-Rozpoznawczego (7.PLB-R), 33.BLot was formed together with 6.el and 7.el, at that time equipped with Su-22 and TS-11. Many exercises were held here, including exercise Strong Resolve 2002 and NATO Air Meet 2003. However, it was time for a change. In 2007, it was decided that the Polish Air Force needed some large transport aircraft, especially in respect to its forces in Afghanistan. The USA offered some second-hand but refurbished C-130E Hercules aircraft and five were ordered. It was decided that Powidz had to become its homebase and 14.eltr was formed. 7.el relocated to Świdwin late 2007, while 6.el retired the Su-22 in 2006 to convert to F-16s at Poznań in 2007. The airfield was heavily modified to accommodate the larger aircraft and is now able to handle aircraft including C-5 Galaxy and An-124 Ruslan. Many former Su-22 pilots are now being trained to operate the Hercules, while others maintain their flight proficiency at the M-28. By 2012, the wing structure will be installed and the squadron will be assigned to 33. Baza Lotnictwa Transportowego.

Dęblin

The history of 6.BLot started in 1994. In 2000, it was smoothly integrated in the new structure. Training squadron 1.OSzL was formed in January 2001 and was based on 58. Lotniczego Pułku Szkolnego (58.PLSz). The inventory consisted initially of TS-11 Iskra jet trainers. In 2002, 1.OSzL received 47 Mi-2 and W-3 helicopters from 3.OSzL at Biała Podlaska after this unit disbanded. In 2003 the unit received An-2 and M-28B transporters to be used for multi-engine conversion. In recent years, older types have been withdrawn, especially with the arrival of 24 new PZL SW-4 light helicopters. Currently, the unit trains pilots for jet aircraft with the TS-11 Iskra, for transport planes

with the M-28B aircraft while helicopter pilots are trained on the Mi-2 and SW-4. Also part of 1.OSzL is the Biało-Czerwone Iskry aerobatics team, operating some TS-11 aircraft in special red-white colour scheme. By 2012, the wing structure will be installed and the school will be assigned to 41. Baza Lotnictwa Szkolnego.

Radom

In 2000, 2.OSzL was redesignated from 60 Lotniczego Pułku Szkolnego (60.LPSz). Its main task is to train students ab-initio on the PZL-130 turboprop trainers. After receiving their wings, they receive further flight specialization with 1.OSzL. The Orlik aerobatic team is also based here, using the regular PZL-130 trainers of which seven are equipped with smoke pods. By 2012, the wing structure will be installed and the school will be assigned to 42. Baza Lotnictwa Szkolnego.

Active Aircraft

Agusta/Bell 412

The first two Bell 412SP helicopters were delivered to Poland in 1991 during the preparations for the pilgrimage of Pope John Paul II. At that time they were both rented from the United States. After this event, they were returned. The second Polish Bell 412SP with serial 02 was delivered in July 1993. Today it remains in service at the 36.SPLT. In 2008, it was in Germany for scheduled maintenance.

02 Bell 412SP 36.SPLT **36028** dec08

Antonov An-2

The An-2 is the oldest aircraft still in service with SP. Over twenty versions of the An-2 have been developed. Depending on their role, they were fitted with different equipment and parts. The first An-2 aircraft appeared in Poland in 1951 and began their service with the transport-communication units. Nowadays, numbers are dwindling and many can now be found with museums and para-clubs. An-2T 7447 has a special c/s these days.

0852	An-2T	13.eltr	1G108-5	oct09
0856	An-2T	2.eltl	1G108-56	may09
0861	An-2T	13.eltr	1G108-61	dec06
1463	An-2P	1.OSzL	1G114-63	aug09
1464	An-2P	1.OSzL	1G114-64	aug05
1465	An-2P	1.OSzL	1G114-65	aug09
1852	An-2T	2.eltl	1G118-52	aug06
1853	An-2T	2.eltl	1G118-53	may08

4719	An-2T	1.OSzL	1G147-19	aug09
4720	An-2T	1.OSzL	1G147-20	aug08
7445	An-2T	13.eltr	1G74-45	oct09
7447	An-2T	3.eltr	1G74-47	aug08
7809	An-2P	1.OSzL	1G178-09	aug09
7810	An-2P	2.eltl	1G178-10	may08
8554	An-2T	1.OSzL	1G85-54	jun09
9855	An-2T	13.eltr	1G98-55	dec06

Antonov An-28 / PZL M-28 Bryza/Skytruck

As part of an exchange program between Warsaw Pact countries, PZL was licensed to manufacture the An-28 light transport plane for the forces of the USSR and other countries. The Polish Air Force had three of these delivered as An-28TD. After the dissolution of Warsaw Pact, PZL started manufacturing this aircraft on its own. The Polish armed forces ordered these in many versions. The SP uses the M-28 in two versions. The first order was for ten M-28B1TD aircraft, which is a improved M-28B with different avionics and some airframe updates. It has locally built PZL-10S engines with a five-bladed propeller. The second order was for six M-28B/PT aircraft, also known as the Skytruck. This version uses PT-6A-65B turboprop engines with a five-bladed propeller and exhaust pipes, sticking out on sides of engine nacelles. It is fully certified in the USA and Europe and has a full IFR/VFR cockpit by Bendix-King. It is further equipped with central fuelling and emergency fuel jettison systems, a modernized ramp door, a side door with retractable stairs and a strengthened front undercarriage. It can be flown with better margins than the Bryza, making it more useful for specialized military transport. Latest order calls for another twelve aircraft, with first deliveries in 2009 and last deliveries in 2014. The M-28B1TD 0208 is also used as a calibration aircraft.

0723	An-28TD	2.eltl	1AJBP1-01	aug09
1003	An-28TD	2.eltl	1AJ010-03	oct09
0203	M-28B1TD	1.OSzL	AJG002-03	aug09
0204	M-28B1TD	1.OSzL	AJG002-04	aug09
0205	M-28B1TD	1.OSzL	AJG002-05	sep09
0206	M-28B1TD	36.SPLT	AJG002-06	jul09
0207	M-28B1TD	13.eltr	AJG002-07	act09
0208	M-28B1TD	13.eltr	AJG002-08	sep09
0209	M-28B1TD	14.eltr?	AJG002-09	may09
0210	M-28B1TD	14.eltr	AJG002-10	oct09
0211	M-28B1TD	14.eltr	AJG002-11	oct09
0212	M-28B1TD	13.eltr	AJG002-12	oct09
0213	M-28B/PT	13.eltr	AJG003-01	oct09



The Polish aviation industry is alive and kicking, producing indigenous aircraft and helicopters. This M-28B/PT is the newest version of the M-28, based on the Antonov 28, but with western engines and avionics. It is now called the Skytruck and also ordered by the USAF Special Operations Command. (Świdwin, 6 October 2009, Piet Luijken)

0214	M-28B/PT	13.eltr	AJG003-02	oct09
0215	M-28B/PT	13.eltr	AJG003-03	oct09
0216	M-28B/PT	36.SPLT	AJG003-04	oct09
0217	M-28B/PT	36.SPLT	AJG003-05	aug09
0218	M-28B/PT	o/o	AJG003-06	
0219	M-28B/PT	o/o	AJG003-07	

CASA 295

The CASA 295M is a typical military transport high-wing airplane with a loading ramp at the back. It can carry a maximum payload of 9250 kg or, after installing seats, seventy eight soldiers. The SP has ordered twelve C295M transporters in three consecutive tranches. The first machine flew from Seville to Kraków on 16 August 2003. This was the first of an order for eight C295s, delivered between 2003 and 2005. The second batch consisted of two aircraft, delivered in 2007 of which one aircraft crashed on approach to Minsk Macowiecki. The third batch consisted of another two aircraft, delivered in 2008. Another order is expected as sixteen C295 transporters are needed in total. The Polish C295M are equipped with the latest GPS navigation systems, chaff launchers and missile proximity warning modules. On 23 January 2008, C295M 019 crashed during the approach into a cloudy Mirosławiec.

011	C295M	13.eltr	S-009	oct09
012	C295M	13.eltr	S-010	sep09
013	C295M	13.eltr	S-013	oct09
014	C295M	13.eltr	S-014	oct09
015	C295M	13.eltr	S-015	oct09
016	C295M	13.eltr	S-018	dec09
017	C295M	13.eltr	S-019	apr09
018	C295M	13.eltr	S-020	dec09
020	C295M	13.eltr	S-044	oct09
021	C295M	13.eltr	S-051	oct09
022	C295M	13.eltr	S-053	oct09

Lockheed F-16 Fighting Falcon

The F-16C Block 52+ fighter is the newest addition to the potential of the SP. A total of forty-eight F-16s has been purchased under FMS program Peace Sky, divided between thirty-six F-16C and twelve F-16D. These aircraft have been assigned to three squadrons based in Poznan-Krzesiny and Łask. The Polish F-16 is nicknamed Jastrzab, which means Hawk. These fighters are one of the most advanced versions of the F-16. The main features of the F-16C Block52+ are: Pratt & Whitney F100-PW-229 turbojet engine, multi-role radar APG-68(V)9 radar, GPS, ALQ-211(V)4 onboard electronic warfare equipment, passive missile warning, terrain-referenced navigation, external

and conformal fuel tanks as well as a Helmet Mounted Display System (HMDS). The conventional radar also has a Synthetic Aperture Radar mode, able to give a detailed picture of the intended ground target area to ease proper target recognition. All F-16s have Link-16 on board, receiving information about the air picture via fellow aircraft or via AWACS radar aircraft. The armament for the Jastrzab is the best a force can get, both for air-to-air missions. The SP also uses the F-16 in the reconnaissance role, assigned to 10.eltr at Łask. For this role, the Goodrich DB-110 has been selected and seven pods has been ordered. The DB-110 is a long-range oblique sensor to provide long-range, medium range and short-range imaging systems to support standoff and penetrating missions. It can be operated autonomously, by the pod's reconnaissance management system. Imagery is viewed on the F-16's cockpit video display, enabling the pilot to verify targets and conduct tasks such as battle damage assessment.

At this moment, all pilots for the F-16 are trained in the USA. Pilots have to speak English fluently before they are sent to Lackland AFB for some more English lessons. Flying will start with the T-38 type qualification course and will continue during the Introduction to Fighter Fundamentals (IFF) course on the T-38Cs to learn how to perform according NATO standards during air-to-air and air-to-surface missions. With this knowledge, F-16 type conversion is done by the 162nd FW/Tuscon ANG and continued at the squadrons.

4040	F-16C-52CF Edwards	JC-1	aug09
4041	F-16C-52CF 31.BLT	JC-2	oct09
4042	F-16C-52CF 31.BLT	JC-3	jul09
4043	F-16C-52CF 31.BLT	JC-4	jul09
4044	F-16C-52CF 31.BLT	JC-5	jul09
4045	F-16C-52CF 31.BLT	JC-6	oct09
4046	F-16C-52CF 31.BLT	JC-7	jul09
4047	F-16C-52CF 31.BLT	JC-8	may09
4048	F-16C-52CF 31.BLT	JC-9	jul09
4049	F-16C-52CF 31.BLT	JC-10	may09
4050	F-16C-52CF 31.BLT	JC-11	jul09
4051	F-16C-52CF 31.BLT	JC-12	jul09
4052	F-16C-52CF 31.BLT	JC-13	oct09
4053	F-16C-52CF 31.BLT	JC-14	may09
4054	F-16C-52CF 31.BLT	JC-15	jul09
4055	F-16C-52CF 31.BLT	JC-16	jul09
4056	F-16C-52CF 31.BLT	JC-17	jul09
4057	F-16C-52CF 31.BLT	JC-18	oct09
4058	F-16C-52CF 31.BLT	JC-19	oct09
4059	F-16C-52CF 31.BLT	JC-20	jul09



Today, we salute the newest F-16C variant, which can be distinguished by the conformal tanks, shown here by this fine example: 4072 of 10.eltr. The conformal tanks hold 452 gallons each and are carried only on specific air-to-ground missions. Although they give an extra 30 minutes of endurance, extending it into a 2.5 hour range, during air combat they are limited to 8g when fuel is carried or 8.5 g with no fuel in the tanks. This is therefore restricting its purposefulness during pure air policing tasks. Although these conformal tanks can be removed in about two hours, it is policy to have several aircraft dedicated with these tanks.

(Łask, 8 October 2009, Piet Luijken)



Every self respecting air force is entitled to a C-130 Hercules. This is the first one for Poland, the 1501 of 14.eltr. It was formerly known as 70-1273 of the USAF before being overhauled to an immaculate condition. (Powidz, 7 October 2009, Piet Luijken)

4060	F-16C-52CF 31.BLT	JC-21	jul09
4061	F-16C-52CF 31.BLT	JC-22	oct09
4062	F-16C-52CF 31.BLT	JC-23	oct09
4063	F-16C-52CF 10.eltr	JC-24	oct09
4064	F-16C-52CF 10.eltr	JC-25	jul09
4065	F-16C-52CF 10.eltr	JC-26	oct09
4066	F-16C-52CF 10.eltr	JC-27	oct09
4067	F-16C-52CF 10.eltr	JC-28	oct09
4068	F-16C-52CF 10.eltr	JC-29	oct09
4069	F-16C-52CF 10.eltr	JC-30	jul09
4070	F-16C-52CF 10.eltr	JC-31	oct09
4071	F-16C-52CF 10.eltr	JC-32	oct09
4072	F-16C-52CF 10.eltr	JC-33	oct09
4073	F-16C-52CF 10.eltr	JC-34	oct09
4074	F-16C-52CF 10.eltr	JC-35	oct09
4075	F-16C-52CF 10.eltr	JC-36	oct09
4076	F-16D-52CF 31.BLT	JD-1	oct09
4077	F-16D-52CF 31.BLT	JD-2	jul09
4078	F-16D-52CF 31.BLT	JD-3	jul09
4079	F-16D-52CF 31.BLT	JD-4	oct09
4080	F-16D-52CF 31.BLT	JD-5	oct09
4081	F-16D-52CF 31.BLT	JD-6	oct09
4082	F-16D-52CF 31.BLT	JD-7	jul09
4083	F-16D-52CF 31.BLT	JD-8	jul09
4084	F-16D-52CF 31.BLT	JD-9	jul09
4085	F-16D-52CF 10.eltr	JD-10	oct09
4086	F-16D-52CF 10.eltr	JD-11	oct09
4087	F-16D-52CF 10.eltr	JD-12	oct09

Lockheed C-130

With its 3000-man ISAF forces in Afghanistan and troops in Tchad, there is a need for replenishment. Therefore, SP was looking for a good, solid mean of long-range transport. With the continuing modernization of the Hercules fleet within the USAF, many older types were regarded obsolete and good examples were offered to Poland as a quick solution. SP has received its first of five second hand ex-USAF C-130Es in March 2009, but delays to its subsequent examples have led to the USAFE loaning one of its aircraft free of charge for 11 months. In November 2009, the loaned C-130E arrived and received the temporary SP insignia, including the registration 1506. It will be used to train flight crews from 14.eltr and for air transport tasks. The next refurbished Hercules is due for delivery in January 2010. All type qualification training is done in the USA. First all crew

receive an intensive course learning English at Lackland AFB. Thereafter, they will receive initial training at the simulator in Tampa, Florida given by the company CAE before learning to fly the real thing at the 118 AW/Tennessee ANG, based at Nashville IAP.

1501	C-130E	14.eltr	4428	oct09
1502	C-130E	o/o	4426	
1503	C-130E	o/o	4414	
1504	C-130E	o/o	4435	
1505	C-130E	o/o	4415	
1506	C-130E	14.eltr (on loan)	4527	nov09

Mikoyan Gurevich MiG-29

During 1989-1990 Poland acquired its first twelve MiG-29s, nine MiG-29A single seat fighters and three MiG-29UB dual seat trainers. In 1996 The WLiOP traded eleven PZL W-3 helicopters against ten retired CzechAF MiG-29As. In addition, eighteen MiG-29G fighters and four MiG-29GT trainers were purchased from the German Luftwaffe in 2004. These MiG-29s already had been modernized to NATO ICAO-I standards. Additionally, seven also had been upgraded to ICAO-II standards, including the capability to carry external fuel tanks. Because of the poor condition of these seven aircraft, they were initially stored at Bydgoszcz for spares recovery. The remaining fourteen were overhauled and used operationally. They are stationed with the 41.eltr in Malbork.

The MiG-29 is a supersonic jet fighter aircraft designed for fighting air targets at medium and small distances, by day and by night, in all weather conditions, and to some extent, ground-based targets. It is equipped with Phazatron N019 pulse Doppler radar capable of detecting, tracking and attacking airborne targets. Mounted on the nose is the IRST, an OEPrNK-29 short-range optoelectronic sighting system. The helmet-mounted sight system (HMS) eases to enable targeting air objects as it can slave radar, IRST and missile-seeker heads to the HMS. After Poland has joining NATO, all MiG-29s were upgraded. The aircraft now has modern navigation and communications systems, a Thompson-CSF SB-14 radar warning receiver and a Polish-made SC-10 Supraśl Radwar IFF system and new anti-collision lights.

The MiG-29 does need a lot of maintenance. It needs an overhaul after 150 and 300 hours, which are performed on base, while the 600 hours service is done at Bydgoszcz. The maximum life cycle is 40 years or 4000 hours and the MiG-29s

are expected to soldier on for another fifteen years. Already some MiG-29s are decommissioned, as the 4107 is used by Państwowa Wyższa Szkoła Zawodowa in Chełm, the 4111 can be found at the Muzeum Wojska Polskiego in Warszawa, the 4112 is preserved on Łask air base and the 4115 is preserved at the Muzeum Lotnictwa Polskiego at Kraków-Rakowice. Furthermore, MiG-29s 64, 4107, 4114 and 4118 are used as instructional airframes while the 4102, 4108, 4109, 4117 and 4119 are stored at Bydgoszcz.

15	MiG-29UB	1.el	N50903014615	sep09
28	MiG-29UB	1.el	N50903014528	oct09
38	MiG-29A	1.el	2960532038/4203	oct09
40	MiG-29A	1.el	2960532040/4205	jul09
42	MiG-29UB	1.el	N50903014642	may08
54	MiG-29A	1.el	2960532354/_____	jul09
56	MiG-29A	1.el	2960532356/4215	may08
59	MiG-29A	1.el	2960532359/_____	may08
65	MiG-29A	41.el	2960526365/_____	aug09
66	MiG-29A	41.el	2960526366/_____	oct09
67	MiG-29A	1.el	2960526367/_____	feb09
70	MiG-29A	41.el	2960526370/3815	dec08
77	MiG-29A	41.el	2960526377/3902	oct09
83	MiG-29A	1.el	2960526383/3904	may09
89	MiG-29A	1.el	2960526389/3906	may08
92	MiG-29A	41.el	2960526392/3907	jul09
105	MiG-29A	1.el	2960535105/_____	aug09
108	MiG-29A	1.el	2960535108/_____	jul09
111	MiG-29A	1.el	2960535111/4501	jul09
114	MiG-29A	1.el	2960535114/4502	aug09
115	MiG-29A	1.el	2960535115/4503	jul09
4101	MiG-29G	41.el	2960525115/3504	jul09
4103	MiG-29G	41.el	2960526301/3705	jul09
4104	MiG-29G	41.el	2960526302/3706	aug09
4105	MiG-29GT	41.el	N50903006604	oct09
4110	MiG-29GT	41.el	N50903006448	aug09
4113	MiG-29G	41.el	2960525132/3509	oct09
4116	MiG-29G	41.el	2960525106/3412	oct09
4120	MiG-29G	41.el	2960526310/3710	oct09
4121	MiG-29G	41.el	2960526315/3712	oct09
4122	MiG-29G	41.el	2960526319/3713	oct09
4123	MiG-29GT	41.el	N50903011408	oct09

Mil Mi-2

After signing an agreement with Poland, the Russians moved their Mi-2 helicopter production plants to PZL Świdnik . In 1965 the Mi-2 conducted its first test flight. Poland acquired its first military version of the Mi-2 in December 1966. Mass production began in 1967, a total of 7.200 helicopters were manufactured, in many different versions. Presently active within the Air Force

are several versions. Most are now being used in the basic transport and SAR role.

0619	Mi-2RL	1.OSzL	510619028	jun04
0622	Mi-2RL	1.OSzL	510622028	sep03
1627	Mi-2TSz	1.OSzL	541627100	may08
2121	Mi-2FM	1.OSzL	512121121	may08
2126	Mi-2T	2.eltl	562126121	may08
2644	Mi-2	2.eltl	562644112	jun04
2647	Mi-2RL	1.gpr	562647112	oct09
3607	Mi-2PSz	1.OSzL	543607064	may08
3648	Mi-2R	1.OSzL	563648094	may08
3650	Mi-2URN	1.OSzL	563650094	may08
4042	Mi-2TSz	1.OSzL	544042035	may08
4510	Mi-2RL	2.gpr	554510125	may09
4544	Mi-2RL	3.eltl	544544016	aug05
4545	Mi-2RL	3.gpr	544545016	aug09
4547	Mi-2TSz	1.OSzL	544547016	may08
4606	Mi-2TSz	1.OSzL	544606016	may08
4712	Mi-2P	1.OSzL	534712036	may08
4713	Mi-2P	3.eltl	534713036	aug06
5338	Mi-2R	1.OSzL	565338117	aug09
5343	Mi-2R	1.OSzL	565343127	oct08
5344	Mi-2R	1.OSzL	565344127	aug08
5348	Mi-2R	1.OSzL	565348127	aug09
5748	Mi-2D	1.OSzL	515748108	may08
5828	Mi-2D	1.OSzL	515828108	aug09
5831	Mi-2D	1.OSzL	515831108	may08
6046	Mi-2Ch	1.OSzL	516046049	may08
6049	Mi-2Ch	1.OSzL	516049049	jun09
7837	Mi-2Ch	1.OSzL	517837102	may08
7838	Mi-2Ch	2.eltl	517838102	oct09
8219	Mi-2URP	1.OSzL	568219063	aug08

Mil Mi-8

During their years of service, the helicopters were used mainly for transport operations. A couple of Mi-8 helicopters are used as VIP transport by 36.SPLT while four have been modified into the Mi-8RL variant by WZL-1 at Lodz. The following versions of the Mi-8 helicopter are in use: Mi-8P, a passenger transport version with square windows, Mi-8RL, a land rescue/ambulance version, Mi-8S, a VIP transport version with square windows and the Mi-8T, a regular transport version but able to mount rocket pods and to be armed with a side mounted PK machine gun. Aircraft with 36.SPLT have a VIP c/s while the other helicopters with have a camouflage c/s.

619	Mi-8RL	2.eltl	10619	oct09
620	Mi-8S	36.SPLT	10620	oct09
627	Mi-8RL	2.eltl	10627	may08
628	Mi-8RL	2.eltl	10628	jun08



Air-to-air missiles assigned to the MiG-29 are the Vympel R-27A, a radar guided missile with a shot range of over 25 km, the Vympel R-73M, an infrared missile which is excellent for short range with its above par close combat performance, and the older Vympel R-60 rear aspect IR-missile. Also installed is the GSh-30-1 30 mm gun, together with 150 rounds.

(4123, MiG-29GT, 41.el, Malbork, 5 October 2009, Piet Luijken)

630	Mi-8S	36.SPLT	10630	jun08
631	Mi-8S	36.SPLT	10631	oct09
633	Mi-8P	36.SPLT	10633	jun08
634	Mi-8S	36.SPLT	10634	oct09
636	Mi-8T	36.SPLT	10636	may08
656	Mi-8RL	2.eltl	10656	may09
660	Mi-8T	36.SPLT	10660	oct09

PZL TS-11 Iskra

The TS-11 Iskra is the second aircraft type pilots will face during their training program. The aircraft was developed in the late sixties to meet the demands of the Polish Air Force for a new, jet-based flight trainer. The first production aircraft to leave the PZL Mielec manufacturing plant in 1968 was fitted with a Polish WSK SO-01 jet engine and was named TS-11 bis A. Later models (D and DF) were equipped with the improved SO-03 and SO-03W engines. Nearly all squadrons have some TS-11 Iskra aircraft at their home base, to keep pilots current on flight hours and as general liaison aircraft. With all its analogue dials,



the TS-11 is not the right training aircraft for the next generation pilots so expect an order for a modern training aircraft in the near future. The TS-11 has been built in different versions, the types used by the SP are: TS-11 bis B, version with four weapon hardpoints, TS-11 bis D, improved version, TS-11 bis DF, improved version with camera nose and TS-11 bis R, naval reconnaissance plane equipped with RDS-81 surveillance radar. TS-11 1403 is used as an instructional airframe at Dęblin. Aircraft marked with # operate in a camouflage c/s.

1001	TS-11 bis-B	1.OSzL	1H-1001	aug09
1005	TS-11 bis-B	1.OSzL	1H-1005	may08
1008	TS-11 bis-B	1.OSzL	1H-1008	may08
1104	TS-11-bis D	1.OSzL	3H-1104	jan01
1110	TS-11-bis D	1.OSzL	3H-1110	aug09
1111	TS-11-bis D	1.OSzL	3H-1111	aug09
1112	TS-11-bis D	1.OSzL	3H-1112	may08
1113	TS-11-bis D	1.OSzL	3H-1113	jun04
1202	TS-11-bis D	1.OSzL	3H-1202	jan01
1205	TS-11-bis D	1.OSzL	3H-1205	jan01
1212	TS-11-bis D	1.OSzL	3H-1212	may08
1214	TS-11-bis D	1.OSzL	3H-1214	aug09
1215	TS-11-bis D	1.OSzL	3H-1215	may08
1218	TS-11-bis D	1.OSzL	3H-1218	may08
1225	TS-11-bisDF	1.OSzL	3H-1225	may08
1226#	TS-11-bisDF nn		3H-1226	sep06
1227	TS-11-bisDF	1.OSzL	3H-1227	may08
1228	TS-11-bisDF	1.OSzL	3H-1228	jun04
1231	TS-11-bisDF	1.OSzL	3H-1231	may08
1232	TS-11-bisDF	1.OSzL	3H-1232	sep06
1233	TS-11-bisDF	1.OSzL	3H-1233	aug09
1235	TS-11-bisDF	1.OSzL	3H-1235	may08
1402	TS-11-bisDF	1.OSzL	3H-1402	may08
1405	TS-11-bisDF	1.OSzL	3H-1405	sep07
1406	TS-11-bisDF	1.OSzL	3H-1406	may08
1407	TS-11-bisDF nn		3H-1407	sep05
1409	TS-11-bisDF	1.OSzL	3H-1409	may08
1410#	TS-11-bisDF	41.elit	3H-1410	may09
1411#	TS-11-bisDF	41.elit	3H-1411	oct09

1413#	TS-11-bisDF	1.OSzL	3H-1413	aug09
1414	TS-11-bisDF	1.OSzL	3H-1414	aug09
1415	TS-11-bisDF	1.OSzL	3H-1415	sep07
1606	TS-11-bisDF	1.OSzL	3H-1606	apr07
1607	TS-11-bisDF	1.OSzL	3H-1607	may08
1608	TS-11-bisDF	1.OSzL	3H-1608	sep07
1609	TS-11-bisDF	1.OSzL	3H-1609	sep07
1610	TS-11-bisDF	1.OSzL	3H-1610	may08
1611	TS-11-bisDF nn		3H-1611	sep07
1612	TS-11-bisDF	1.OSzL	3H-1612	sep07
1613	TS-11-bisDF	40.elit	3H-1613	apr07
1614	TS-11-bisDF	1.OSzL	3H-1614	sep07
1615	TS-11-bisDF	1.OSzL	3H-1615	sep07
1617	TS-11-bisDF	1.OSzL	3H-1617	sep07
1618	TS-11-bisDF	40.elit	3H-1618	may09
1620	TS-11-bisDF	1.OSzL	3H-1620	sep07
1622	TS-11-bisDF	1.OSzL	3H-1622	may08
1623	TS-11-bisDF	40.elit	3H-1623	may09
1624	TS-11-bisDF	1.OSzL	3H-1624	sep07
1626	TS-11-bisDF	1.OSzL	3H-1626	sep07
1629	TS-11-bisDF	1.OSzL	3H-1629	aug09
1630	TS-11-bisDF	1.OSzL	3H-1630	sep07
1702	TS-11-bisDF	1.OSzL	3H-1702	sep07
1703	TS-11-bisDF	1.elit	3H-1703	may06
1705	TS-11-bisDF	1.OSzL	3H-1705	sep07
1706	TS-11-bisDF	1.elit	3H-1706	may06
1708/4	TS-11-bisDF	1.OSzL/Team Is	3H-1708	aug09
1709	TS-11-bisDF nn		3H-1709	sep06
1712	TS-11-bisDF	1.OSzL	3H-1712	sep07
1715/9	TS-11-bisDF	1.OSzL/Team Is	3H-1715	aug09
1716#	TS-11-bisDF	41.elit	3H-1716	sep07
1718	TS-11-bisDF	1.OSzL	3H-1718	sep07
1722	TS-11-bisDF	1.OSzL	3H-1722	oct08
1801	TS-11-bisDF	41.elit	3H-1801	apr06
1805	TS-11-bisDF	3.elit	3H-1805	sep05
1806	TS-11-bisDF	41.elit	3H-1806	apr06
1807	TS-11-bisDF	41.elit	3H-1807	apr06
1808	TS-11-bisDF	1.OSzL	3H-1808	aug09
1810	TS-11-bisDF	1.elit	3H-1810	may06
1901	TS-11-bisDF	1.OSzL	3H-1901	sep07
1910#	TS-11R	1.elit	3H-1910	sep07
1913#	TS-11R	41.elit?	3H-1913	may09
1917#	TS-11R	1.OSzL	3H-1917	sep07
1918#	TS-11R	1.OSzL	3H-1918	sep07
1919#	TS-11R	1.OSzL	3H-1919	sep07
1920	TS-11-bisDF	41.elit	3H-1920	jun05
2001	TS-11-bisDF	1.elit	3H-2001	aug08
2003	TS-11-bisDF	41.elit	3H-2003	sep07
2004/8	TS-11-bisDF	1.OSzL/Team Is	3H-2004	dec09
2005	TS-11-bisDF	1.OSzL	3H-2005	sep07
2006	TS-11-bisDF	1.OSzL/Team Is	3H-2006	aug09
2007/7	TS-11-bisDF	1.OSzL/Team Is	3H-2007	aug09
2008/2	TS-11-bisDF	1.OSzL/Team Is	3H-2008	aug09
2009/3	TS-11-bisDF	1.OSzL/Team Is	3H-2009	sep07
2011/1	TS-11-bisDF	1.OSzL/Team Is	3H-2011	aug09
2012	TS-11-bisDF	1.OSzL	3H-2012	sep06
2013/10	TS-11-bisDF	1.OSzL/Team Is	3H-2013	aug09

PZL W-3 Sokol

The first two prototypes of the W-3 helicopter were built in 1979, however low-rate production of the W-3 began in 1985. In 1993, W-3 helicopters were purchased for the WLiOP. The Sokol is offered in a number of variants and is capable of performing a typical range of helicopter missions, including passenger transport, VIP, cargo, EMS, medevac, firefighting and search and rescue. The main cabin seating can be used for 12 passengers in the normal version, three medical attendants and eight rescued survivors in the naval-SAR Anaconda version, four stretchers and medical attendant in the ambulance configuration, one stretcher and medical attendants in the critical care EMS version, or six passengers in the executive configuration. It can also carry a 2100 kg sling load. The SP operates the W-3 in different version: W-3P, passenger variant, W-3R, medical evacuation variant, W-3RL, land rescue/ambulance version, W-3T, basic military transport variant, W-3W, armed version with stub wings and W-3WA, version certified according to US

FAR29. Helicopters marked with * have a VIP c/s, the others are in two different camouflage schemes.

504*	W-3P	36.SPLT	330504	dec09
0415	W-3T	2.gpr	310415	aug09
0417	W-3RL	1.gpr	310417	oct09
0418	W-3R	2.gpr	310418	aug09
0419	W-3R	2.gpr	310419	aug09
0501	W-3RL	2.eltl	310501	sep07
0502	W-3RL	2.gpr	310502	may09
0516	W-3W	2.eltl	360516	may09
0517	W-3W	2.eltl	360517	may08
0518	W-3W	2.eltl?	360518	may08
0520	W-3W	3.eltl	360520	jun05
0618	W-3WA	36.SPLT	360618	oct09
0619	W-3WA	36.SPLT	360619	oct09
0620	W-3WA	1.OSzL	360620	aug05
0701	W-3RL	2.gpr	360701	may08
0702	W-3WA	2.eltl	360702	may09
0915*	W-3WA	36.SPLT	360915	aug09
0916*	W-3WA	36.SPLT	360916	dec09

PZL SW-4 Puszczczyk

The origins of PZL Świdnik's SW4 five seat light utility helicopter date back to the early 1980s. The collapse of the Iron Curtain allowed PZL Świdnik to substantially redesign the SW4, now based around the western Allison 250 turboshaft engine. The first prototype, a non flying ground test aircraft, was rolled out in December 1994. After receiving US FAR27 certification, PZL Świdnik entered production of the helicopter in 1999. The program was delayed somewhat when PZL Świdnik decided to redesign the rotor head, enlarge the horizontal stabiliser and improve the hydraulic system. The SW-4 is able to fulfil a range of utility missions ranging from executive transport to medevac and police roles but the SP mainly uses the SW-4 as a military helicopter pilot trainer. The order for 24 helicopters is almost completed.

6601	SW-4	1.OSzL	660201	oct08
6602	SW-4	1.OSzL	660203	may08
6603	SW-4	1.OSzL	660204	may08
6604	SW-4	1.OSzL	660205	jun08
6605	SW-4	1.OSzL	660301	jun09

6606	SW-4	1.OSzL	660302	aug09
6607	SW-4	1.OSzL	660303	jun09
6608	SW-4	1.OSzL	660304	jun09
6609	SW-4	1.OSzL	660305	aug09
6610	SW-4	1.OSzL	660306	aug09
6611	SW-4	1.OSzL	660307	jun09
6612	SW-4	1.OSzL	660308	aug09
6613	SW-4	1.OSzL	660309	feb09
6614	SW-4	1.OSzL	660310	aug09
6615	SW-4	1.OSzL	660311	may09
6616	SW-4	1.OSzL	660312	sep09
6617	SW-4	1.OSzL	660313	aug09
6618	SW-4	1.OSzL	660314	
6619	SW-4	1.OSzL	660315	
6620	SW-4	1.OSzL	660316	dec09

PZL130 Orlik

The first prototype, used only for static tests, was completed in 1981. The second prototype, intended for flying tests, was fitted with a M-14Pm piston engine and made its first flight in October 1984. The SP uses the PZL-130TC-1 Orlik as the ab-initio airplane for training of pilots. It's fitted with a Czech produced Walter 601T turbine engine with a 5-blade propeller, ejection seats, flight log computer, GPS satellite navigation module, transponder and radio marker receiver. In addition, all the on-board systems have been installed in a manner similar to the systems used on the TS-11 Iskra. Deliveries started in 1994. All of Poland's PZL-130 trainers were upgraded to TC-1 standard, with Martin-Baker Mk.11 zero-zero class ejection seats and improved avionics. Two PZL-130TC-2 aircraft are also active. These are equipped with Pratt & Whitney Canada PT6A-25C turboprop, added winglets and modernized avionics. With less aircraft in the SPs inventory, less pilots are needed. Therefore, at any given time, one-third of the aircraft are in flyable storage at Radom. Aircraft 012 and 013 are preserved at Łask and Kraków-Rakowice respectively, while 027 is preserved at Radom itself and 028 is used as an instructional airframe at Dęblin. Both 034 and 039 have crashed.

015	PZL130TC-12.OSzL	02930015	sep03
016	PZL130TC-12.OSzL	02930016	sep03
017	PZL130TC-12.OSzL	02930017	aug05



Standing alert in its land rescue/ambulance role, this W-3RL 0701 shows its powerful search light on the left side of its nose and its winch above the sliding door. (Świdwin, 6 October 2009, Piet Luijken)



One of the planes of Team Orlik, PZL 130TC-1 050, is taxiing here at the airshow AirPower 09, held at Zeltweg, Austria. The team shows its routine with seven airplanes and a lot of smoke.
(Zeltweg, 26 June 2009, Pieter van 't Hof)

018	PZL 130TC-12.OSzL	02930018	aug09
019	PZL 130TC-12.OSzL	02930019	aug09
020	PZL 130TC-12.OSzL	02940020	aug09
022	PZL 130TC-12.OSzL	03940022	aug09
023	PZL 130TC-12.OSzL	03940023	aug09
024	PZL 130TC-12.OSzL	03940024	dec09
025	PZL 130TC-12.OSzL	03940025	aug09
026	PZL 130TC-12.OSzL	03940026	aug09
029	PZL 130TC-12.OSzL	03940029	aug09
030	PZL 130TC-12.OSzL	03940030	aug09
031	PZL 130TC-12.OSzL	03940031	sep01
032	PZL 130TC-12.OSzL	03940032	aug09
033	PZL 130TC-12.OSzL	03940033	aug05
035	PZL 130TC-12.OSzL	03950035	aug09
036	PZL 130TC-12.OSzL	03950036	aug09
037	PZL 130TC-22.OSzL	04950037	aug09
038	PZL 130TC-12.OSzL	04950038	aug09
040	PZL 130TC-12.OSzL	04960040	sep07
041	PZL 130TC-12.OSzL	04960041	aug09
042	PZL 130TC-12.OSzL	04960042	aug09
043	PZL 130TC-12.OSzL	04980043	aug09
044	PZL 130TC-12.OSzL	04980044	aug09
045	PZL 130TC-12.OSzL	04980045	aug09
046	PZL 130TC-12.OSzL	04990046	aug09
047	PZL 130TC-22.OSzL	04990047	aug09
048	PZL 130TC-12.OSzL	04010048	aug09
049	PZL 130TC-12.OSzL	04010049	aug09
050	PZL 130TC-12.OSzL	04010050	aug09
051	PZL 130TC-12.OSzL	04010051	aug09
052	PZL 130TC-12.OSzL	04020052	aug09

Sukhoi Su-22

The Su-22 is a Russian built medium-range fighter-bomber aircraft used extensively by the former Warsaw Pact Nations, including Poland. It features a single Lyulka AL-21 F-3 jet engine and variable wing geometry. Its main task during the first stage of war is to attack nuclear weapons and airfields. Other important missions are to provide air support for ground troops as well as reconnaissance missions. Another mission is TASMO, tactical air support of maritime operations, attacking ships and

harbors. Its combat radius is 320 km, with 4 bombs. The Su-22 can carry different kinds of guided missiles like the Zvezda Kh-25ML semi-active laser guided missile that can penetrate 1 meter of concrete or the Vypel Kh-29L semi-active laser guided missile with a range of 8–10 km. Steered by radio-commands is the Zvezda Kh-25R/MR, which is also part of its armament. To counter airborne targets, the Su-22 can be equipped with the Vypel R-60 rear-aspect IR missile. Of course, also all types of freefall bombs can be mounted as well. The Su-22 is nearing the end of its life-cycle and examples are phased out whenever this limit is exceeded. It will need to be replaced in about five years but a follow-up aircraft is not selected yet.

001	Su-22UM-3K 8.elt	17532369001	nov08
305	Su-22UM-3K 8.elt	17532366305	sep09
308	Su-22UM-3K 8.elt	17532366308	jul09
310	Su-22UM-3K 7/40.elt	17532367310	oct09
508	Su-22UM-3K 8.elt	17532368508	aug08
605	Su-22UM-3K 40.elt	17532369605	oct09
706	Su-22UM-3K 40.elt	17532369706	oct09
707	Su-22UM-3K 7.elt	17532369707	oct09
3201	Su-22M-4 8.elt	30201	may08
3202	Su-22M-4 40.elt	30202	jul05
3203	Su-22M-4 8.elt	30203	may08
3214	Su-22M-4 8.elt	23214	sep03
3215	Su-22M-4 8.elt	23215	may08
3304	Su-22M-4 8.elt	30304	apr07
3306	Su-22M-4 7.elt	30306	oct09
3508	Su-22M-4 8.elt	30508	jun07
3509	Su-22M-4 40.elt	30509	may08
3612	Su-22M-4 40.elt	37612	may08
3710	Su-22M-4 40.elt	30710	aug09
3713	Su-22M-4 40.elt	37713	oct09
3715	Su-22M-4 40.elt	37715	oct09
3816	Su-22M-4 40.elt	37816	jul09
3817	Su-22M-4 40.elt	37817	oct09
3819	Su-22M-4 40.elt	37819	may08
3920	Su-22M-4 40.elt	37920	oct09
4603	Su-22M-4 nn	24603	sep02
4604	Su-22M-4 8.elt	24604	nov08

7206	Su-22M-4	8.elt	27206	05
7308	Su-22M-4	7.elt	27308	oct09
7309	Su-22M-4	7.elt	27309	oct08
7411	Su-22M-4	7.elt	27411	oct08
7412	Su-22M-4	7.elt	27412	oct09
8101	Su-22M-4	40.elt	38101	oct09
8102	Su-22M-4	8.elt	28102	nov08
8103	Su-22M-4	8.elt	28103	oct08
8104	Su-22M-4	6/7.elt	28104	may02
8205	Su-22M-4	7.elt	28205	oct09
8308	Su-22M-4	8.elt	28308	nov08
8309	Su-22M-4	40.elt	28309	oct09
8310	Su-22M-4	40.elt	28310	apr09
8715	Su-22M-4	7/40.elt	28715	oct09
8816	Su-22M-4	40.elt	28816	oct09
8818	Su-22M-4	8.elt	28818	may08
8919	Su-22M-4	8.elt	28919	may08
8920	Su-22M-4	40.elt	28920	aug09
9102	Su-22M-4	40.elt	29102	apr08
9204	Su-22M-4	7.elt	29204	oct07
9306	Su-22M-4	40.elt	29306	oct09
9308	Su-22M-4	8.elt	29308	sep07
9409	Su-22M-4	7.elt	29409	oct09
9615	Su-22M-4	40.elt	29615	oct08
9616	Su-22M-4	7.elt	29616	oct09

Tupolev Tu-154

The Polish Air Force possesses two Tu-154M Lux aircraft. They are currently in service at the 36.SPLT in Warszawa as part of the VIP transport fleet. Each plane can carry up to 180 passengers and have a crew of four. They are in the process of receiving an overhaul at the OAO Aviakor factory in Samara, Russia.

101	Tu-154M	36.SPLT	90A-837	may09
102	Tu-154M	36.SPLT	90A-862	oct09

Yakovlev Yak-40

Both the civilian and the military versions of the Yak-40 came into service in Poland in 1973. Between 1973 and 1980, a total of eighteen Yak-40s were delivered. Currently four aircraft are used by the 36.SPLT in Warszawa as part the VIP transport fleet. They received an overhaul at Minsk-Losheta in 2007.

044	Yak-40	36.SPLT	9840659	oct09
045	Yak-40	36.SPLT	9840759	dec09
047	Yak-40	36.SPLT	9021560	oct09
048	Yak-40	36.SPLT	9021660	oct09

More Information

At our website, at www.scramble.nl/pl.htm we have published the current order of battle. Also, all serials can be retrieved from our Military Database. Furthermore, we have started to include some Polish airfields in our Airfield Guide, at www.scramble.nl/ airports, with more to come shortly. If you have any feedback, do not hesitate to contact us via our Feedback Form which is on the bottom of these webpages or via paul.van.der.linden@scramble.nl.

Scramble was invited to attend the half-yearly Polish Air Force Press Tour. This tour was held in October 2009. The organization was performed in an excellent way and we had access to five air bases, with proper briefings about the squadrons and aircraft, and with lots of good photo moments all through the day. We would like to thank the Spokesman of the Public Affairs Office, Major Marcin Rogus, and all SP staff at these five air bases for their time and efforts. Dziękuję!



The venerable Tu-154M has extended its career with the SP, as both have been or will be overhauled, ready to serve some more years. It has to, as no replacement will be selected in the near future. Tu-154M 101 of 36.SPLT is taxiing to the main runway of Warszawa-Okęcie airport; the skyline of this metropole is visible on the horizon. (11 August 2008, Piet Luijken)

Tribute to the Sukhoi Su-22M-4 and Su-22UM-3K



The weather flight has returned and is now taxiing into its stand.

(310, Su-22UM-3K, Świdwin, 6 October 2009, Ben Uffen)



Flight operations have commenced. Armed Su-22M-4 7308 of 7.elt is ready for its mission. (Świdwin, 6 October 2009, Ben Uffen)



With its wings full forward, Su-22M-4 3817 is just seconds away from its noisy take-off. (Świdwin, 6 October 2009, Piet Luijken)

Showbiz Rotores de Portugal



By Menso van Westrhenen

Three of the four Alouettes of Rotores de Portugal are seen here flying above the Portugese landscape. As can be seen in the above picture, this team uses white smoke to make their show more attractive. (all pictures by author)

46 years after the Alouette 3 was introduced into the 'Força Aérea Portuguesa' (Portuguese Air Force) the so called 'Iron Horse' is still soldiering on. Menso van Westrhenen visit Base Aérea N° 11 Beja and report on the helicopter display team 'Rotores de Portugal'.

The Rotores de Portugal (Blades of Portugal) aerobatic display team is among the lesser known aerobatic teams in Europe. Formed in April 1976 by order of the Air Force Chief of Staff, the team made its debut during an air show at Sintra. At that time it formed part of Esquadra 33 at Tancos airbase and flew four standard SE3160 Alouette 3 helicopters for their display routine. Due to operational and budgetary reasons they were disbanded in October 1980, but reformed again only two years later with a two-ship display as part of Esquadra 552. In 1991 the team moved to Esquadra 111 (still at Tancos), made up of instructor pilots, but after two seasons they stopped performing when their squadron was disbanded. After an absence of over ten years Rotores de Portugal was reactivated in 2005 as part of Esquadra 552 at Beja, still flying the venerable Alouette 3. Below an overview of the years Rotores de Portugal was active and their numbers of helicopters.

1976 - 1980	4	Esquadra 33
1982 - 1992	2	Esquadra 552
1993 - 1994	4	Esquadra 111
2004 - 2005	2	Esquadra 552
2006 - 2009	4	Esquadra 552

Esquadra 552

Esquadra 552 operates a dozen Alouettes. A few of those still sport a standard brown-green camouflage, while most (about eight) have the same camouflage scheme but with Rotores de Portugal stickers applied. These decorations can quickly be removed when a helicopter is needed for operational use. Apart from displaying to the public, the Alouettes fulfil a variety of roles including rotary flying training, support to army and navy troops, search and rescue and occasional support to fire fighting. After completing the basic training course pilots continue to fly on another helicopter type (such as the EH101 Merlin) or they stay with the squadron to follow the advanced training course and become an operational Alouette pilot. It will take some more time for them to become instructor pilots, as Major

Candeias explains: "Training flights with the Alouette often take place close to the ground and instructors have to know the helicopter's limits by heart to avoid accidents. Therefore we do not have 'young' instructor pilots like some other air forces.

After logging some 700 hours on the Alouette pilots start to train some manoeuvres of Rotores, even if they are not (yet) selected for the team. That way they perfectly learn how to handle the helicopter and they don't have to learn all the manoeuvres for the first time when they enter the team. It is only after 800 hours that a pilot can become an instructor." That is also about the moment at which they could apply for Rotores de Portugal, which requires a minimum of 800 to 1000 hours on the Alouette. It then still takes another 50 training flights, starting solo and working up to a three-ship formation, to learn to execute all manoeuvres safely.

Rotores de Portugal

Rotores de Portugal is run by fifteen military volunteers, spending their spare time with the team. They take pride in representing the Portuguese Air Force at airshows and other events, mainly in Portugal and Spain. The team's objectives include creating awareness among the public of the expertise, professionalism and discipline in the Portuguese Air Force, contributing to a better recognition and public appreciation of the armed forces, acting as a recruitment platform and representing the air force at manifestations and airshows of regional, national



and international importance. Rotores de Portugal is led by Major Carlos 'Stout' Candeias, who has logged over 3,000 flight hours on the Alouette 3, of which many during operations in East Timor until 2002. He is the first spare pilot, while normally leading the team from the ground. Leader in flight is Captain Mário 'Speed' Marcão with Captain Pedro 'Mikoli' Ferreira on his left and Lieutenant Paulo 'Trinitá' Melo on his right. A team of nine maintenance crews (technicians and mechanics) make sure the helicopters are ready to fly at every location.

The team normally deploys four Alouettes to a display location, with one acting as a spare. Demonstrations are preceded by a 30 minute familiarization and training flight. The display itself takes 17 minutes (excluding take off, landing and waiting time) and includes several formations and manoeuvres such as the stall turn, mirror, rising spiral and carousel. During a display each Alouette burns some 600 liters of jet fuel (F-34) and another 50 liters of diesel (F-54) for the smoke pods. Two different display profiles are available, one over land and another for displays over water. The latter differs slightly in terms of manoeuvres and display altitude due to the lack of reference points.

In 2010 Rotores de Portugal enters its fifth decade of flying the Alouette in front of the public, after having performed in the 70's, 80's, 90's and 00's. Major Candeias is ambitious about the future: "We would like to display again with four helicopters in 2010, painted in the same colour as the helmet that we are currently using, but we are limited by the budget and support that we get from our headquarters. Next to that we would like to visit more European airshows, but looking at the flight range we are mainly limited to our neighbour countries Spain and France. For instance, a flight to the United Kingdom is impossible for us because it will take too much time off of our normal operations and training courses. Being airlifted by C-130 is a possibility but will cost a lot of effort. Imagine the fact that five of our Alouettes have to be dismantled, airlifted, rebuilt again, test flown at the display location and after the show the same procedure has to be repeated. A weekend with two displays of only 17 minutes each would take a full week of preparations. However, if a coun-



try offers us aerial transport to and from an air show, we are always happy to consider it", he concludes with a laugh.

The Portuguese Air Force is due to retire the Alouette 3 within a few years, probably replacing it with the AgustaWestland AW109 or Eurocopter EC120 Colibri. Only future will tell if the Rotores de Portugal continue to exist after the transition.

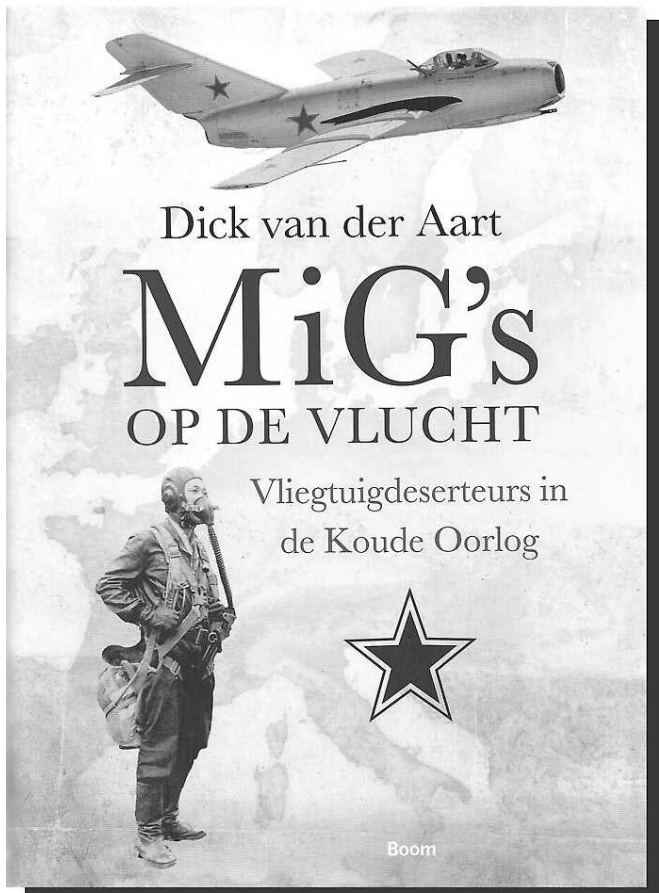
The author would like to thank all the members of the Rotores de Portugal display team and the rest of Esquadra 552 personnel. The author would especially like to thank Lieutenant Elisabete 'BETA' Gomes for being such a great host during our three day visit. Obrigado!



Close formation flying, one of the toughest parts of the show, but also the most spectacular one for the spectators. Because of the difference in altitude it is possible to fly so close to each other.

Book Review

by Piet Luijken



MiG's op de vlucht

Vliegtuigdeserteurs in de Koude Oorlog

Dick van der Aart

This book is a nice, interesting read about a fascinating subject. The writer is clearly doing its utmost to interest the reader in this subject for which he has done so much research. In my opinion, the writer succeeds and should be applauded to publish such a book in Dutch, although an English version of this book in English is forthcoming.

To flee your county, to defect for political reasons, while in military service, is not really recommended. If your attempt fails, you will be sent to jail or even face the death penalty. But if you flee in a modern fighter, not known to the world in any detailed way, your future will be bright. Your request for political asylum will be issued instantly together with a nice financial bonus while you will be invited to brief many interested parties. Your fighter will be checked in depth before it will be sent back to its originating country, but only upon request.

The writer of this book, Dick van der Aart, works for both the Dutch NOS Journal and the NRC Handelsblad. He was very interested in this particular subject and has studied many of these cases for the last forty years. As most cases were kept secret for security reasons by all countries concerned, research was not very easy. When time passed on these cases, some documents were indeed released and included some nice details. But to get these details, you will have to dig deep in all kind of

archives. The writer did travel to many National Archives. But he also used the internet and other digital sources to expand his knowledge about a subject or to retrieve some new information. The writer also has collected many photographs related to these defected aircraft which have been used to illustrate the stories in a clear and convenient way, including some excellent colour photographs.

The book starts with the first defected MiG; on 5 March 1953, a Polish MiG-15bis landed on a grass runway on Bornholm, a Danish island close to the Polish border. This event did shock the whole free world, including the Danish Government. The Polish Government was demanding an expedite return of pilot and aircraft while the NATO countries were pushing the Danes to have them check this new aircraft in as much detail as possible. In the end, MiG-15bis 346 was disassembled and moved to Copenhagen, packed in crates. Two weeks later, it was shipped to Poland, which was, according the Danish Government, in the most expeditious way. These two weeks, together with a thorough debrief by the defecting pilot Lt Jarecki, were enough for the US and UK Intelligence Services to reveal many mysteries of this nimble fighter. Two weeks later, a second MiG-15bis landed at Bornholm and the whole show was played again.

The next chapters describe the defections of MiGs into Germany, Italy, South Korea, Taiwan, Israel, Japan and the USA. All events are described as accurate as possible. Not only is the route of the defection described in the most detailed way, but also the reason for the pilot to defect is clearly noted next to his life after receiving his asylum. Although the book is about defecting pilots in MiGs, fleeing from his communist country into a western country to get his much desired freedom, a small part is dedicated to Taiwanese defectors which flee in modern western fighters towards China to get reunited with their families. The writer has written the book in Dutch, trying to avoid too much aviation related jargon. He succeeds to keep the reader interested by good recaps and some cliffhangers. However, the chapter about the defections into Taiwan gets a bit repetitive in the end as the sequence of events is very similar in these cases. Fortunately, the next chapter is about the Israeli MiGs which were used in a later stage by the USA operating from Groom Lake, Nevada. All data is consistent with our Scramble database; only the description by the writer of the Northrop F-5F as an unarmed trainer or possible reconnaissance aircraft is not factual truth.



The first defector in a MiG jet fighter flew from Poland to Bornholm in March 1953. His story is the start of this book and is followed by many more stories of defecting pilots and their precious jets.

Slovenia

Airfield guides



The airport of Ljubljana, Slovenia's capital, offers great possibilities for the aviation enthusiast as it is possible to drive the entire length of the runway along the west side perimeter fence at close distance. Photography is great, either nearby as shown here, or with the beautiful Slovenian Alps in the background. (Ljubljana, August 2009, Ard de Zeeuw)

Cerklje ob Krki (LJCE)

Cerklje ob Krki

Rwy 09/27

Pos: 45°53'59"N 15°31'48"E

Elev: 510 ft

General

Once the home of the Yugoslav Air Force 82nd Aviation Brigade with three squadrons of Oraos, nowadays Cerklje is the main base of the Slovenian army's aviation component. Although located in flat farmland, the base is hidden in woods, making good views scarce.

Getting There

Cerklje is located just five kilometres north of the Croatian border, in Slovenia's south east. The base can be found just south of highway A2 (avtocesta A2 in Slovenian), west of the town of Brežice and south of Krško. Coming from Ljubljana, take exit 30 right at the Drnovo toll station. Head south to Malo Mraševo and take a left turn to road 419 as shown on the map. Coming from Zagreb, Croatia, take exit 31 at Brežice, and head west to Cerklje on road 419.

Layout

Cerklje is a modern base, with all facilities located on the south side of the runway. One shelter area can be found in the southeastern part of the base, another one can be reached by a 1.5km long taxi track from the 09 threshold. Helicopter aprons and hangars occupy the southwestern part of the base. The main gate can be found in the village of Cerklje ob Krki

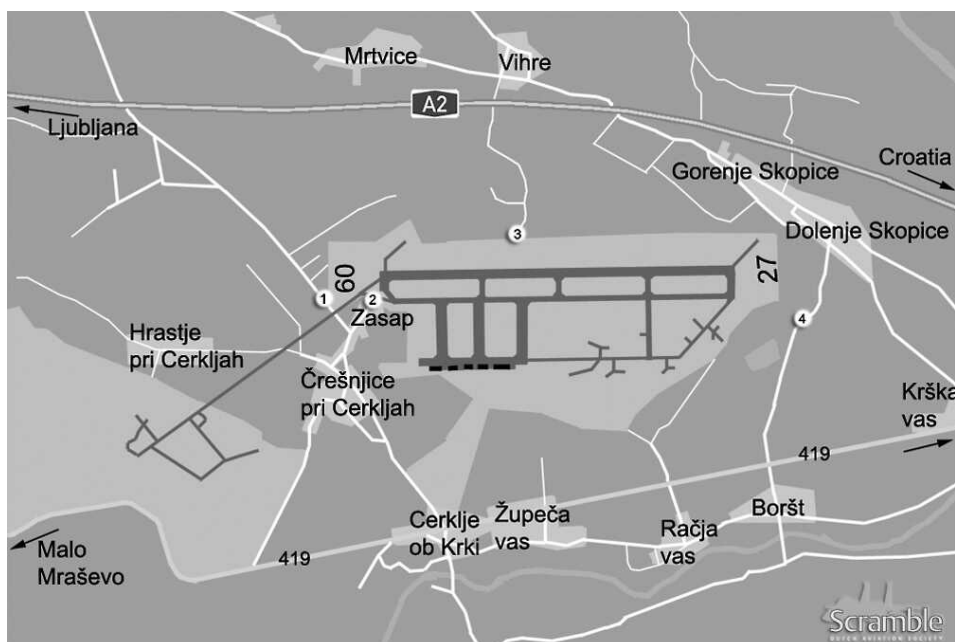
Around The Airport

Spot 1 Approach 09 west side

From Cerklje, head north to Črešnjice pri Cerkljah and continue to Zasap. Just before entering Zasap from Črešnjice pri Cerkljah, turn left at the Y-junction and cross the taxiway, which leads to the off-base shelter area. Just after the crossing a few bushes can be found on your right, this is the place to be. Approach 09 can be viewed from here, and photography is great from early on in the morning. Later in the day you may want to move further up on the road for better lighting conditions.

Spot 2 Approach 09 south side & taxiway

As the base is covered in woods, it is very hard to get a view on the base. Spot 2, which can be found in Zasap, north of



Cerklje. From Cerklje, head north to Črešnjice pri Cerkljah. At the Y-junction, take a right to Zasap, basically a few houses quenched in the corner against the airbase. Continue straight into the village until you face the fence. Here, limited views of the 09 threshold can be had and photographs can be taken for most of the day. Pictures on the taxiway are even possible from here, with light conditions best after 14.00 Hrs.

Spot 3 Aprons - north side

For the numbercrunchers, spot 3 may come handy, although it is a bit of a detour. Coming from Ljubljana, take exit 30 right at the Drnovo toll station. Head north to Drnovo and further east to Mrtvice and Vihre. Just before entering the latter, take a right turn, this road leads under highway A2 and continues in a wooded area. Just follow the road to the fence, from where you will have views of the helicopter aprons on the opposite side of the runway. Coming from Zagreb, Croatia, take exit 31

at Brežice, and head west to Krška vas. Take a right turn to Dolenje Skopice and Gorenje Skopice and continue to Vihre. Take a left turn here to find the road under highway A2 and continue towards the fence.

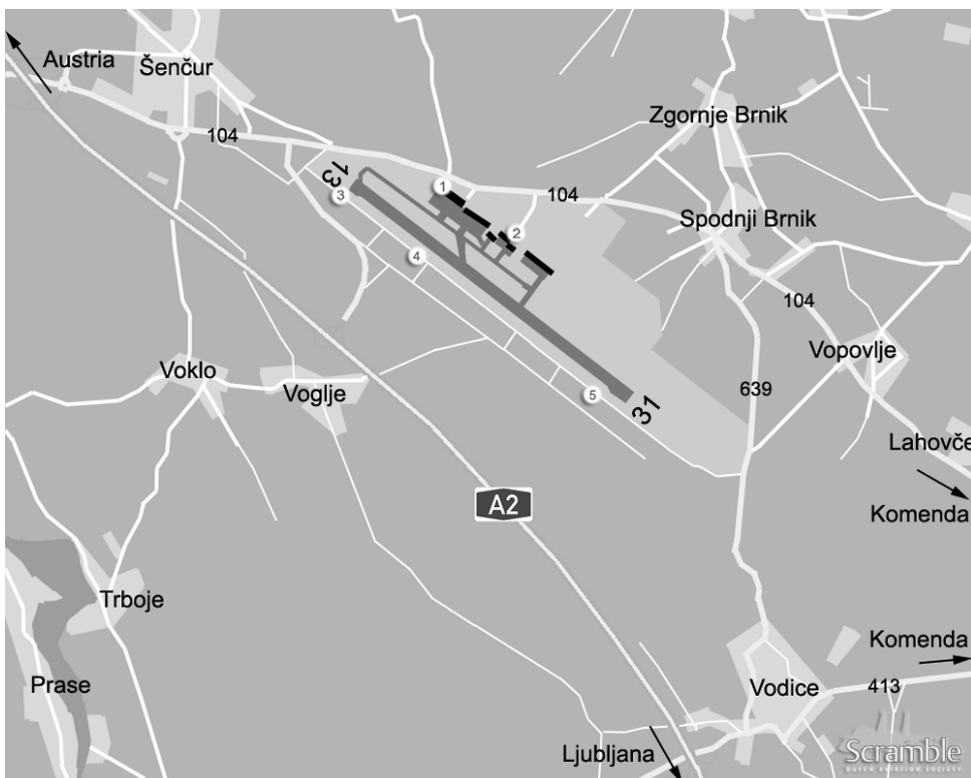
Spot 4 Approach 27 south side

If runway 27 is in use, the best spot to go is spot 4. Head back to road 419 to Krška vas and take a left turn after entering the small village of Boršt. This road will lead to Dolenje Skopice and Gorenje Skopice. A few hundred meters after passing a water basin on your left, you will find spot 4, which gives view of approach 27. It is not a great spot, as aircraft are still fairly high on approach here. Photography is best after 12.00AM.

Based

LETŠ	Bell 206, PC-9, Zlin 143, Zlin 242
LEBA	L-410, PC-6

Ljubljana - Jože Pučnik (Brnik) (LJLJ/LJU)



Ljubljana
Rwy 13/31
Pos: 46°13'25"N 14°27'27"E
Elev: 1273 ft

General

Jože Pučnik, named after one of the fathers of Slovenian independence from Yugoslavia, is Slovenia's main airport and handles almost all international flights. Portorož and Maribor are also served by international carriers, but the number of flights to these airports is limited. Ljubljana is often referred to by its former name Brnik. It is home of Slovenia's flag carrier Adria Airways as well as a few other companies. Furthermore, the airport is home of the Slovenian army's 15th Helicopter Battalion.

Getting There

The airport is located just off highway A2 (avtocesta A2 in Slovenian), about 20kms north of Ljubljana. Three highway exits serve the airport, as do bus services from Ljubljana and Kranj. Coming from Austria, take exit 10 to the airport, which will bring you to road 104 as shown on the map. Failing to do so will cost you some money as a toll station can be found south of the exit. Coming from Ljubljana and heading north, the same drill applies. Take exit 11 to Vodice, this will bring you to road 413 as shown on the map. Again, missing the exit will cost you some toll...

Layout

All facilities can be found on the east side of the runway. The civil terminal and general aviation are found on the north side, whereas the military occupies the southern side.

Around The Airport

Spot 1 Aprons - east side

We start our tour around the airport at the civil terminal. The first stop here is the parking lot to the north of the terminal building. From here, you will have good views of aircraft parked on the freight platform as well as on airliners on remote stand. Construction works prevent taking good pictures from here. Good views of the aprons can be had, both airside and landside. Regarding the latter, the avioncek terrace is worth mentioning, although thick glass prevents taking pictures, it is a good spot to read aircraft parked on the apron.

Spot 2 Military apron - east side

For those interested in military aircraft it may be worthwhile to drive up to this secondary military gate off road no.104. From here, a sneak view can

be had at a small part of the apron. Just a hit and run for some serials is the way to go here.

Spot 3 Approach 13 - west side

A gravel road can be entered from road no.104 to reach the western side of the airport. Generally, decent views can be had of the activities and photography is ok from here as long as you bring some small steps. The background is beautiful with the Slovenian Alps towering behind the airport. The road is narrow, so park your car on the side so as not to obstruct other traffic. Spot 3 is suited for aircraft using runway 13 and you can easily pick the position of your choice near the threshold.

Spot 4 Aprons - west side & runway 13/31

At this spot you will be able to read of a lot of aircraft, including some military, parked and moving, though heat waves can cause problems at times. To make pictures you need to bring a small step. There is no parking area along this road, so put your car on the side of the road in a way other cars can easily pass if you're staying a while. There is also no shade at all, so bring some sunblock...

Spot 5 Approach 31 - west side

Around this position you'll be able to watch and photograph traffic on finals for runway 31. Photography is best here in the afternoon. Again, steps are required.

Frequencies

118.000 / 118.750	Tower
135.275 / 136.000	Approach

Based

15.HRB	AS532, Bell 412
Adria Airways	A320, CRJ
Aurora Airlines	MD-80
Geodetski Zavod	PA-31
GIO Business Aviation	Ce441, Ce550, Ce560
Linair	Ce525, Ce560, ERJ135, PA-46

Preserved & storage

YU-AFF DC-6B	Adria c/s, preserved near spot 1
S5-HAA SA342L	preserved at military gate, near spot 1
10914 F-84G	ex YugAF, stored military side, visible from spot 5
14146 F-86D	ex YugAF, stored military side, visible from spot 5
14147 F-86D	ex YugAF, stored military side, visible from spot 5

More info

<http://www.lju-airport.si/eng/default.asp>

Maribor - Edvard Rusjan (LJMB/MBX)

Maribor
Rwy 15/33, 15L/33R
Pos: 46°28'47"N 15°41'10"E
Elev: 876 ft

General

Maribor is Slovenia's second international airport, serving its second largest city. It is named after Slovenian flight pioneer Edvard Rusjan. Although it is a fairly quiet airport the warbirds located there make it worth a visit.

Getting There

The airport is situated about 10kms south of the city centre and is easily accessible. The Ljubljana-Maribor highway A1 (avtocesta A1 in Slovenian) is located nearby. Exit 7 to Slivnica will bring you to the main road passing the airport. The recently constructed highway A4 can be found east of the airport and also has an airport exit. Coming from Maribor, take exit 1 Aerodrom, which happens to mean airport in Slovenian...

Layout

The layout is fairly simple. All major facilities can be found halfway down the runway, to the west is the terminal, on the south side the glider-home can be found. On the eastern side of the runway the aeroclub uses two small hangars that can only be reached from the north-east.

Around The Airport

Spot 1 Terminal area

The terminal area is where we start our tour around the airport. Here a preserved F-84G can be found, adorned with Thunderbird colours. The area is fairly open and aircraft parked on the apron can easily be seen between the buildings. Photography here is best late in the afternoon. Views of the runway are also possible, aircraft can best be graphed with a 300mm lens.

Spot 2 Approach 15

The northern approach is very open and views here are great. The northern threshold is rounded by a small dirt road, although we do not recommend to drive it. Instead, park your car at spot 2 as shown on the map, and walk your way around the threshold to the spot of your liking, depending on the time of the day. In the morning, you may prefer the other side of the threshold for the best light conditions.

Spot 3 Approach 33 west side

Unlike approach 15, the opposite approach is hard to reach. Surrounded by farmland, it is impossible to get really close and find a good spot for photography. That said, our best option is at spot 3,

which can be found by passing the terminal area to the south. The road makes a 90 degree curve to the right, after it, take the first road to the left with a very sharp curve. This road leads southeast. After passing a bunch of houses, you will find spot 3. Aircraft are still fairly high when approaching runway 33 here. Photography is not great, but best after 14.00Hrs.

Spot 4 Hangars east side

The hangars on the east side of the airport are home to some warbirds. To get there, you will have to drive all the way around one of the thresholds.

Frequencies

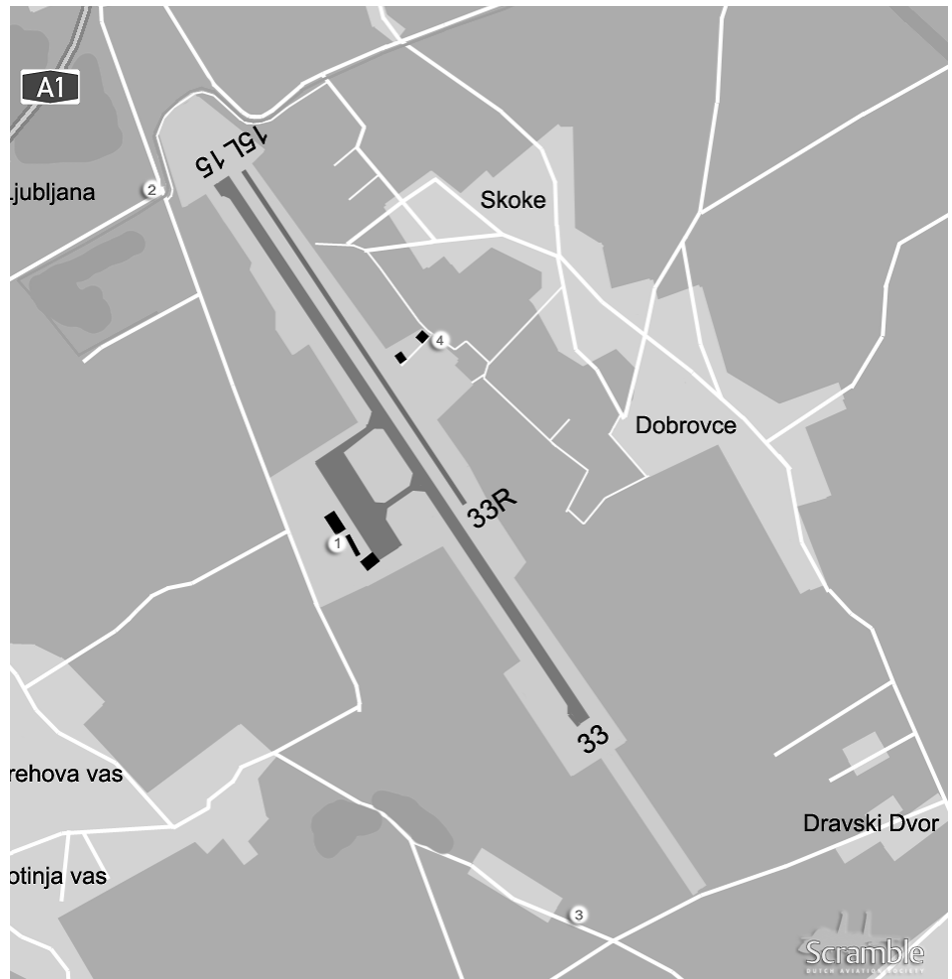
119.200	Tower/Approach
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Preserved

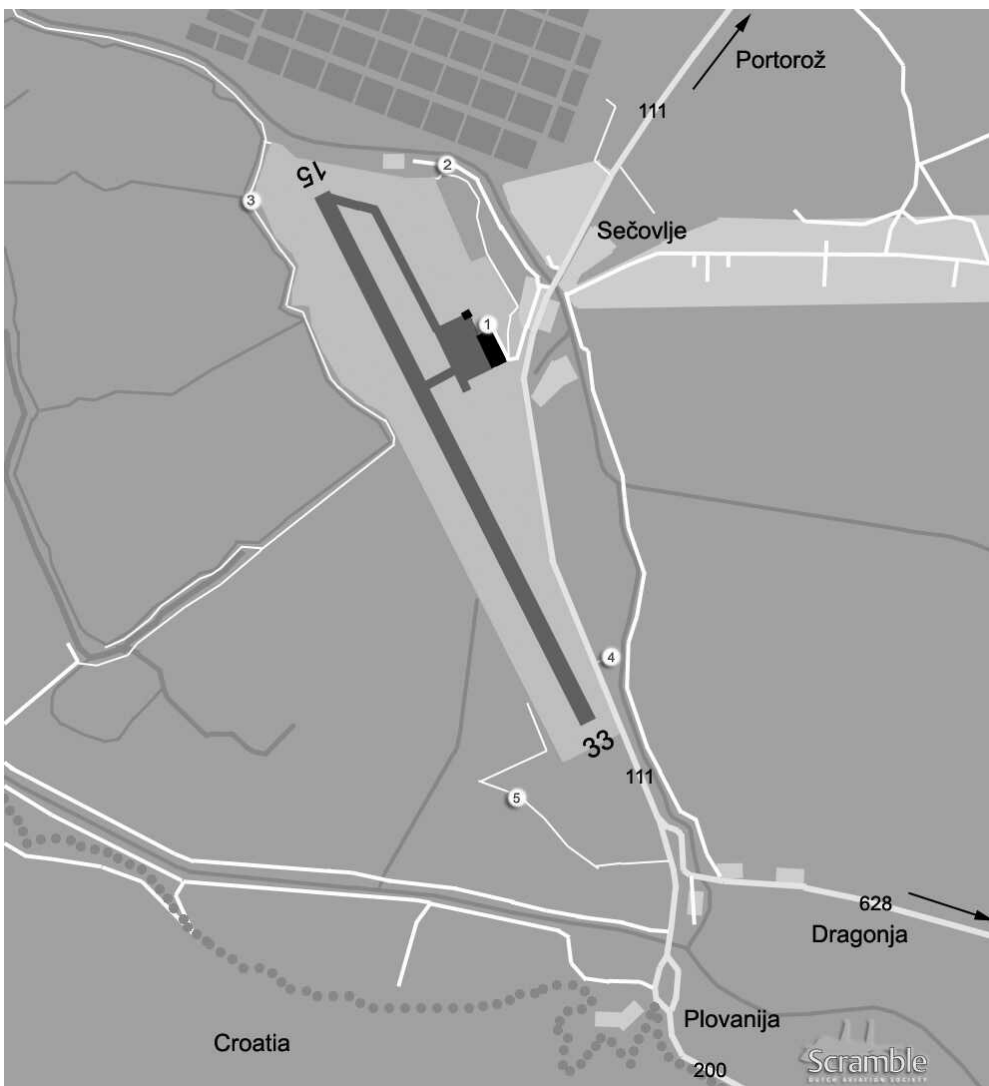
10660 F-84G	ex YugAF in Thunderbird c/s, preserved near spot 1
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More info

<http://www.maribor-airport.si/>



Portorož (LJPZ/POW)



Around The Airport

Spot 1 Terminal area

The terminal area can be found easily, as it is signposted from road no.111. For the number crunchers its a good way to start your tour around the airport, but photography is almost impossible from here. Views at the apron are not great and not the whole apron can be seen either. To score the aircraft parked to the north, head to the next spot.

Spot 2 Approach 15 east side & northern ramps

To pole off the rest of the aircraft, take the private road north on the airport side of the canal. Just before reaching the house, a gate exists. If you park here, you will be able to read your missing registrations and have good views of aircraft on approach for runway 15. Photography is best in the morning, till about 11.00am.

Spot 3 Approach 15 west side

To the west of the airport, defunct salt pans can be found. As the area is frequently flooded we do not recommend going there by car, although in theory this should be possible. Moreover, its impossible to head from spot 2 directly to spot 3. Instead, you would have to find your way around the south side of the airport. For avid hikers only.

Spot 4 Approach 33 east side

Spot 4 can be found along road no.111 near a house. As the road is fairly busy, we do not recommend stopping anywhere along the road. This spot is best in the morning, till around 11.00am. The southern end of the runway is unstable, hence the touchdown position is about 230m from the threshold, which means aircraft are still fairly high on approach if viewed from this spot.

Spot 5 Approach 15 east side

The road to spot 5 exits road no.111 behind the Slovenian checkpoint of the border crossing. The best thing to do is park your car just north of customs and walk around the checkpoint. Take this first dirt road on your right and round the threshold. As with spot 4, aircraft will still be fairly high when viewed from here. The spot is good for photography from around 12.00am.

Frequencies

129.325 Tower/Approach

Based

Alfa Histria
Solinair

Beech 90
PA-34, Saab 340

More info

<http://www.portoroz-airport.si/>

Portorož
Rwy 15/33
Pos: 45°28'24"N 13°36'53"E
Elev: 7 ft

General

Portorož is the smallest of Slovenia's three international airports and is situated just 300mts of the Croatian border. It serves as the gateway to Slovenia's coast, and the cities of Piran and Koper. Although the airport is very open, saltpans to the north and west of the airport give the aviation enthusiast a bit of challenge.

Getting There

The airport can be found 6km south of Portorož along road no.111 to the Croatian border. Its runway can be found parallel to this road on the west side.

Layout

With a single north-south runway, the lay-out is fairly simple. The terminal area can be found on the east side of the runway, along the main road.

For more airfield guides from all around the world visit
www.scramble.nl/airports/index.html

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Dutch Spotters Convention

zaterdag 20 maart 2010
10.00 - 16.00 uur
Rotterdam Airport

Zoals jullie al op onze website (zie onderaan) hebben kunnen lezen wordt op zaterdag 20 maart de volgende Dutch Spotters Convention (DSC) gehouden op Rotterdam Airport. De Rotterdamse luchthaven is gelukkig weer bereid om diverse ruimten in het terminalgebouw beschikbaar te stellen voor de DSC. Airnieuws, Scramble en Rotterdam Airport nodigen jullie daarom van harte uit om op zaterdag 20 maart naar Rotterdam Airport te komen.

Zoals jullie gewend zijn kunnen jullie bij ruim veertig stands terecht om allerlei luchtvaartgerelateerde verzamelobjecten te kopen en verkopen, zoals foto's, dia's, tijdschriften, boeken, vliegtuigmodellen en vele andere zaken. De tafels zullen net als vorige keren in het luchthavengebouw opgesteld worden in de passagehal en op de tussenverdieping naast het restaurant. Dat restaurant is natuurlijk de ideale locatie voor het bijpraten met vrienden en trips te plannen voor komende zomer.

Gedurende de dag zullen er - uiteraard onder voorbehoud - weer rondritten 'achter de schermen' georganiseerd worden. Verder hebben we iets nieuws: rondvluchten! Kammair zal naar

verwachting speciaal voor de DSC met haar Gippsland Airvan in drie kwartier een rondje over west-Nederland vliegen, waarbij onder andere Schiphol zal worden aangedaan. Kosten zijn nog niet bekend, maar boeken kan binnenkort via www.kammair.nl.

Tafels kunnen gereserveerd worden voor een prijs van €20,- en zijn alleen beschikbaar bij betaling vooraf. Om één of maximaal twee tafels te reserveren kun je contact opnemen met Piet Meijerink (zie contactgegevens hieronder). Er is slechts een beperkt aantal tafels beschikbaar, dus wees er snel bij!

Toegang tot de Dutch Spotters Convention is gratis.

Als je parkeert op de terreinen voor lang parkeren (P3 of P1), dan kun je je inrijkaart kosteloos laten omzetten in een uitrijkaart. Dit aanbod geldt niet voor de andere parkeerterreinen! Rotterdam Airport is ook bereikbaar per openbaar vervoer, met bus 33 vanaf het Centraal Station. Zie www.rotterdam-airport.nl voor meer informatie.



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www.scramble.nl/dsc.htm
www.rotterdam-airport.nl



Air Berlin B737-700 D-ABBS is seen here during landing at Saarbrücken in snowy conditions. The aircraft was delivered to Air Berlin in 2006. Its first operator was Aloha Airlines which flew with this Boeing between 2002 and 2006. (9 January 2010, Matthias Becker)



This MD-11F has flown its entire life with Saudi Arabian Airlines since it left the factory in 1998. (Brussels, 3 January 2010, Philippe Devos)



*This DHC-8-402 N437QX was delivered to Horizon Air in a special Boise State colour scheme in October 2009.
(Los Angeles (CA), 23 November 2009, Sjaak Louwen)*



*In May 2002 Horizon Air took delivery of this CRJ700. Since 2008 the aircraft has been flying around in this special University of Oregon colour scheme.
(Los Angeles (CA), 29 November 2009, Sjaak Louwen)*



*The third Horizon Air aircraft with a special colour scheme on this page is this DHC-8-402 N435QX. The aircraft was delivered in January 2009 and wears a University of Washington colour scheme.
(Los Angeles (CA), 28 November 2009, Sjaak Louwen)*