

**379**

December 2010

# Scramble

*Portugal  
Project Cutlass  
Mexican Bicentennial*

DUTCH AVIATION SOCIETY





*A very impressive picture of F-16D 859 posing for the photographers in the Brazilian Air Force C-130H (2476). The picture was taken over the coast of Natal. (10 November 2010, Lucien Blok)*



*F-2B 63-8101 was originally designated 63-0003 but later re-serialled to its current serial. It is assigned to the Hiko Kaihatsu Jikkendan, the JASDF test wing based at Gifu. (Gifu, 24 October 2010, Frits Jongerman)*

## Editorial

In November we saw hectic scenes at the South Korean island of Yeonpyeong, which came under North Korean artillery fire after North Korea accused South Korea of starting unnecessary military exercises close to the border. Hopefully things will not escalate in this part of the world.

As mentioned last month Amsterdam-Schiphol was indeed visited by the Boeing 787 Dreamliner. Unfortunately the first time visitor arrived during the evening hours and also departed in the late hours. Photo opportunities therefore were very limited.

On 4 November 2010 six former Dutch F-16s from the second batch of eighteen aircraft left for Chile. The remainder will leave early 2011. Chile will take delivery of a total of 36 former Dutch Vipers.

After last month's bumper issue we managed again a great number of pages. With thanks to the contributions of our readers the Scramble editors managed to produce again a lot of informative pages. Next to the regular sections this month we offer you around 25 pages of articles including one from outside the editorial staff. Especially for our nostalgia readers we have an article on the Chance Vought F7U-3 Cutlass.

### Vacancy: website coordinator

We are still looking for a website coordinator. Maybe people are deterred by the content of the job description. The essential content of the job is coordinating, working with a team of enthusiasts and 'chasing' the various editors for the content of their part of the website to periodically perfect and maintain. Of course the person we are looking for is also looking after the standardization of the various web pages.

Our editorial team has been strengthened with Patrick Roegies. He will be handling the military updates on Russia and the former Soviet states. This role was fulfilled by Coen van den Dries, who decided to leave the editorial team. We thank him for all the work he put into the society.

If all goes according to plan and the Dutch postal company TNT does not strike, this issue reaches you just in time to remind you of the Nationale Spotters Kampioenschappen on Saturday 11 December 2010. The annual event, this year organised by Groningen Eelde Aviation Society, takes place at the airport of Groningen-Eelde in the Serre room.

This issue is the last issue that will be published this year.

#### Relevant dates Scramble 380

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Deadline pictures: 28 December 2010  
Publication date: 11 January 2011



## General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Letter, Aviation Society of Africa / ASA Newsletter, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, British Aerospace, British Aviation Review, Corporate Monthly, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAR, Heli International, Humberside Aviation Review, Inspectie Verkeer & Waterstaat, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Rhein-Main Aviation Society / Swing Over, Saab Aircraft, Spotting Group The Hillkillers, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

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## Cover photo



*Gostar den Daas photographed this Grumman HU-16 Albatross at Addison (TX). N7057Z is former US Navy 137911.*



# Martinair



## Movements Netherlands

ERJ135BJ HP-1A of the Panamese Government visited Amsterdam for the first time on 5 October 2010. It was delivered in January 2010. (Joost de Wit)

### Amsterdam-Schiphol

**October 2010**

01. A6-ECH	B777-31HER	Emirates	f/v UAE145/6	YR-LCB	A310-325	Tarom	ROT0361/2
D-HHHB	Bell 230	Meravo Luftreederei	f/v	04. D-AUCR	Da900DX	DC Aviation	DCS478
D-IDEA	SA226T	Gerhard Schmid		D-CRON	Ce560XLS	Silver Cloud Air	05
D-IPVD	Ce525A	Prominent Gruppe	dep	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
D-IRTY	Ce340A	AirGo		F-GVYC	Ce560XLS	Lyreco	
F-HAMI	Beech B200	Airrailes	dep EOL730	G-KLNR	Beech 400A	Saxonair	f/v SXN40C
G-FBLK	Ce510	Blink	BKK1A/01A	G-RAJJ	BAe146-200	Cello Aviation	f/v CLJ124/P
G-HCSA	Ce525A	Bookajet	13 BOO637/44	G-SXTY	Lj60	TAG Aviation	05
G-ZAPN	BAe146-200QC	Titan Airways	AWC50A/W	G-VTOP	B747-4Q8	Virgin Atlantic	15 VIR811P/2P
G-ZAPO	BAe146-200QC	Titan Airways	AWC42R/F	HB-JFZ	CL-604	Nomad Aviation	f/v 06
N321AV	Beech C90		dep	N10EU	Falcon 2000EX		
N602AB	G200		dep	N628BD	G-V	Hewlett Packard	05
N922H	G450	Honeywell	dep	N815SA	B747-2L5F	Southern Air f/v	SOO9820/6170
N944H	G550	Honeywell	dep	05. D-AECI	ERJ190-100LR	Lufthansa Reg f/v	07 DLH8980
OH-WIA	Ce680	Jetflite	JEF20A	D-CFFB	Lj60		
OO-KRC	CL-604	Flying Service	dep FYG781K	EC-IXL	SA227AC	Aeronova	OVA711/2/3/4
S5-AAG	CRJ200LR	Adria Airways	ADR3715	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
YU-SPA	Ce560XLS	Prince Aviation	03	F-GSCR	Ce525B	Unijet	06 LEA074C
02 D-CCGN	Lj55	Quick Air Jet Charter	QAJ484	F-GVYC	Ce560XLS	Lyreco	
HB-JVE	Fokker 100	Helvetic Airways	SWR734/5	G-SXTY	Lj60	TAG Aviation	
N77FK	G-IVSP	K-Services		HB-VWC	Ce525B	Swiss Private Aviation	
N125TM	CL-300	EMC	04	HP-1A	ERJ135BJ	Republica de Panama	f/v 06
03. A6-ECG	B777-31HER	Emirates	f/v UAE145/6	LZ-TIM	BAe146-RJ70	Bulgaria Air	08 LZB7399/400
D-BUBI	CL-300	Triple Alpha	04 CLU2845/1335	N200UP	Falcon 50	UPC	06
D-CPSW	SA227AC	Binair	BID6A/B	N543H	G-V	Hewlett-Packard	06
EC-HOB	Falcon 900EX	ExecAl/Guns n' Roses	06 EXU112/1	OE-HPZ	CL-300	IJM	06 IJM419
G-LEAB	Ce510	London Executive	LNx51AB	OE-IFB	CL-605	VistaJet	f/v VJS647
HA-LKB	B737-86Q	Travel Service	CAI618F/618	06. C-GCDS	Global Express	Exeaire	08
HB-JFD	Ce750	Nomad Aviation	f/v 04	D-AUKE	CL-604	Challenge Air	CLS1002
HB-VWC	Ce525B	Swiss Private Aviation	04	D-CAJK	Ce560XLS	HTM Jet Service	HTM06B/5B
LN-BRG	Falcon 900EX	Sundt Air	f/v 04 MDT07	D-CCGN	Lj55	Quick Air Jet Charter	QAJ492
N274JC	IAI1126	YesMan Aviation	11 JNL407	D-IRTY	Ce340A	AirGo	
N508P	G-V	Hewlett-Packard	05	D-IRTY	Ce340A	AirGo	
N515TJ	Beech 400A	Blackburn Int'l	16	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
N608WB	G-V	Hewlett-Packard	f/v 06	F-GVYC	Ce560XLS	Lyreco	
N673P	G-V	Hewlett-Packard	05	HB-VML	Lj45	Jet-Link	07
OO-ALX	Ce680	Flying Service	FYG242B/3B	N130GV	G-V	Electronic Data Systems	
OO-KRC	CL-604	Flying Serv.	07 FYG782K/891K	N200UP	Falcon 50	UPC	07
P4-AND	Ce750	Avangard Aviation	04	N510AK	G450		f/v 08 EJM510
VP-BJD	G550	Trans World Oil	dep	N604HC	CL-604	Harbert Aviation	
				OM-VRB	ATR72-202	Danube Wings	VPA9858/13P
				OO-ACC	Ce525A	ASL	
				OO-FTS	Ce560XL	Abelag Aviation	







DHC-8 YL-BAH was delivered to Latvian airline Air Baltic last August. They use it sometimes on the daily flight from Riga. (Amsterdam-Schiphol, 29 October 2010, Gerrie Stigter)

OE-GAH	Ce550 Bravo	Airlink	JAR18	N994GP	Falcon 2000EX	Avtorita Holdings	20
OO-JAP	B767-38EER	Jetairfly	TFL833P/833	OE-GPS	Ce550 Bravo	Tyrol Air Amb	20 TYW824/31
OY-JPJ	Ce650	North Flying	NFA014	VP-CJD	Do328-310	Easy Aviation	
YU-BZM	Ce560XLS	Air Pink	f/v 15	YL-BAH	DHC-8-402Q	Air Baltic	BTI617/8
15. A7-CEB	CL-605	Qatar Executive	16 QTR964	20. MM62171	Falcon 900EX	93° Gruppo TS	I2171
D-IEGO	Ce510	Triple Alpha	CLU1435/F	D-CFLY	Ce560XLS	Air Hamburg	21 AHO996
D-IRTY	Ce340A	AirGo		D-CKPP	SA227DC	Binair	21 BID5A/B
HB-JZR	A319-111	easyJet Switzerl.	f/v EZS1357/8	D-CTLX	Ce560XLS	Hapag Lloyd Executive	
HB-VMV	Ce560	Sonnig	ONG472/3	EC-HZH	SA227AC	Aeronova	21 OVA713/611
I-ARIF	Falcon 2000	Eurofly Service	f/v	EC-IXL	SA227AC	Aeronova	OVA711/2
M-ASRY	Ce525B	YYA Aviation	f/v 17	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
OE-IPZ	CL-605	IJM	f/v 17 IJM605	G-PWNS	Ce525	Hangar 8	21 HGR826/51
OO-ALX	Ce680	Flying Service	FYG261B/2B	G-ZAPO	BAe146-200QC	Titan Airways	BAW8453/4
OO-JAP	B767-38EER	Jetairfly	TFL834/P	HB-JRN	CL-604	Nomad Aviation	f/v
P4-PAM	ERJ135BJ	Petroff Air	17 PTS9631/2	M-FIVE	Beech 350	Larvotto	21
16. EI-XLS	Ce560XLS	Airlink Airways	17 HYR56A	N125XP	BAe125-800XP	Surewings	
N30XC	CL-300	LJ Aviation	20	N836BA	B737-7BC	WFBNW	21
N166FB	Falcon 900EX	Emergo Finance	18	OE-FMY	Ce510	VIF	f/v 21
N765WT	CL-601-3A		17	OE-HVJ	CL-300	VistaJet	VJS302
OE-GII	Lj60	Abed El-Jaouni		OO-TAJ	BAe146-300QT	TNT Airways	TAY492P/1461
OK-TVN	B737-8BK	Travel Service	f/v TVS133/4	OO-TUC	B767-341ER	Jetairfly	TFL333P/333
TC-SGH	B737-86J	Saga Airlines	SGX885/6	OY-CKN	Falcon 2000	Air Alsie	MMD4541
17. G-HCSA	Ce525A	Bookajet		UR-VVL	B737-448	Aerosvit Airlines	22 WRC7771/2
G-VROS	B747-443	Virgin Atlantic	30 VIR811P/2P	VP-CJD	Do328-310	Easy Aviation	
N200UP	Falcon 50	UPC	18	YR-BEA	BAe146-200	Romavia	21 RMV175/6
OO-ALX	Ce680	Flying Service	FYG263B/4B	21. 91-003	G-IV	212 Filo	TUAF129
YR-LCA	A310-325	Tarom	ROT0361/2	4K-MEK8	G550	ESW Business Avn	f/v ESW08
18. MM62172	Falcon 900EX	93° Gruppo TS	f/v I2172	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
91-003	G-IV	212 Filo	f/v TUAF126	G-CBRG	Ce560XL	Eurojet Aviation	GOJ121B/C
EC-JIP	SA226TC	Via Tauro	FTL5155/7156	G-HCSA	Ce525A	Bookajet	29 BOO529/101
G-HCSA	Ce525A	Bookajet	BOO175	G-PWNS	Ce525	Hangar 8	22 HGR851/41
G-MEET	Lj40	TAG Aviation		LN-DYH	B737-8JP	Norwegian	f/v NAX1256/7
HB-JGR	CL-604	Nomad Aviation	f/v	M-JJTL	PC-12/47E	Uggl et al	2x LU44A
OO-JAT	B737-5K5	Jetairfly	JAF111	N1BN	G550	Odyssey Aviation	22
OY-RJI	CRJ100LR	Kimber Air - SAS	CIM4104/A	N70DE	Beech 400		
TC-CMB	Lj45	Menekse Air	f/v 19	N340YP	Ce340A	Ilea	22
19. 015	C295M	13.eltr	f/v PLF058	N450KK	G-IVSP		f/v 25
D-ATTT	CL-604	Windrose Air	QGA318N/9N	OK-TVM	B737-8FN	Travel Service	f/v TVS291/P
EC-JIP	SA226TC	Via Tauro	FTL5155/7156	OO-ACT	Falcon 900C	Flying Service	24
F-GZTC	B737-73V	Europe Airp.f/v	20 FPO315C/6C	OO-LAC	Beech 200C	Sky-Service	SKS43H
G-HCSA	Ce525A	Bookajet	BOO175	OO-PRM	Ce510	ASL	
G-ONPA	PA-31-350	Synergy Aircraft	f/v SYG781	OO-TUC	B767-341ER	Jetairfly	TFL334/P
LN-DYI	B737-8JP	Norwegian	f/v NAX1256/7	OY-CKN	Falcon 2000	Air Alsie	MMD4541
M-AJOR	BAe125-900XP	CTC Aviation	2x	OY-LKG	BAe125-800XP	Air Alsie	MMD5096
M-BIGG	CL-605	Signal Aviation		P4-IKF	Falcon 2000	Ikaros Aviation	
M-FIVE	Beech 350	Larvotto	20	22. D-CCAA	Lj35A	Deutsche Rettung	AMB042
N200UP	Falcon 50	UPC		G-CGET	B737-33A	a/w	EXS201/2
N552WF	G-IV	Stockwood		G-KLNW	Ce510	Saxonair	SXN51D

G-LGAR	Lj60	TAG Aviation	23	EC-LHC	EMB500	Jet Ready	f/v 27 JRY022/0
G-OSOH	Ce525	Hangar 8	23 HGR811	G-ZAPO	BAe146-200QC	Titan Airways	BAW8453/4
G-PWNS	Ce525	Hangar 8	23 HGR841/2	HB-JEB	IAI1126	TAG Aviation	26 FPG102
G-TABS	EMB110P1	Skydrift	SDL110	N465QS	G-IVSP	NetJets Aviation	26
G-ZAPN	BAe146-200QC	Titan Airways	BAW8453/4	N878HL	Global 5000		f/v 27
M-FBVZ	CL-605	Qaltin Enterprises	dep VJS647	OO-JDK	Ce525	Capital Aircraft	CGP991J
OH-AFJ	B757-2Q8	Air Finland	23 TFL757P/757	SX-SEA	G200		f/v AMJ30/030
OO-JAS	B737-7K5	Jetairfly	TFL891P/891/2/P	YL-BDB	B757-256	Air Baltic	BTI617/8
PH-AOM	A330-203	KLM	arr KLM7471	26. D-CAMS	Ce560	Triple Alpha	28 CLU1621/335
23. A6-ECM	B777-36NER	Emirates	f/v UAE145/6	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
D-ACJH	CRJ200LR	Lufthansa	arr DLH8982	EC-KPT	Beech B200	Air Taxi Charter	IBJ226A/5B
D-ISIO	Ce510	Triple Alpha	CLU272F/7	F-HASF	Ce525A	Ixair	f/v IXR26KS
EC-HZH	SA227AC	Aeronova	25 OVA991/2	HB-JRC	CL-604	Swiss Air-Ambulance	SAZ463/4
EI-ELG	A320-232	Wind Jet	JET464/5	I-CNDG	Ce560XLS		f/v 28
G-SYGA	Beech B200	Synergy Aviation	SYG787	S5-BAS	Ce525A	Linair	
HA-LKB	B737-86Q	Travel Service	24 TVS135/6	SP-KHK	Ce510		f/v 27 FYJ10
OE-LXR	Global Express	VistaJet	VJS700	27. 9Y-TJR	B737-8K2	Caribbean AI	dep BWA7901
OH-AFJ	B757-2Q8	Air Finland	24 TFL758/P	D-ARTN	ERJ135BJ	DC Aviation	28 DCS613/762
OH-PPS	Global Express	Airfix Aviation	f/v FIX700	D-BUSY	CL-600S	Jet Executive	JE1636
OM-VRB	ATR72-202	Danube Wings	VPA9546/64P	D-ELAO	PA-46-310P		
OM-VRB	ATR72-202	Danube Wings	25 VPA956P/47	D-INKY	P180	AirGo	28 XGO3AM/ZH
OO-JAO	B737-7K5	Jetairfly	f/v TFL893P/893/4/P	D-IRTY	Ce340A	AirGo	2x
S5-ADE	CL-300	Elite Avia	f/v 24 EAV655	EC-IXL	SA227AC	Aeronova	OVA711/2/3/4
SX-SMS	MD-83	Viking Hellas	QAH796/7	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
TC-SGH	B737-86J	Saga Airlines	SGX885/6	EC-KPT	Beech B200	Air Taxi Charter	IBJ227A/B
YL-BAH	DHC-8-402Q	Air Baltic	BTI617/8	ES-PVI	Lj60	Avies	VPC6107
24. 9V-SWE	B777-312ER	Singapore Airlines	f/v SIA324/3	G-PWNS	Ce525	Hangar 8	HGR847
C-GUAC	Lj35A	Fox Flight	27	HB-JVH	Fokker 100	Helvetic Airways	f/v SWR728/9
D-CKPP	SA227DC	Binair	BID5A/B	LN-DYE	B737-8JP	Norwegian	f/v NAX1256/7
EC-JJS	MD-83	Swiftair	RAM684/7	LX-TAI	PC-12/47E	Jetfly	f/v 28
G-PWNS	Ce525	Hangar 8	25 HGR842/7	M-ALRV	Falcon 2000EX	Lodgings 2000	
N399GS	Global Express	Citiflight	27	N27ET	PC-12/47E	Boair	29
N515TJ	Beech 400A	Blackburn Int'l		N155AN	G550	Nissan North America	29
N933EY	Global Express	CB Applications	PWA933	N200UP	Falcon 50	UPC	28
OY-RUF	ATR42-500	Danish Air	DTR941/4411/2/941	28. 0217	M-28B/PT	36.SPLT	PLF121
VP-CGO	Global Express	JABJ	f/v 26	4K-800	B747-4R7F	Cargolux	f/v AZQ4091
YL-BAF	DHC-8-402Q	Air Baltic	f/v BTI617/8	D-CCCA	Lj35A	Taunus Air	JE1141
25. D-AKBH	CL-604	Jetair Flug	f/v JTI252	D-IRMA	Ce525	Triple Alpha	29 CLU252M
EC-HZH	SA227AC	Aeronova	OVA993/4	EC-JIP	SA226TC	Via Tauro	FTL5155/7156
EC-JIP	SA226TC	Via Tauro	FTL5155/7156	G-JBLZ	Ce550 Bravo	247 Jet	29 TWF74/5



Delta B767 N171DZ is wearing the colours of Habitat for Humanity. They are a corporate partner of this non-profit organization. It has been wearing this paint scheme since December 2006. (Amsterdam-Schiphol, 9 October 2010, Willem Vos)





Global Express VP-CGO is owned by Hong Kong based company Jet Aviation Business Jets. They only fly with this aircraft.  
(Amsterdam-Schiphol, 24 October 2010, Willem Vos)

HB-IAZ	Falcon 2000	TAG Aviation	FPG781
HL7799	G550	LG Electronics	29
M-VBPO	Raytheon 390	Asia Universal Jet	f/v
N3546	G-V	Nike	29
OE-INP	CL-605	VistaJet	f/v VJS656
OO-KRC	CL-604	Flying Serv.	29 FYG021KA/2K
TC-IST	Ce680	Veyen Private Jet	f/v 29
VT-VJM	A319-133X	Kingfisher	KFR11
29. 177703	CC-177	429sq	f/v 30 CFC4020
9V-SWD	B777-312ER	Singapore Airlines	f/v SIA324/3
D-CAMS	Ce560	Triple Alpha	CLU1335/F
D-IRTY	Ce340A	AirGo	
G-EUYJ	A320-232	British Aw	f/v BAW442/3
G-JBIZ	Ce550 Bravo	247 Jet	TWF55
HB-JIE	MD-90-30	Hello	30 TFL898/P
I-NEOW	B737-86N	Neos	f/v TRA5466/5
N200UP	Falcon 50	UPC	
N29124	B757-224	United	f/v COA070/1
OO-FPB	Ce550 Bravo	Flying Service	30 FYG162L/3L
TC-JNI	A330-343E	THY	f/v THY1951/2
VP-BVG	Global Express	MVA Aviation	
YL-ABA	Lj60	Simple Jet	30 SMP103/1
YL-BAH	DHC-8-402Q	Air Baltic	BTI617/8
30. 5Y-KYM	B737-306	Kenya Airways	dep KQA0737
A6-ECT	B777-31HER	Emirates	f/v UAE145/6
G-HCSA	Ce525A	Bookajet	
HB-JID	MD-90-30	Hello	TRA5764/092
OE-GVA	Lj40XR	VistaJet	31 VJS179
OE-ILI	CRJ200	VistaJet	f/v 31 VJS850
OO-DDA	Ce525A	Abelag Aviation	
OO-TAE	BAe146-300QT	TNT Aw	f/v TAY1465/492P
OY-TDA	B737-8K2	Transaviak	TRA148
TC-SGH	B737-86J	Saga Airlines	SGX885/6
31. CN-NMD	A320-214	Air Arabia Marocf/v	MAC2125/6
CN-RNT	B767-36NER	RAM	RAM850/1
D-AIZJ	A320-214	Lufthansa	f/v DLH1002
D-IRTY	Ce340A	AirGo	
F-HBXA	ERJ170STD	Air France	f/v AFR3480/1
HB-JIF	MD-90-30	Hello	TFL711P/711/812
N274JC	IAI1126	YesMan Aviation	
N933EY	Global Express	CB Applications	PWA933
OE-INN	CL-605	VistaJet	VJS652
OO-ACC	Ce525A	ASL	
OO-PHB	Beech 1900D	ASL	
OY-CIK	ATR-42 500	Cimber Sterling	f/v CIM3533/4
OY-TDB	B737-8K2	Transavia	TRA322/TDK0031
SX-OAO	A319-132LR	Olympic Air	f/v NOA151/2

YL-LCA	A320-211	Travel Service	f/v TVS1006/7
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On the 1st, a group of people did not want to take the train from Maastricht to Amsterdam, so therefore they were transported by two 146s of Titan. Nothing much happened on the second day of the month except for an incident involving Correndon B737 TC-TJF. After landing the aircraft skidded off the end of runway 22, where it became stuck in the mud, blocking the runway for several hours.

Because the damage TC-TJF recieved had to be repaired, several aircraft were called in to help out Correndon. One of these was Travel Service Hungary B737 HA-LKB, that was noted on such a flight on the 3rd. The band Guns N'Roses visited Amsterdam for a couple of days during their European tour arriving on Falcon 900EX EC-HOB on the 3rd. For the occasion the Falcon had received the bands (tour)logo on the fuselage and in the tail. Cello Aviation's BAe146 G-RAJJ was chartered to move the band's equipment and was noted doing just that on the 4th.

Virgin's B747 G-VTOP arrived for a C-check with KLM on the 4th and departed back to the UK on the 15th. The next day, Panamanian Government Legacy HP-1A brought the Panamese vice president Juan Carlos Varela Rodriguez for a one-day visit on the 6th. The Legacy was parked at Schiphol East between almost the entire Gulfstream fleet of Hewlett-Packard.

The 6th saw Danube Wings ATR72 OM-VRB arrive all the way from Malta and departing for Vienna later. ArkeFly received their 'new' B767 during the late afternoon of the 6th, when PH-OYI arrived from Luton. Coincidentally, it is the first Dutch B767 equipped with winglets.

On the 7th, Argentinian Gulf 4 LV-BYC arrived in the afternoon, followed by Ce510 N888GS, which is currently based in Saudi Arabia. Meridian An-12 UR-CGV arrived in the evening to pick up a cargo destined for Pointe Noire. During the last hours of the 7th, Hi Fly A310 CS-TEI came in from Abu Dhabi, departing for Brize Norton in the early hours of the 8th.

Viking Hellas normally shows its MD-80s on charter flights to Amsterdam, but on the 9th A320 SX-SMU paid a visit. B767 5Y-KYX of Kenya Airways is not a common visitor to Amsterdam. Luckily this machine had to undergo a C-check with KLM and therefore could be seen arriving on the 10th. The Argentinian Gulfstream left on the 10th, but was 'replaced' with Brazilian Falcon 2000EX PR-NXG and Qatar Executive CL-605 A7-CEB. On the Airline front, Air Via A320 LZ-MDM operated a flight on behalf of Amsterdam Airlines.

The flight to Fortaleza of ArkeFly on the 12th was operated by Euro Atlantic B767 CS-TLO. Danish Air Transport MD-87

OY-JRU transported the Swedish national football team for their match against the Netherlands. It arrived in the morning from Ängelholm and left during the first hours of the 13th. Strong headwinds on route from Tehran to Heathrow was the cause of a diversion by British Midland A321 G-MEDU on the 14th. After taking on some fuel, it left to its final destination again. ArkeFly needed more help and found that with their Belgian sister company Jetairfly which sent B767 OO-JAP to the rescue. After operating the Antalya v.v. flight it returned to Belgium the next day. CL-605 A7-CEB was noted again this month on the 15th, while on the 17th another Virgin B747 arrived for maintenance with KLM.

The Italian and Turkish air force were present on the 18th with a Falcon 900EX and a Gulfstream 4 respectively. The Italian official flew back on a different Falcon on the 20th, while the same Gulfstream picked up its VIP on the 21st. There were enough Polish convicts this month to allow the visit of a Polish air force C295 to fly them back to Poland. 015 did just that on the 19th. European football matches are almost always guaranteed to bring some good visitors to Amsterdam. On the 20th, Dinamo Kiev had to play against AZ and were brought by Aersvit B737 UR-VVL. On the same day Steaua Bucharest had chartered Romavia BAe146 YR-BEA to bring the team to The Netherlands for their match against FC Utrecht.

To help ArkyFly, Jetairfly sent in B767 OO-TUC on the 20th to operate the flight to and from Cancun and Holguin. The aircraft returned the next day, which also brought a Gulfstream 550 from Azerbaijan. The problems with Arkefly persisted and Air Finland was called in to help out. B757 OH-AFJ turned up on the 22nd and showed off its new colour scheme. After a small delay, KLM received its 11th A330 PH-AOM.

For those who had missed the Danube Wings ATR on the 6th, there was another chance on the 23rd. A large group of business class passengers was the cause for the first visit of a B777-300ER of Singapore Airlines on the 24th. That same group flew back on the 29th, which meant another -300ER turned up. Transavia has also leased out some of its B737s to other operators this winter season. First one to go was PH-HSW to Caribbean Airlines. It received the same 9Y- registration as it did last winter season and departed as such, 9Y-TJR, on the 27th.

The leftovers from the 19th were picked up on the 28th with M-28 0217 of the Polish Air Force. In the afternoon Dr Vijay Mallya made a short visit to Amsterdam bringing his own A319 VT-VJM with him. Finally, in the evening, a Cargolux B747 arrived with an Azerbaijani registration taped over the Luxemburg one. It was towed into the paintbay of Hangar 14 where it was to receive the colours of its new owner Silkway.

The Hajj season is also due to begin and that means Turkish Airlines uses bigger aircraft on their Istanbul Amsterdam service. On the 29th, recently delivered A330-300 TC-JNI was noted. In the early hours of the morning a Canadian Armed Forces CC-177 had arrived and was parked on the remote P platform. Unfortunately for the photographers among us, 177703 left in the

middle of the night the next day. Last aircraft of note this month was Kenya Airways B737 5Y-KYM. This ex KLM aircraft was delivered to Kenya in the morning of the 30th.

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

## Rotterdam-The Hague

**October 2010**

01. V-11	G-IV	334sq	+12,13 NAF11
01-0028	C-37A	310th AS	dep Spar34
CS-DMW	Beech 400A	NetJets Europe	NJE7HB
CS-DMZ	Beech 400A	NetJets Eur.	02 NJE007U/7XM
CS-DXE	Ce560XLS	NetJets Europe	dep NJE552H
D-AWBA	BAe146-300	WDL Avn a/w	WDL510F/510
D-IGME	Ce525	Charter Service Hetzler	dep
D-IRTY	Ce340A	AirGo Flugservice	2x
EC-JCU	SA227AC	Aeronova	dep OVA31P
G-CE LH	B737-330	Jet2	EXS123P/6496
HB-VOB	BAe125-800XP	MSC Aviation SA Direction	
N666MX	Ce560XL	Flying Group	05
N944H	G550	Honeywell	
TC-SKH	B737-8BK	Sky Airlines	SHY527/8
TC-TJH	B737-86J	Corendon Airlines	CAI-563/4
02. G-USAR	Ce441	Igor Annenskiy	
HB-VWA	Ce525A	ARionics	03
OE-GBB	Do328-110	Welcome Air	03 TYW562/71
PH-JNE	Ce525A	JetNetherlands	04 JNL322/47
03. CS-DMN	Beech 400A	NetJets Europe	04 NJE4ZY
D-AWBA	BAe146-300	WDL Avn a/w	WDL511/511F
EC-HOB	Falcon 900EX	Executive Airlines	EXU111/2
G-CELH	B737-330	Jet2	EXS6497/122P
M-FIVE	Beech 350	Quadra Aviation	04
N491EC	G-IV	Eastman Chemical	
PH-ANO	Ce560XLS	JetNetherlands	11 JNL643/196
PH-DYN	Ce550 Bravo	Solid-aiR	04 SOX097
04. XZ222	Lynx AH7	657sq	05,14,15 AAC653
XZ641	Lynx AH7	657sq	05,15 AAC658
ZE378	Lynx AH7	657sq	05,14,15 AAC649
CS-DHD	Ce550 Bravo	NetJets Eur.	06 NJE969M/175U
CS-DHI	Ce550 Bravo	NetJets Eur.	05 NJE549E/1PL
M-FIVE	Beech 350	Quadra Aviation	05
OO-EDV	Ce525B	Air Service Liège	
OO-OCA	Beech 350	Air Service Liège	
PH-WPW	R44	Helicon	
05. CS-DHI	Ce550 Bravo	NetJets Europe	07 NJE1PL
CS-DXL	Ce560XLS	NetJets Eur.	06 NJE529N/3XW
CS-DXW	Ce560XLS	NetJets Europe	NJE185K/3AM
D-CAJK	Ce560XLS	HTM	06 HTM05B/6B
OM-VRB	ATR72-202	Danube Wings	06 VPA985P/9856
OO-EDV	Ce525B	Air Service Liège	
PH-FJK	Ce525B	JetNetherlands	06 JNL067/116



In the late afternoon of 11 October, Willem Vos went to Schiphol-East to take a picture of CL-605 A7-CEB of Qatar Executive. (Amsterdam-Schiphol)

	PH-HHJ	AS355F2	Heli Holland				
	PH-SAF	PA-44-180	Stella Aviation Charter				
06.	N666MX	Ce560XL	Flying Group	08			
	OE-ILI	CL-850	VistaJet	VJS850			
	OY-CKS	BN-2A	Cowi Aerial Survey	07			
	PH-HHF	H269D	Heli Holland				
	PH-SAF	PA-44-180	Stella Aviation Charter				
	PH-VBG	Falcon 2000EX	JetNetherlands	dep JNL812			
07.	CS-DKK	G550	NetJets Europe	NJE016G/707A			
	D-IMAG	Beech C90					
	G-JCBB	G550	JC Bamford	2x 08 JCB1			
	PH-DRK	Ce560XL	JetNetherlands	dep JNL086			
	PH-FJK	Ce525B	JetNetherlands	11 JNL116/361			
	PH-TXA	Ce510	JetNetherlands	dep JNL396			
	UR-GAW	B737-5Y0	Ukraine Int'l	10 AUI3239/40			
08.	Q-22	AH-64D	301sq	*Redskin22			
	V-11	G-IV	334sq	NAF11			
	CS-DFW	BAe125-800XP	NetJets Europe	NJE5FV			
	CS-DLF	Falcon 2000EX	NetJets Europe	09 NJE2EH			
	D-HGVV	R44	HeliFlights	UFO001/2			
	G-JCBB	G550	JC Bamford Excavators	JCB1			
	HB-IMJ	G-V	G5 executive	EXH151/2			
	LN-SOV	Ce680	Sundt Air	MDT11			
	OE-GBB	Do328-110	Welcome Air	TYW561/2			
	OO-SLQ	R44	Heli Service Belg.	UFO003/4			
	TC-SKT	A320-232	Sky Airlines	SHY527/8			
	TC-TJC	B737-4Q8	Corendon Airlines	CAI-563/4			
09.	CS-DRA	BAe125-800XP	NetJets Europe	10 NJE5HW			
	CS-DXW	Ce560XLS	NetJets Europe	NJE3AM/279K			
	P4-IKF	Falcon 2000	Ikaros Aviation				
	PH-JNE	Ce525A	JetNetherlands	10 JNL386/954			
10.	A6-MAB	BAe125-800XP	Dana Exec. Jets	11 DEJ8080			
	N666MX	Ce560XL	Flying Group	15			
	OE-LIR	Do328-110	Welcome Air	TYW574/5			
	PH-DRK	Ce560XL	JetNetherlands	JNL086			
	PH-TXA	Ce510	JetNetherlands	12 JNL200/429			
11.	CS-DMN	Beech 400A	NetJets Europe	NJE4ZY			
	D-AXTM	Global Express	FAI Rent-A-Jet	12 IFA6011			
	G-ODUR	BAe125-900XP	Hangar 8	12 HGR804			
	I-FORU	Lj45	Air Four	AFM1762			
	LX-DCA	Ce525B	SERLUX	13			
	OO-OCA	Beech 350	Air Service Liège				
	PH-BYD	Beech A58	KLS	KLM7908			
	PH-FJK	Ce525B	JetNetherlands	13 JNL361/459			
12.	A6-MBH	CL-604	Empire Avn Group	14 MJE013			
	CS-DMP	Beech 400A	NetJets Europe	13 NJE4AL			
	D-FINK	Ce208B	Clinton Verwaltungs				
	D-IFHI	Beech C90	Eifelair	2x			
	D-IMAG	Beech C90					
	PH-DTS	DA42	Wings over Holland				
	PH-HHF	H269D	Heli Holland				
	PH-JNE	Ce525A	JetNetherlands	JNL954			
	SE-RFJ	Ce680	European Flight Service	13			
13.	CS-DNZ	Ce560XL	NetJets Europe	arr NJE083N			
	D-CLBH	BAe125-850XP	Aerojet Management	14			
	D-ILHB	Ce525	Lufthansa Flt Training	DLH8901			
	EC-HJC	SA226TC	ZorEx Airlines	dep ORZL11			
	EC-HVV	Falcon 100	Mayoral	14 MYO723/4			
	EC-JYC	SA226TC	ZorEx Airlines	18 ORZ110/L11			
	PH-DLN	P180	JetNetherlands	dep JNL428			
	PH-JNE	Ce525A	JetNetherlands	14 JNL105/85			
	PH-TXA	Ce510	JetNetherlands	22 JNL429/203			
14.	XZ222	Lynx AH7	657sq	15 MAXIMUS1			
	ZE378	Lynx AH7	657sq	15 MAXIMUS1			
	D-CELE	Ce525B	Aero-Dienst	ADN74H			
	PH-DLN	P180	JetNetherlands	15 JNL428/56			
	PH-DTS	DA42	Wings over Holland				
	PH-HHA	H269D	Heli Holland				
	PH-JNE	Ce525A	JetNetherlands	18 JNL185/387			
	PH-PIX	SA226T	Aerodata Int'l Surveys	22			
15.	XZ641	Lynx AH7	657sq	MAXIMUS1			
	N-164	NH90-NFH	7sq	*Windmil05, Windmil03			
	CS-DFP	Ce560XL	NetJets Eur.	16 NJE6RM/121Q			
	M-NGSN	PC-12/47	Niels Stolt-Nielson				
	N666MX	Ce560XL	Flying Group	17			
	PH-DLN	P180	JetNetherlands	16 JNL456/73			
	PH-DTS	DA42	Wings over Holland				
	PH-FJK	Ce525B	JetNetherlands	2x JNL483			
	TC-SKI	A321-231	Sky Airlines	SHY527/8			
	TC-TLE	B737-4Q8	Tailwind Airlines	CAI-563/4			
16.	CS-DMX	Beech 400A	NetJets Europe	NJE7QC			
	PH-JCI	Raytheon 390	Solid-airR	SOX049/129			
18.	V-11	G-IV	334sq	NAF11/ISF11QH			
	D-ILHC	Ce525	Lufthansa Flt Training	DLH8901			
	G-MEET	Lj40	TAG Aviation (UK)				
	HB-VOE	Ce525A	Speedwings	19 SPW751L/E			
	PH-ANO	Ce560XLS	JetNetherlands	20 JNL508/452			
	PH-AXS	Beech E90	Axess Aviation				
	PH-DLN	P180	JetNetherlands	28 JNL467/630			
	PH-HHA	H269D	Heli Holland				
	PH-JNE	Ce525A	JetNetherlands	21 JNL387/554			
	PH-WQW	R44	Helicon				
19.	CS-DXZ	Ce560XLS	NetJets Europe	NJE3KA			
	G-ONPA	PA-31-350	Synergy Aviation	SYG781			
	I-CIGB	Ce501	Tradexim	20			
	N665CH	Ce525	Volante Aviation				
	OK-TVM	B737-8FN	Travel Service	20 TVS150P/290			
	OO-CJP	Ce414A	Airborne	03			
	OO-PRM	Ce510	Air Service Liège				
	SE-KXY	Beech 1900D	NextJet	NTJ119P/119			
20.	D-CJPG	Lj35A	Quick Air Jet Charter				
	D-CKPP	SA227DC	Binair	BID5B/A			
	F-GTVC	Beech 1900D	Minotire de l'Interieur	POF75			
	G-BYMK	Do328-110	Scot Airways	SAY921/371P			
	G-OMSV	Beech 200GT	JPM				
	M-OTOR	Beech C90A	Pektron Group	21 EZE08B/A			
	OE-GPS	Ce550 Bravo	Tyrolean Air Amb.	TYW832			
	OM-VRB	ATR72-202	Danube Wings	VPA9113/963P			
	OY-CKN	Falcon 2000EX	Air Alsie	21 MMD4540/2			
	PH-ANO	Ce560XLS	JetNetherlands	24 JNL452/233			
	PH-HHA	H269D	Heli Holland				
	PH-SOL	Ce525	Solid-airR	SOX013			
	S5-BAS	Ce525A	Linair Business Airlines				
21.	D-CCEA	Ce560XLS	Windrose Air	QGA338N/555Q			
	D-IADV	Ce551	Advance Air	AXX1020			
	D-IMAG	Beech C90		22			
	G-CBRG	Ce560XL	Eurojet Aviation	GOJ121B/C			
	G-OMSV	Beech 200GT	JPM				
	M-BIGG	CL-605	Signal Aviation				
	N1092H	Beech C90A	Park Close Aviation	22			
	PH-JNE	Ce525A	JetNetherlands	22 JNL387/529			
	PH-KBX	Fokker 70	Dutch Government	22 KLM7954			
	PH-MYX	Ce650	Solid-airR	SOX167, 130			
	PH-SOL	Ce525	Solid-airR	23 SOX013/63			
22.	V-11	G-IV	334sq	NAF11			
	D-CFAZ	Lj55	FAI Rent-A-Jet	IFA0480			
	M-ABCD	Falcon 20F-5	Pan-Gulf Aviation				
	M-OTOR	Beech C90A	Pektron Group	EZE08A/B			
	OY-CKN	Falcon 2000EX	Air Alsie	25 MMD4542			
	PH-AAG	CRJ200ER	Solid-airR	SOX189			
	TC-SKK	A320-211	Sky Airlines	SHY527/8			
	TC-TJD	B737-4Q8	Corendon Airlines	CAI-563/4			
23.	N666MX	Ce560XL	Flying Group	24			
	OE-LXR	Global XRS	VistaJet	24 VJS700			
	PH-TXA	Ce510	JetNetherlands	24 JNL203/541			
24.	CS-DRB	BAe125-800XP	NetJets Eur.	25 NJE121E/150T			
	CS-DXX	Ce560XLS	NetJets Europe	NJE3BC			
	LX-FGC	Ce510	Flying Group Lux.	FYL21B/2B			
	N666MX	Ce560XL	Flying Group	27			
	PH-MFX	Ce650	Solid-airR	SOX218			
	PH-TXA	Ce510	JetNetherlands	28 JNL541/391			
25.	L-01	PC-7	131(EMVO)sq	*Diamond22			
	V-11	G-IV	334sq	NAF11			
	EC-HZH	SA227AC	Aeronova	27 OVA994/5			
	G-YAAZ	G550	Ocean Sky				
	HB-FOW	PC-12/45	Future Finance Corporation	26			
	PH-ANO	Ce560XLS	JetNetherlands	JNL233/586			
	PH-DYE	Ce550 Bravo	Solid-airR	26 SOX205/10			
	PH-HRK	P180	Solid-airR	2x SOX055			
	PH-JNE	Ce525A	JetNetherlands	arr JNL612			
	VP-BFN	B737-53A	Sky Express	26 XSR9345/6			
26.	R-02	AB412SP	303sq	*NAFR02			





The Canadian Armed Forces paid Schiphol a visit with CC-177 177703 of 429sq. It arrived on 28 October in the middle of the night from Paphos and parked at spot P10, which is on the other side of highway A4. Departure to Trenton was on 30 October in the early morning. (Amsterdam-Schiphol, 29 October 2010, Gerrie Stigter)

V-11	G-IV	334sq	NAF11
D-AEUK	CL-604	Challenge Air	27 CLS1009
D-CFGG	Lj36A	Quick Air Jetcharter	27 QAJ535
D-CSIX	Lj60	FAI Rent-A-Jet	IFA0487
HB-FOW	PC-12/45	Future Finance Corporation	
HB-JRG	CL-604	Premium Jet	
LY-FSK	BAe125-900XP	Aurela	27 LKS105/1
PH-DYE	Ce550 Bravo	Solid-aiR	27 SOX210/06
PH-ECR	EC120B	Heli Holland	
PH-EQU	EC155B1	Heli Holland Offshore	HHE60A/B
PH-HHA	H269D	Heli Holland	
PH-KGJ	EC120B	Heli Holland	
XA-MPS	G-V		29
27. RS05	Sea King Mk48	40sm	*BAF701
F-GXRK	Ce525	Ixair	IXR27KS
G-LFPT	Ce510	Ambeo	28 ABT729
G-ODUR	BAe125-900XP	Hangar 8	HGR867
N850LH	TBM-850	Liton Services	
OO-FPA	Ce560XL	Flying Serv.	28 FYG011T/430T
OY-GKJ	Falcon 2000LX	Kirk Aviation	MMD6153
YR-RPR	Ce560XL	Eurojet Romania	
28. Q-18	AH-64D	301sq	Redskin52
CS-DUA	BAe125-750	NetJets Europe	30 NJE1BG
D-IFHI	Beech C90	Eifelair	2x
HB-FOW	PC-12/45	Future Finance Corporation	
OO-IDE	Ce525	Capital Avn Group	09
PH-DTS	DA42	Wings over Holland	
PH-HHF	H269D	Heli Holland	
PH-MYX	Ce650	Solid-aiR	SOX234
SE-RGZ	Ce560 Encore	Petter Solberg Aviation	
29. CS-DUE	BAe125-750	NetJets Eur.	30 NJE1TY/940E
D-BTEN	Ce750	ACM	BVR202/NJE261N
OD-EAS	BAe125-800XP	Executive Aircraft Services	
PH-DYN	Ce550 Bravo	Solid-aiR	SOX273
PH-HHF	H269D	Heli Holland	
PH-MFX	Ce650	Solid-aiR	SOX274
PH-RWX	H269C	P.J.M. Bos	
TC-SKP	B737-94XER	Sky Airlines	SHY527/8
TC-TJE	B737-4Y0	Corendon Airlines	CAI563/4
XA-MPS	G-V		
30. PH-VBG	Falcon 2000EX	JetNetherlands	arr
31. CS-DFU	Ce560XL	NetJets Europe	arr NJE683E
EC-KQO	Ce525B	TAG Avn España	01 TGM161
OE-GBB	Do328-110	Welcome Air	TYW572/3
OO-ALX	Ce680	Flying Service	FYG281B/2B

OO-KRC	CL-604	Flying Service	arr FYG023K
PH-TXA	Ce510	JetNetherlands	arr JNL391

The month started with two charters to Ibiza, operated by WDL and Jet2. Both flights returned two days later. On the 5th, Danube Wings operated a deportation flight to Podgorica, Montenegro. The Ukrainian football team arrived on the 7th and departed three days later. The Travel Service B737 on the 19th, arrived for a deportation flight the next day, with the deportees arriving on the 20th, being ferried in by the french Beech 1900D, a Scot Airways Dornier, a Binair Metro and a Danube Wings ATR. On the 25th, Sky Express took some relief boat crew to Rotterdam.

Credits: Rotterdam Airport, Yorden van de Weteringh.

## Maastricht-Aachen

October 2010

01. D-FFHZ	PC-12/47	Pilatus Wings	
G-ZAPN	BAe146-200QC	Titan Airways	AWC50Y/A
G-ZAPO	BAe146-200QC	Titan Airways	AWC42P/R
OE-FHB	Ce525A	Bertsch Aviation	
PH-WNW	R44	Helicon	2x
02. VP-BIM	B747-4HAER(F)	Air Bridge Cargo	ABW555/6
YL-BAO	Fokker 50	Air Baltic	14 BT19806/4
03. N288CX	Ce750		
N380WA	MD-11F	World Airways Cargo	AJK2606
PH-ACE	Beech 350	Air Charters Eur.	RCC33A/44A
VP-BIM	B747-4HAER(F)	Air Bridge Cargo	ABW755/5514
04. D-CAIR	Ce560XL	Albert Berner	
D-FFHZ	PC-12/47	Pilatus Wings	
EC-IXL	SA227AC	Aero Nova	OVA32T/715
PH-SOL	Ce525	Solid-aiR	06 SOX916/688
S5-BAW	Ce525B	Linair Business Airlines	
05. D-FAST	Ce208	Businesswings	06 JMP324
D-IEXB	Beech 99	Night Express	EXT423/4
M-ABCX	A310-325	United Airways	dep
PH-MLN	PA-44-180	Martinair Vliegschool	
06. D-BMVF	Falcon 2000EX	BMW	BMW61/2
D-CNAF	SA227AC	BinAir	07 BID6A/10A
D-IRTY	Ce340A	AirGo Flugservice	
EC-IXL	SA227AC	Aeronova	OVA82X/31Q
OO-SFA	DA42	Sabena Flight Academy	
RA-11025	An-12BP	Kosmos Airlines	KSM9651/2
07. D-GAPP	PA-44-180	RWL Flight Academy	
N383WA	MD-11F	World Airways Cargo	AJK2603

OE-FCS	DA42	Flight Charter Linz	VP-BIC	B747-329F	Air Bridge Cargo	ABW755/10
PH-DYN	Ce550 Bravo	Solid-aiR	18. PH-MLN	PA-44-180	Martinair Vliegschool	19
PH-SOL	Ce525	Solid-aiR	VP-BIK	B747-46NER(F)	Air Bridge Cargo	ABW155/6
TC-SKN	B737-94XER	Sky Airlines	19. D-FFHZ	PC-12/47	Pilatus Wings	
08. CS-DXK	Ce560XL	NetJets Europe	EC-JIP	SA226TC	Via Tauro	FTL5121/55
G-ZXZX	Lj45	Gama Aviation	PH-BYD	Beech A58	KLS	KLM7916
M-URUS	B737-7GC	Ingram Services	20. D-CBEN	Ce560 Ultra	Würth	
OE-FCS	DA42	Flight Charter Linz	D-IVER	DHC-6-300	Business Wings	JMP432/533
OO-ACC	Ce525A	Air Service Liège	EC-IXL	SA227AC	Aeronova	OVA21X/71P
PH-MEX	Ce650	Solid-aiR	RA-12988	An-12BP	Kosmos Airlines	KSM9657/8
09. C-GMGX	Falcon 7X	Magna International	VQ-BFX	B747-428ERF	Air Bridge Cargo	ABW355/5520
PH-DYE	Ce550	Solid-aiR	21. 5Y-PRV	DHC-8-102	Aircraft Leasing Serv. a/w	tst
PH-SOL	Ce525	Solid-aiR	D-GAPP	PA-44-180	RWL Flight Academy	
10. G-ZXZX	Lj45	Gama Aviation	EC-IXL	SA227AC	Aeronova	OVA31D/41P
N383WA	MD-11F	World Airways Cargo	N380WA	MD-11F	World Airways Cargo	AJK2603
OO-ACC	Ce525A	Air Service Liège	TC-SKL	A321-231	Sky Airlines	SHY459/60
VP-BIM	B747-4HAER(F)	Air Bridge	22. D-GJBA	PA-34-200T		
11. PH-DYE	Ce550	Solid-aiR	PH-DKI	P68C	Lammers Industries	
12. D-CCCB	Lj35A	DRF	PH-LMT	Fokker 50	Denim Air	
D-IKOP	Ce525	Triple Alpha Aviation	VP-BIC	B747-329F	Air Bridge Cargo	ABW555/6
OO-SFA	DA42	Sabena Flight Academy	23. 5Y-PRV	DHC-8-102	Aircraft Leasing Serv. a/w	dep
UR-CFB	An-12BP	Aerovis Airlines	CS-DMP	Beech 400A	NetJets Eur. 24	NJE669Q/113M
13. CS-DXL	Ce560XL	NetJets Europe	D-INWG	Beech 60		
D-ILHC	Ce525	Lufthansa Flt Training	N708CK	B747-212B(F)	Kalitta Air	CKS513
N23FK	Eclipse 500	S.A.S. - Engelberts	N761SA	B747-2F6B(F)	Southern Air	24 MAS6405/6
OO-GMJ	Beech 350	Air Service Liège	PR-LUZ	Ce750	Luciano Antonio Zogbi	24
PH-JXN	Fokker 50	Denim Air	24. N380WA	MD-11F	World Airways Cargo	AJK2606
PH-MLN	PA-44-180	Martinair Vliegschool	UR-CLF	Falcon 20-5	Challenge Aero	
VQ-BFX	B747-428ERF	Air Bridge Cargo	VP-BII	B747-281F	Air Bridge Cargo	ABW755/10
14. D-CEBM	Ce560 Encore	ebm-papst	25. PH-MLN	PA-44-180	Martinair Vliegschool	
EC-IXL	SA227AC	Aero Nova	VP-BII	B747-281F	Air Bridge	26 ABW155/4443
N380WA	MD-11F	World Airways Cargo	26. CS-TKJ	A320-212	SATA Int'l	arr RZO0001P
TC-SKH	B737-8BK	Sky Airlines	D-IHKM	Beech C90A	Porta Flug	
YL-RAE	An-26B	RAF Avia	OM-USS	BAe125-800XP	US Steel Kosice	
15. D-FFHZ	PC-12/47	Pilatus Wings	PH-ANO	Ce560XL	JetNetherlands	2x JNL586
D-IBTI	Ce525	Berner Flug	27. D-ICCC	CeF406	Air Taxi Europe	TWG246/100
I-CAFD	Falcon 50	Eurofly Service	D-IVER	DHC-6-300	Business Wings	JMP531/2
PH-DKI	P68C	Lammers Industries	G-JCBB	G-V	JC Bamford	JCB1
17. D-IHRA	Ce525	Triple Alpha Aviation	HA-FAJ	Beech 1900C-1	Farnair Hung. 29	FAH371/372F
N383WA	MD-11F	World Airways Cargo	HB-INJ	Global Express	Japat	29
			N528AP	G550	Million Air	28



Starting its career in the USA for Great Lakes Airlines in 1989, this Beech 1900D is now flying for Farnair Hungary as HA-FAJ since 2007. (Maastricht-Aachen, 27 October 2010, Arjen Sleenwenhoek)



This "Golden Oldie" Falcon 20 UR-CLF has been flying already since 1973 and still going strong. It flew in eight different countries and ended up in the Ukraine where it is now operated by Challenge Aero.

(Maastricht-Aachen, 24 October 2010, Arjen Sleuwenhoek)

28. CS-DHQ	Ce550	NetJets Eur.	29 NJE099E/689L
	CeF406	Air Taxi Eur.	29 TWG200/100
EC-JCU	SA227AC	AeroNova	OVA62C/41Y
N380WA	MD-11F	World Airways Cargo	AJK2603
N528AP	G550	Million Air	
PH-WQW	R44	Helicon	2x
TC-SKE	B737-4Q8	Sky Airlines	SHY1845/6
TC-SKF	B737-4Q8	Sky Airlines	SHY459/60
VP-BIG	B747-4GNERF	Air Bridge Cargo	ABW355/10
29. D-IKOP	Ce525	Triple Alpha Aviation	CLU1T
EC-HCH	SA227AC	Aero Nova	arr OVA82B
HB-GCG	Beech 55	Hastoy	31
KAF 325	L-100-30	41sq	31 KAF3213/0
LX-WAV	BAeATP(F)	West Air Europe	WLX421/321
N45AC	G-IV	Ashton Aviation	30
OO-LFS	Lj45	Abelag Aviation	
OY-NPD	SA227DC	North Flying	NFA135/135P
PH-MYX	Ce650	Solid-aiR	2x SOX936
VP-BIJ	B747-281F	Air Bridge Cargo	ABW555/6
30. N701CK	B747-259B(F)	Kalitta Air	CKS513/9513
N761SA	B747-2F6B(F)	Southern Air	MHS6405/6
S5-ABS	A300B4-203(F)	Solinair	SOP101/TAP 024
UR-CGV	An-12BP	Meridian Airw.	31 MEM4025/6
31. N382WA	MD-11F	World Airways Cargo	AJK2606
VP-BIC	B747-329F	Air Bridge Cargo	ABW755/10

EI-DCW:	22	EI-EBR:	18
EI-DCZ:	15	EI-EBY:	16
EI-DHC:	20	EI-EBZ:	03, 07
EI-DHM:	22	EI-EFL:	20, 24
EI-DHO:	20	EI-EFN:	30
EI-DHV:	06, 13	EI-EFR:	29
EI-DLC:	01	EI-EFV:	21, 27
EI-DLE:	04, 13	EI-EFW:	01, 04, 06, 08, 11
EI-DLN:	12	EI-EGA:	10, 26
EI-DLW:	24, 31	EI-EGB:	02
EI-DLY:	16	EI-EKA:	01
EI-DLZ:	04, 11	EI-EKJ:	06, 13, 17, 20
EI-DPC:	19	EI-EKK:	23
EI-DPG:	01, 31	EI-EKN:	17
EI-DPJ:	27	EI-EKR:	06
EI-DPL:	08	EI-EKS:	07
EI-DPP:	09	EI-EKV:	30
EI-DPR:	12	EI-EKY:	15
EI-DPT:	19, 22	EI-EMO:	09
EI-DPW:	27	EI-EMR:	10, 13
EI-DWF:	05, 08, 27		

Turkish Cargo:

TC-JCT:	03, 31
TC-JCV:	06, 09, 10, 15, 23, 24
TC-JCY:	02, 07, 08, 14, 20, 21, 28
TC-JCZ:	01, 03, 10, 13, 16, 17, 22, 27, 29, 30

The month started with two visiting Titan 'Jumbolinos'. Both arriving from Stansted and departing to Amsterdam. Air Baltic arrived on the 2nd for maintenance with SAMCO. The repainted United Airways Airbus 310 finally departed to Bangladesh on the 5th. Ingrams business jet visited the airport on the 8th. The all-white Aircraft Leasing Dash-8 performed a testflight on the 21st and departed on the 25th via Linz. On the 26th, a new customer for the MAAS paintshop arrived. The Kuwait Hercules visited on the 29th and Solinair visited the airport on the 30th. The regular visitors also appeared this month, as can be seen in this months list.

Credit: SG Maastricht / Threshold.

Cargolux:

LX-LCV:	13, 21	LX-UCV:	05
LX-MCV:	11	LX-VCV:	04
LX-OCV:	19	LX-WCV:	25
LX-RCV:	06	LX-ZCV:	02, 09, 16, 23, 26,
LX-SCV:	12, 18		27, 30

Ryanair:

EI-DAH:	14, 21, 29	EI-DWH:	27
EI-DAI:	22, 29	EI-DWI:	06
EI-DAK:	13, 20, 25	EI-DWX:	05
EI-DAN:	11	EI-DYE:	03, 17
EI-DCG:	10, 14, 25	EI-DYK:	18, 24
EI-DCN:	02	EI-DYP:	26
EI-DCR:	29	EI-EBA:	03
EI-DCV:	15, 18	EI-EBG:	23



# Groningen

## October 2010

01. N45ET	G-IVSP	TWC Aviation	dep +02
03. D-IFTI	BN-2B	FLN	*
	OO-ALX	Ce680	Flying Service
			FYG241B
04. G-PCOP	Beech B200	Gama Aviation	05 GMA541
	PH-KBX	Fokker 70	Dutch Government
	PH-NZT	S-76B	CHC Helicopters NL
			HNL30A
05. 146/XR	TBM-700A	ETEC65	CTM3815
	PH-WNW	R44	Helicon
			06
06. D-CKPP	SA227DC	Binair	BID05A/B
	D-IABA	PA-42-720	
	PH-ACI	CeT303	AIS Activa
	PH-WNW	R44	Helicon
08. D-CKPP	SA227DC	Binair	
	PH-HHK	Bell 206L1	Heli Holland
	PH-HLM	PA-34-200T	Singles & Twins
09. CS-DMX	Beech 400A	Netjets Europe	
	D-IABE	PA-42-720	Finow Air Service
	PH-VGA	CT303	M.H.A. Brinkman Beheer
10. PH-PXB	EC135P2	KLPD	ZXP02
11. G-16	MD900	Gendarmerie	
	CS-DHF	Ce550 Bravo	Netjets Europe
			12 NJE1LF
	OE-FYB	DA42	Diamond Finance
			12
	PH-HLM	PA-34-200T	Singles & Twins
	PH-PXB	EC135P2	KLPD
	PH-WNW	R44	Helicon
			13
14. D-HOSA	S-76A+	Wiking	
	PH-LAB	Ce550 Bravo	NLR – TU Delft
15. D-CAST	Ce525B	Triple Alpha	CLU162F/1623
	D-CAST	Ce525B	Triple Alpha
			17 CLU1623
	PH-HHK	Bell 206L1	Heli Holland
	PH-HLM	PA-34-200T	Singles & Twins
	PH-PXE	EC135P2	KLPD
			ZXP05
16. G-LLMW	DA42	Ming Wai Lau	
	S5-BAR	Ce525A	LynxAir
17. N363JR	PA-46-500TP		
18. LN-AKR	Falcon 900EX	Sundt Air	VIA303
	PH-WPW	R44	Helicon
			19
19. D-CPPP	Ce550 Bravo	Windrose Air	QGA554Q/7932
	OY-RBE	DA42	Danish Aviation Capital

PH-WPW	R44	Helicon	20
20. R-01	AB412SP	303sq	Gannet01
	D-CALL	Ce550 Bravo	Air Hamburg
			AHO111
	N23FK	Eclipse 500	S.A.S. - Engelberts
			21
	SE-LXE	BAe3202	Svenska DirektFlyg
			HSV7610/1
21. PH-JNE	Ce525A	JetNetherlands	JNL554/387
22. D-IHKL	CeT303		
	OO-STD	R44	STB Copter
			23
23. PH-DRK	C560XL	JetNetherlands	JNL387/554
	PH-DTS	DA42	Wings over Holland
			24
25. OY-CKN	Falcon 2000	Air Alsie	MMD4542/5
	OY-CKS	BN-2A	COWI
			26
	PH-WQW	R.44	Helicon
			27
26. OY-CKN	Falcon 2000	Air Alsie	MMD4545
	PH-ATT	H269C	Heli Holland
28. G-PETS	DA42NG	Airways Aircraft Leasing	WKT03
	PH-TXA	Ce510	JetNetherlands
			29 JNL391
29. N274JC	G200	YesMan Aviation	
	OY-NPD	SA227DC	North Flying
			NFA115/115P
	PH-ANO	Ce560XL	JetNetherlands
			JNL574
30. PH-TXA	Ce510	JetNetherlands	31 JNL391
31. N274JC	G200	YesMan Aviation	

### bmi Regional:

G-RJXJ	01, 07, 08	G-RJXX	25 - 29
G-RJXP	04 - 06, 11 - 15, 18 - 22		

### Sky Airlines:

TC-SKB	21, 28	TC-SKJ	21, 28
TC-SKH	28	TC-SKL	07
TC-SKI	14, 21		

The Gulfstream on the first day of the month, departed to Viena and returned the next day. Helicon visited several times this month. The Piper on the 9th operated a medical flight. On the 11th, a delivery flight of an MD900 explorer, destined for the Belgian police. The Triple Alpha Citation on the 15th, operated a return flight to Düsseldorf and subsequently stayed at Eelde until the 17th. The Dutch Airforce helicopter on the 20th used the airport for a fuel stop. The month ended with some more regular bizjets, like the Gulfstream 200, operated by YesMan Aviation.

Credit: GEAS.



The French air force came along with a TBM-700 at Groningen-Eelde airport. The serial is 146/XR and it is flying for ETEC00.065. (Groningen-Eelde, 5 October 2010, Bert Visser)

## Hilversum

### October 2010

01. 1x	L-39	Skyline Aviation	*Lion39
	D-HGVW R44	HeliFlights	
	PH-RIS EC130B4	KNSF Flight Services	
05. PH-WPW	R44	Helicon BV	
06. PH-WPW	R44	Helicon BV	
08. PH-WRW	EC120B	Heli-Holland	
09. PH-PHZ	H269C	A.M. Prince	
10. PH-DKI	P.68C	Lammers Industrie	11
	PH-UUB R44	Az Industrials	
11. PH-DKI	P.68C	Lammers Industrie	
	PH-WNW R44	Helicon	*
13. OO-PIV	R44	Vastgoed IS	2x
17. PH-HWH	Bell 206B	Heli-Holland	
18. 1x	SH-14D	7sq	*NRN665
	PH-DKI P.68C	Lammers Industrie	
19. PH-WQW	R44	Helicon	
20. PH-HHJ	AS355F1	Heli-Holland	*
	PH-WQW R44	Helicon	*
21. PH-CVW	R22		*
	PH-RIS EC130B4	KNSF Flight Services	
22. OO-STD	R44	STB Copter SprL	
	PH-HHK Bell 206L1	Heli-Holland	
23. OO-STD	R44	STB Copter SprL	*
27. PH-DIB	H269C	Swanenberg Heli Services	
30. PH-HLM	PA34-200T	KN Singles and Twins	*

The Navy Lynx on the 18th made a low approach on runway 18 while enroute from Gilze-Rijen to De Kooy. On the 21st, PH-CVW initiated a low approach on runway 25 and PH-RIS used the fuelpad, while the airfield was closed due to a very wet runway.

Credit: Ernesto Bauer, Kees van Aggelen, Havendienst Hilversum & Stefan uit Achterberg.

## Deventer-Teuge

### October 2010

04. PH-PXA	EC135P2	KLPD	
10. D-FDAK	Ce208B	Cloudbusters	
16. D-FONL	An-2T	Classic Wings	DLH c/s dep
	PH-PXD EC135P2	KLPD	

Airfields like Teuge are always more "buzzy" during the summer months, so it is no surprise to see a short list for this month. The Classic Wings Antonov An-2 departed to Germany for the winter and will most probably return when the summer season starts again.

Credit: Roy Wassink / Teuge Forum.

## Lelystad

### October 2010

25. OO-PMN	R44	Paramount Helicopters	
	PH-WQW R44	Helicon	

Credit: Joost de Wit.

## Eindhoven

### August 2010

#### Corendon Airlines:

TC-TJC	01, 03, 07, 10, 12, 14, 26, 28, 29, 31
TC-TJD	15, 17, 19, 21, 24
TC-TJE	05, 10, 17
TC-TJF	18, 22, 24
TC-TJG	01, 08, 28, 29
TC-TJH	03, 04, 11, 15, 22, 25, 31

#### Onur Air:

TC-OBE	07, 14, 28	TC-OBF	21
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#### Ryanair:

EI-DAE	03, 04, 13	EI-DWX	02, 08, 10
EI-DAG	14	EI-DWY	03
EI-DAH	23	EI-DWZ	15
EI-DAJ	09, 24, 31	EI-DYA	01, 04, 06, 10 <sup>2</sup> , 20

EI-DAK	15	EI-DYD	23, 30
EI-DAL	12, 13, 26, 30	EI-DYF	19
EI-DAM	20, 22, 25, 29	EI-DYH	02, 06, 13, 22
EI-DAN	18	EI-DYI	06, 11
EI-DAO	01, 05, 10, 29, 31	EI-DYJ	18
EI-DAS	09, 22, 25	EI-DYK	08
EI-DAT	15, 16, 23	EI-DYL	11
EI-DAW	13, 24, 26, 28	EI-DYM	02, 30
EI-DAX	07, 11, 24, 26	EI-DYN	08
EI-DAY	16	EI-DYO	09, 19, 26, 27
EI-DAZ	20, 23	EI-DYP	02, 05, 08, 24
EI-DCE	08, 13, 15, 19	EI-DYS	08
EI-DCF	06, 09, 13, 16, 23, 29	EI-DYT	12, 15, 23 - 25, 29
EI-DCG	06, 20, 26 <sup>2</sup>	EI-DYV	01, 03, 05, 07, 09, 10, 11, 20, 23
EI-DCH	15, 20		
EI-DCI	16	EI-DYW	04, 18, 25
EI-DCJ	13	EI-DYX	06
EI-DCM	25	EI-DYY	01, 19, 24, 28
EI-DCN	19, 21	EI-DYZ	09, 12, 13, 16, 19, 25
EI-DCO	13, 18, 21	EI-EBA	28, 29, 31
EI-DCP	12	EI-EBC	04, 07, 20, 29
EI-DCR	14, 17, 26, 31	EI-EBD	06, 23
EI-DCS	11, 13, 17	EI-EBE	08, 20
EI-DCV	01, 08, 26, 28, 31	EI-EBF	06
EI-DCY	05, 10, 18	EI-EBG	19
EI-DHA	02, 04, 15	EI-EBH	02
EI-DHB	01	EI-EBI	13, 14, 21, 22, 29
EI-DHC	25	EI-EBK	25
EI-DHD	15, 18, 29	EI-EBL	19, 20, 21
EI-DHF	27	EI-EBM	05, 08, 09, 23, 28
EI-DHG	11, 15, 18, 27	EI-EBN	11, 11
EI-DHH	18	EI-EBR	23, 27, 29
EI-DHI	04, 06, 09, 12	EI-EBS	15, 16, 18, 25, 29
EI-DHJ	19, 20, 25, 30	EI-EBT	16, 18, 22
EI-DHK	24	EI-EBW	09, 29
EI-DHM	09, 11	EI-EBX	15, 18
EI-DHO	02, 11, 13, 16	EI-EBY	04, 11, 17
EI-DHR	13	EI-EFA	17, 18, 22, 30
EI-DHS	02	EI-EFB	02, 28
EI-DHT	13	EI-EFD	09, 20, 25
EI-DHV	03, 04, 17	EI-EFE	16
EI-DHX	02	EI-EFH	14, 27, 30
EI-DLD	21	EI-EFI	30, 31
EI-DLE	18, 21, 22, 28, 29	EI-EFJ	01, 08, 12, 14
EI-DLF	23, 30	EI-EFK	03, 07
EI-DLG	03	EI-EFL	14, 20, 27
EI-DLH	05, 07	EI-EFM	02
EI-DLK	09, 30	EI-EFN	22
EI-DLL	20	EI-EFP	18, 26, 27, 30
EI-DLM	07, 11	EI-EFR	04
EI-DLT	05, 11, 13, 16, 18, 20, 25		
EI-DLV	09	EI-EFS	06, 27
EI-DLX	02, 04	EI-EFT	16, 22
EI-DLY	11, 28	EI-EFV	04, 07
EI-DLZ	12, 16, 27, 30	EI-EFW	13, 31
EI-DPA	01, 08, 14, 22, 27	EI-EFY	2, 6, 8
EI-DPB	01, 06, 07, 14, 21	EI-EGA	17
EI-DPC	06, 21, 25, 26	EI-EGB	04
EI-DPE	23	EI-EGC	02, 03, 23, 26
EI-DPF	05, 08, 20, 27	EI-EKA	22
EI-DPH	08, 25	EI-EKB	01, 08, 24
EI-DPI	10, 17, 30	EI-EKC	05, 11, 12, 31
EI-DPK	04, 07, 18	EI-EKD	06, 16, 17, 18
EI-DPL	30	EI-EKE	13, 15, 27, 28, 31
EI-DPR	04	EI-EKF	18
EI-DPS	03	EI-EKG	27
EI-DPT	16	EI-EKH	01, 03, 23
EI-DPW	04, 10, 12, 14, 17, 19, 21, 24		
EI-DPX	02, 09, 15	EI-EKI	05, 11, 24, 26
EI-DPZ	14	EI-EKK	05, 25, 27
EI-DWA	16, 21, 27	EI-EKL	15
EI-DWB	02	EI-EKM	09
EI-DWC	14, 25	EI-EKN	04
EI-DWD	01	EI-EKS	07, 25, 30
EI-DWE	01, 31	EI-EKV	20, 23
EI-DWF	03, 05, 07, 10, 12, 14, 17	EI-EKZ	02, 16, 30

EI-DWG	17, 28	EI-EMA	10, 12, 21	EI-DCP	22	EI-EBF	01, 21
EI-DWI	06, 23, 30	EI-EMC	23, 27	EI-DCR	22	EI-EBG	03, 10, 13, 5, 17, 26
EI-DWJ	22	EI-EMD	11, 20, 21, 22, 24, 28	EI-DCS	19, 22, 24, 27, 29	EI-EBH	23, 29
EI-DWK	09, 31	EI-EMF	09, 16	EI-DCT	03, 22, 30	EI-EBI	14, 17
EI-DWM	09, 21, 27, 29	EI-EMH	01, 02, 03	EI-DCV	03, 24	EI-EBK	02
EI-DWP	10, 11, 12, 26, 29	EI-EMJ	19, 30	EI-DCW	06, 21	EI-EBL	07
EI-DWR	16, 28	EI-EMK	06, 12, 15, 19, 22, 23, 29	EI-DCY	01, 07, 20, 23	EI-EBM	04, 06
EI-DWS	05, 09, 30	EI-EML	03	EI-DCZ	26	EI-EBN	06, 17, 19, 24
EI-DWT	04	EI-EMR	30	EI-DHA	02, 04, 07	EI-EBO	27
EI-DWV	01			EI-DHB	07, 11, 16, 23, 30	EI-EBR	03
EI-DWW	06, 07			EI-DHC	08, 12	EI-EBS	01, 12, 13, 15, 16, 23, 29
<u>Sky Airlines:</u>				EI-DHD	03, 10, 13	EI-EBV	02, 03, 04, 24
TC-SKE	28	TC-SKN	03, 14, 21	EI-DHI	13	EI-EBW	01, 03, 06
TC-SKF	08	TC-SKP	10, 24	EI-DHK	02, 06, 12, 13, 24	EI-EBX	06, 22, 25
TC-SKH	14, 21, 28	TC-SKR	07	EI-DHM	08, 27	EI-EBZ	12
TC-SKI	17	TC-SKS	07	EI-DHO	10	EI-EFB	08, 15, 23, 27, 28, 29
TC-SKL	31	TC-SKT	28	EI-DHP	05, 11	EI-EFC	14, 28, 29
<u>SunExpress:</u>				EI-DHR	03	EI-EFE	17, 22
TC-SNF	03, 10, 31	TC-SUU	06	EI-DHS	05, 19	EI-EFF	18
TC-SNG	13, 24	TC-SUV	27	EI-DHT	02, 10	EI-EFG	08
TC-SUL	20	TC-SUY	17	EI-DHV	03, 07, 09, 11, 17	EI-EFH	08
<u>Wizzair:</u>				EI-DHX	12, 16	EI-EFI	01, 03
HA-LPA	11, 21	HA-LPU	01, 03, 10, 16, 20	EI-DHY	10, 23, 25	EI-EFL	09
HA-LPB	02, 20, 27	HA-LPV	04, 26	EI-DLB	15	EI-EFM	01
HA-LPC	09, 11, 12, 13, 20, 22, 23			EI-DLE	14, 20, 26	EI-EFN	11, 21
HA-LPD	01, 02, 16, 20, 22, 23, 29			EI-DLF	30	EI-EFO	15, 29
HA-LPE	02, 17, 18, 23, 25	HA-LPW	05, 09, 12, 23	EI-DLI	29	EI-EFP	02, 03, 06, 08, 13, 15, 19
HA-LPF	09, 14, 16, 19, 24 - 28, 30			EI-DLJ	06	EI-EFR	09, 19, 20, 23, 24
HA-LPH	06, 09, 13, 27, 31	HA-LPX	08, 8	EI-DLK	08, 15	EI-EFS	16, 18, 19
HA-LPI	02, 06, 16	HA-LPY	03, 07, 09, 15, 22, 25, 26, 30	EI-DLL	12, 14	EI-EFT	09, 29
HA-LPJ	08, 14, 17, 19, 30			EI-DLM	13	EI-EFV	26, 30
HA-LPK	04, 13	HA-LPZ	22, 27, 30	EI-DLN	01, 28, 20	EI-EFW	02, 04, 09, 14, 15, 16, 18, 21, 27, 29
HA-LPL	05, 10	HA-LWA	01, 09	EI-DLR	11, 15	EI-EFX	04, 08, 20, 25, 29
HA-LPM	13, 15, 18, 24	HA-LWB	15, 16, 20, 30	EI-DLS	13	EI-EGB	02
HA-LPN	13, 28, 27, 29	HA-LWC	04, 06, 12, 23	EI-DLT	05, 12	EI-EKA	01, 15, 17
HA-LPO	06, 15	HA-LWD	05, 11, 18, 19, 28, 31	EI-DLV	05, 07, 11	EI-EKB	17, 19
HA-LPQ	02, 23, 27	HA-LWE	07, 20, 21, 30	EI-DLX	07, 20, 22, 26	EI-EKE	02, 04, 8, 14, 19
HA-LPR	02, 04, 06, 08, 25	LZ-WZA	07, 10, 12, 14, 24, 31	EI-DLZ	03, 09	EI-EKF	15, 16, 24, 29
HA-LPS	01, 13	LZ-WZB	03, 50, 17, 26	EI-DPA	16, 17, 23, 25, 28	EI-EKG	24
HA-LPT	11, 16, 29	LZ-WZC	19, 21, 28	EI-DPB	09, 10, 27, 28	EI-EKJ	03, 24
				EI-DPC	06, 08	EI-EKK	24
				EI-DPD	05	EI-EKL	08, 20, 25
				EI-DPE	28	EI-EKM	20
				EI-DPG	18, 21	EI-EKN	20
				EI-DPI	12, 21, 22, 26, 27	EI-EKR	14, 15, 16, 21, 29
				EI-DPJ	18	EI-EKS	05
				EI-DPK	01, 22, 30	EI-EKV	22
				EI-DPL	13, 22	EI-EKW	28, 30
				EI-DPM	10, 12	EI-EKX	20, 21, 27, 29
				EI-DPN	10, 11, 14, 25, 30	EI-EKY	20, 24, 27
				EI-DPP	25, 27	EI-EKZ	01, 08, 09, 11
				EI-DPT	17, 26	EI-EMA	08, 10
				EI-DPW	04, 15, 19	EI-EMB	19
				EI-DPZ	27	EI-EMC	01, 22, 25, 27
				EI-DWC	06, 20	EI-EMD	13
				EI-DWD	01, 06, 13, 14	EI-EMF	06, 09
				EI-DWE	21	EI-EMI	10, 16, 17
				EI-DWG	02, 08, 10, 22	EI-EMK	06, 10, 13, 28
				EI-DWH	16, 29, 30	EI-EML	12, 20, 24, 26
				EI-DWI	14, 18, 26	EI-EMN	10
				EI-DWJ	05	EI-EMO	01, 03, 05, 20, 25
				EI-DWK	03, 10, 17, 22	EI-EMR	20, 22, 24
				EI-DWL	01, 09, 24		
				EI-DWP	09, 21, 25		
				EI-DWR	04, 09, 12, 14, 18, 23, 29		
				<u>Sky Airlines:</u>			
				TC-SKD	18	TC-SKK	04
				TC-SKG	25	TC-SKL	21
				TC-SKH	04, 11, 14	TC-SKM	07
				TC-SKJ	11	TC-SKR	18, 25
				<u>SunExpress:</u>			
				TC-SNF	03, 28	TC-SUL	14
				TC-SNG	10, 17	TC-SUU	07
				TC-SNO	21, 24		

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Corendon Airlines:

TC-TJB	12	TC-TJF	07, 11
TC-TJC	04, 05, 09, 19, 23, 25	TC-TJG	05, 14
TC-TJD	02, 04, 18, 26, 28, 30	TC-TJH	01, 21
TC-TJE	16		

Onur Air:

TC-ONJ	04
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Ryanair:

EI-DAD	22	EI-DWW	04, 15, 21
EI-DAE	27	EI-DWY	12
EI-DAF	20	EI-DWZ	30
EI-DAG	16	EI-DYA	05, 06, 07, 11, 17, 20, 27, 30
EI-DAH	08, 18		
EI-DAI	19	EI-DYE	27
EI-DAJ	04, 10	EI-DYF	05
EI-DAK	30	EI-DYH	10, 14, 16, 18, 21, 24, 30
EI-DAL	05, 06		
EI-DAM	19	EI-DYI	03
EI-DAN	12	EI-DYJ	06, 15, 17
EI-DAO	05, 24, 27	EI-DYM	02, 07, 08, 26
EI-DAP	01	EI-DYO	1, 7, 22
EI-DAS	13	EI-DYP	18, 20
EI-DAT	13	EI-DYR	26
EI-DAV	10, 13	EI-DYS	02, 03, 05, 09, 16
EI-DAX	11	EI-DYT	27
EI-DCB	20	EI-DYW	07, 08, 13, 17
EI-DCD	12, 26	EI-DYX	17
EI-DCF	06	EI-DYY	02
EI-DCG	15, 27	EI-EBA	06, 13, 15, 17, 23, 24
EI-DCH	26	EI-EBC	29
EI-DCM	26	EI-EBD	23
EI-DCN	05	EI-EBE	13, 17, 19





Casa 295 CC-2 of TukiLLV was visiting Eindhoven on 8 October and departed one day later in the late afternoon.  
(Eindhoven, 9 October 2010, M. van Herten)

Wizzair:

HA-LPA	04, 07, 08, 12, 15, 18, 19 <sup>2</sup> , 24
HA-LPB	20
HA-LPC	17, 17, 21, 29
HA-LPD	04, 06, 09, 13, 17, 24
HA-LPE	12, 13, 25, 28
HA-LPF	06, 08, 15, 16, 22, 27
HA-LPH	11, 12, 13 <sup>2</sup> , 15, 20, 21
HA-LPI	07, 08, 13, 29
HA-LPJ	10, 24
HA-LPK	03 <sup>2</sup> , 06, 26, 27
HA-LPL	01, 02, 20, 24, 27
HA-LPM	05, 17
HA-LPN	03, 12
HA-LPO	09, 10, 25
HA-LPQ	19, 26, 29
HA-LPR	10, 16, 20, 24
HA-LPS	27
HA-LPT	08

01. LX-N90448 E-3A	NAEW&CF	*NATO12
D-101 CH-47D	298sq	*Grizzly32, GLV-V
J-641 F-16AM	312sq	*Bonzo21
92-0375 C-20H	76th AS	*Valor20
D-CBEN Ce560 Ultra	Adolf Würth	
G-MILO CeT303	Fortisair	OAS170
PH-DYN Ce550 Bravo	Solid-aiR	SOX534/065
PH-JCI Raytheon 390	Solid-aiR	03 SOX968/057
PH-MEX Ce650	Solid-aiR	SOX697/991
PH-SOL Ce525	Solid-aiR	dep SOX054
RA-76402 II-76TD	Aviacon Zitotrans	dep AZS7006
PH-XRE B737-7K2	Transavia	TRA8934/098
02. PH-LCG Falcon 900B	Solid-aiR	05 SOX089/108
03. PH-JCI Raytheon 390	Solid-aiR	04 SOX057/955
PH-SOL Ce525	Solid-aiR	04 SOX054/02
04. 84-0081 C-21A	76th AS	*Valor51
63-7993 KC-135R	121st ARW	arr NTM Tazz74 +5,6
D-BETI Falcon 50EX	Air Tasking Service	Dortmund
D-CHDE Ce560	Aerowest	
I-ADLM ATR72-500	Air Dolomiti	13 DLH9930
I-ADLN ATR72-500	Air Dolomiti a/w	dep DLH9931
PH-AAG CRJ200ER	Solid-aiR	dep SOX072
PH-SOL Ce525	Solid-aiR	SOX002/916
RA-76402 II-76TD	Aviacon Zito.	05 AZS7005/6105
05. E74/705-LA Alpha Jet E	EAC00.314	06 FAF6441
131/XQ TMB-700A	ETEC00.065	CTM3813
50+98 C-160D	LTG61	GAF572
50+57 C-160D	LTG62	GAF233

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50+56 C-160D	LTG63	GAF242
12+05 CL-601	FBS BMVg	GAF685
63-7993 KC-135R	121st ARW	NTM Esso77
L-07 PC-7	131EMVOsq	*Diamond06
D-IDTH Ce421C		
OO-RVG R44	Helixense	dep
PH-AAG CRJ200ER	Solid-aiR	08 SOX072/127
PH-HRK P180	Solid-aiR	05 SOX059/87
PH-JCI Raytheon 390	Solid-aiR	08 SOX955/051
PH-MCI B767-31AER	Martinair	MPH301
06. CH05 C-130H	20sm	*BAF666
Q-16 AH-64D	301sq	*Redskin51, GLV-V
Q-19 AH-64D	301sq	*BAT71, GLV-V
L-07 PC-7	131EMVOsq	*Razor08
PH-CGN Do228-212	Kustwacht	*NCG03
06. D-CCCB Lj35A	DRF	AMB982
F-GIJB Beech 200	Chalair Aviation	CLG492/3
OY-CKK Ce560XL	Lego Systems	07 MMD5063
PH-DYN Ce550 Bravo	Solid-aiR	07 SOX817/114
PH-HRK P180	Solid-aiR	SOX087
PH-MCI B767-31AER	Martinair	MPH302
PH-SOL Ce525	Solid-aiR	07 SOX688/891
07. D-IRWR Ce525	BizJet Flugcharter Service	
F-GIJB Beech 200	Chalair Aviation	CLG492/3
OY-SRP B767-232(F)	Star Air	SRR161P/162
PH-MEX Ce650	Solid-aiR	08 SOX074/933
RA-76402 II-76TD	Aviacon Zito.	08 AZS7005/6
08. 8T-CB C-130K	LuTSta	AUTAF87/88, 89/90
CC-2 C295M	TukiLLv	09 FNF204
MM62206 P180	71°Gr	I2204
D-101 CH-47D	298sq	*Grizzly51, GLV-V
L-09 PC-7	131EMVOsq	*Diamond12
63-7993 KC-135R	121st ARW	NTM Esso77
D-CAWU Ce560XLS	Adolf Würth	
OK-CCA B737-31S	Central Charter	CCA5501/550P
OY-PCE ATR42-320	Kirk Aviation a/w	dep
PH-MEX Ce650	Solid-aiR	SOX933
PH-MFX Ce650	Solid-aiR	SOX110
PH-NDK Falcon 900B	Solid-aiR	SOX009
09. D-IOSB PA-42-720	Heli-Flight	
PH-HRK P180	Solid-aiR	10 SOX061/104
PH-HZX B737-8K2	Transavia	SHY680
TC-OAI A321-231	Onur Air	CAI1041/040
10. PH-AAG CRJ200ER	Solid-aiR	14 SOX127/57
PH-HRK P180	Solid-aiR	11 SOX104/044
PH-SOL Ce525	Solid-aiR	12 SOX891/704
11. CA01 A310-222	21sm	BAF614
F-RADA A310-304	French AF	CTM1079

45+70	Tornado	JBG33	GAFE21T	TC-TLE	B737-4Q8	Tailwind Airlines	CAI041/0
LX-N90443	E-3A	NAEW&CF	*NATO04	18. 1x	Tornado IDS	JBG33	*GAFE23T
63-7993	KC-135R	121st ARW	NTM Esso77	CH07	C-130H	20sm	*BAF611
PH-CGN	Do228-212	Kustwacht	*NCG03	L-04	PC-7	131EMVOsq	*Diamond12
D-CAWU	Ce560XLS	Adolf Würth		N412MW	PC-12/47	Continent Aircraft	19
LX-LAR	Lj35A	Luxemb. Air Rescue	DUK3AMB	N555BK	Ce550 Bravo	Koop Holding	
PH-JCI	Raytheon 390	Solid-aiR	12 SOX051/147	OE-HCA	CL-300	AVAG Air	2x
PH-MFX	Ce650	Solid-aiR	12 SOX110/934	PH-CGC	Do228-212	Kustwacht	*NCG03
RA-76402	II-76TD	Aviacon Zito.	15 AZS7005/6	PH-HRK	P180	Solid-aiR	SOX946
12. A-275	SA316B	300sq	Bluebird11	RA-76402	II-76TD	Aviacon Zito.	22 AZS7005/6
Q-19	AH-64D	301sq	*Redskin33, GLV-V	19. MM7296/36-22	EF2000	12°Gr CIO	*I7271A
Q-22	AH-64D	301sq	*Redskin11, GLV-V	MM7298/36-24	EF2000	12°Gr CIO	*I7271B
261	SH-14D	860sq	*NRN417	LX-N904	E-3A	NAEW&CF	*NATO04
63-7993	KC-135R	121st ARW	NTM Esso77	Q-22	AH-64D	301sq	*Redskin21, GLV-V
PH-HRK	P180	Solid-aiR	14 SOX044/159	Q-29	AH-64D	301sq	*Redskin22, GLV-V
PH-MCJ	B767-33AER	Martinair	MPH301	PH-PXY	AW139	KLPD	*ZXP25
PH-MFX	Ce650	Solid-aiR	18 SOX934A/739	D-BETI	Falcon 50EX	Air Tasking Service Dortmund	
VP-BKZ	G-V	Dennis Vanguard International		LX-RST	PA-31T	Stoll Group	
13. 45+78	Tornado IDS	JBG33	*GAFBU23T	N412MW	PC12	Continent Aircraft	
L-03	PC-7	131EMVOsq	*Diamond07	PH-MCJ	B767-33AER	Martinair	MPH301
S-441	AS532U2	300sq	*Wolfhound71, GLV-V	UR-CBF	An-12A	Aerovis Airlines	20 VIZ – /2379
63-7993	KC-135R	121st ARW	NTM Esso77	20. FB21	F-16BM	2w	*BAF295
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ501	J-514	F-16AM	313sq	*Fist
HB-JGJ	G450	G5 executive		J-627	F-16AM	PAF/Chile mks	*Bonzo21
OY-SRK	B767-204ER(F)	Star Air	SRR161P/162	D-CBEN	Ce560 Ultra	Adolf Würth	2x
PH-MCJ	B767-33AER	Martinair	MPH302	HB-JGJ	G450	G5 executive	
PH-JCI	Raytheon 390	Solid-aiR	16 SOX160/049	HB-JID	MD-90-30	Hello	FHE5932/6932
14. 634/112-CK	Mirage F-1CR	ER02.033	*FAF7830B	PH-MCJ	B767-33AER	Martinair	MPH302
640/112-NV	Mirage F-1CR	ER02.033	*FAF7830A	21. D-CASA	Ce560	Air Tasking Service Dortmund	
LX-N90450	E-3A	NAEW&CF	*NATO07	D-IEFB	Beech B200	Flugbereitschaft	
63-7993	KC-135R	121st ARW	NTM Esso77	D-ISAG	Raytheon 390	Spitzke	
D-CASA	Ce560	Air Tasking Service Dortmund		F-GIJB	Beech 200	Chalair Aviation	CLG492/3
F-GIJB	Beech 200	Chalair Aviation	CLG492/3	PH-CGN	Do228-212	Kustwacht	*NCG03
OE-FRF	Ce525	DAPORTA Beteil.-Management		PH-HRK	P180	Solid-aiR	22 SOX208/155
PH-HRK	P180	Solid-aiR	18 SOX159/946	PH-MFX	Ce650	Solid-aiR	22 SOX739/935
15. 1x	E-3A	NAEW&CF	*NATO08	22. CH07	C-130H	20sm	BAF628
CA01	A310-222	21sm	BAF640	158/62-IR	CN235M-200	ET01.062	CTM2003
CS-TMT	A330-322	21sm	BAF630	LX-N90450	E-3A	NAEW&CF	*NATO02
J-014	F-16AM	311sq	*Sting	J-013	F-16AM	312sq	*M2924
63-7993	KC-135R	121st ARW	NTM Tazz84	J-868	F-16AM	322sq	*Nasty
CS-DRT	BAe125-800XPi	NetJets Eur.	16 NJE741D/978L	PH-OUQ	Spitfire	SKHV	*
D-CAWU	Ce560XLS	Adolf Würth		D-CASA	Ce560	Air Tasking Service Dortmund	
16. D-ABBL	B737-85F	Air-Berlin	23 BER876P/292P	HB-JGJ	G450	G5 executive	
G-MONK	B757-2T7	Monarch Airl.	MON8606/606P	HB-JID	MD-90-30	Hello	FHE6933/5933
17. HB-JGJ	G450	G5 executive	2x 19	OE-FRF	Ce525	DAPORTA Beteil.-Management	
M-ASRY	Ce525B	YYA Aviation		PH-AAG	CRJ200ER	Solid-aiR	23 SOX189/285



Support for the German participants of the Tiger Meet was provided by C-160Ds. One of them being 50+75 of LTG61, seen here on the tarmac at Volkel air base on 4 October 2010. (Niels Hogenboom)

PH-DYE	Ce550 Bravo	Solid-aiR	23 SOX050/643
PH-DYN	Ce550 Bravo	Solid-aiR	25 SOX240/37
PH-HRK	P180	Solid-aiR	25 SOX155/055
PH-MFX	Ce650	Solid-aiR	24 SOX935/218
23. D-IEFB	Beech B200	Flugbereitschaft	
PH-AAX	A320-232	Amsterdam Airl.	f/v AAN669/73
PH-AAY	A320-232	Amsterdam Airl.	f/v AAN679/80
PH-SOL	Ce525	Solid-aiR	24 SOX063/892
24. CS-DLD	Falcon 2000EX	Netjets Europe	NJE549G/439R
HB-JGJ	G450	G5 executive	25
OE-FRF	Ce525	DAPORTA Beteil.-Management	
TC-TLD	B737-4Q8	Tailwind Airlines	CAI041/0
25. 43+10	Tornado IDS	JBG33	*GAFF14T
L-03	PC-7	131EMVOsq	*Diamond03
L-09	PC-7	131EMVOsq	*Razor02
L-11	PC-7	131EMVOsq	*Diamond19
J-511	F-16AM	313sq	*M2929
D-ABBM	B737-85F	Air-Berlin	02 BER620P/982P
D-BETI	Falcon 50EX	Air Tasking Service Dortmund	
HB-FOW	PC-12/45	Future Finance Corporation	
HB-JGJ	G450	G5 executive	
M-EMLI	CL-604	A. J. Walter Aviation	
PH-MYX	Ce650	Solid-aiR	26 SOX19Y/171
RA-76402	II-76TD	Aviacon Zito.	29 AZS7005/6
26. FB18	F-16BM	10w	*BAF500
43+07	Tornado	JBG33	*GAFF16
82-0647	A-10A	81st FS	*Boar02
82-0650	A-10C	81st FS	*Boar01
J-209	F-16BM	306mks	*M2929
S-442	AS532U2	300sq	*Wolfhound03, GLV-V
S-457	AS532U2	300sq	Duke5
D-CASA	Ce560	Air Tasking Service Dortmund.	2x
HB-FOW	PC-12/45	Future Finance Corporation	
PH-MCJ	B767-33AER	Martinair	MPH301
PH-MYX	Ce650	Solid-aiR	28 SOX171/234A
27. LX-N90450	E-3A	NAEW&CF	*NATO13
L-09	PC-7	131EMVOsq	*Diamond10
D-AWKG	Falcon 900EX	Adolf Würth	
HB-JGJ	G450	G5 executive	
PH-CGN	Do228-212	Kustwacht	*NCG03
PH-DYE	Ce550 Bravo	Solid-aiR	arr SOX206
PH-MCJ	B767-33AER	Martinair	MPH302
PH-SOL	Ce525	Solid-aiR	arr SOX892
28. L-04	PC-7	131EMVOsq	*Diamond07
F-GIJB	Beech 200	Chalair Aviation	CLG492/3/4/9
PH-JCI	Raytheon 390	Solid-aiR	SOX267/1
PH-MYX	Ce650	Solid-aiR	29 SOX234/936
29. FA82	F-16AM	10w	*BAF521
FA103	F-16AM	10w	*BAF521
ST47	SF260	5sm	*BAF177
82-0647	A-10C	81st FS	*
82-0656	A-10C	81st FS	*
J-008	F-16AM	313sq	*Burst1
J-209	F-16BM	306mks	*Biscuit1
J-632	F-16AM	322sq	*Polly22
J-876	F-16AM	322sq	*Polly21
L-13	PC-7	131EMVOsq	*Diamond22
Q-10	AH-64D	301sq	*BAT75, GLV-V
CS-DNP	Falcon 2000	NetJets Eur.	30 NJE280A/498B
D-CASA	Ce560	Air Tasking Service Dortmund	
OY-RJA	CRJ200LR	Cimber Air	CIM9095/1895
PH-MYX	Ce650	Solid-aiR	31 SOX936/102
30. OK-CCA	B737-31S	Central Charter	CCG358P/3578
OK-CCA	B737-31S	Central Charter	CCG3579/359P
PH-AAG	CRJ200ER	Solid-aiR	SOX285
PH-AAX	A320-232	Amsterdam Airlines	AAN679/80
PH-AAY	A320-232	Amsterdam Airlines	AAN669/70
PH-CHT	Falcon 2000EX	Solid-aiR	arr SOX902
SE-DZB	ERJ145EP	City Airlines	SDR865/565
TC-TLC	B737-4Q8	Tailwind Airlines	SHY6936/6902
045/62-IB	CN235M-200	ET03.062	CTM2010
31. D-IAGG	Raytheon 390	Vibro Air Flugservice	VIB630
HB-JGJ	G450	G5 executive	
OY-RJA	CRJ200LR	Cimber Air	CIM1896/9096
PH-MYX	Ce650	Solid-aiR	arr SOX102
SE-DZB	ERJ145EP	City Airlines	SDR566/866

TC-TLA B737-4Q8 Tailwind Airlines CAI041/0

On the first day of this month, Transavia operated a charter for football club PSV Eindhoven. There was an aircraft change at Aviation Cosmetics on the 4th. An all white ATR departed and was replaced by an ATR in Air Dolomiti colours. On the 8th, a military charter, operated by Central Charter Airlines and the departure of a former Aeromar ATR 42. The next day, Transavia operated a service for Sky Airlines and Onur was operating for Corendon. On the 15th, the airport was visited by a Hi-Fly Airbus 330, operating for the Belgian Defence. The aircraft was devoid of titles but retains its colourful tail. On the 16th, an Air Berlin Boeing arrived for paintwork, departing all white one week later and Monarch, operating a military charter. Tailwind operated a flight for Corendon on the 17th. On the 19th a charter for PSV Eindhoven, operated by Hello with the return flight two days later. Amsterdam Airlines visited the airport for the first time with both of their airplanes on the 23rd. The next day, another Corendon flight operated by Tailwind. On the 25th, an aircraft change for the paintshop. This Air Berlin aircraft departed in the colours of Polish carrier Enter Air. The last days of the month you could see Cimber Air and City Airline. Central Charter, operating a military charter and Tailwind operating for Corendon and Sky Airlines.

Military comments: October showed a large variety of visitors. The USAF started with a KC-135 tanker operating out of Eindhoven to support the NATO Tigermeet with air-to-air refueling, flying nearly daily marked with NTM. Then multiple German Transals, Austrian Hercules and Finnish Casa 295 filled up the movements. French Mirage F-1CR's dropped by after visiting Leeuwarden first, followed the next day by a Belgian troop transport with the A310 and A330. Both Italian Typhoons flew by on their way from Volkel. Surprise this month where the four A-10C Warthogs performing a number of base attacks and flight passes.

Credits: Eindhoven Airport, EWAS, Coen van Noordwijk, Yorden van de Weteringh, Oscar Sannen, Alexander Schelbergen, Scramble MB.

## Gilze-Rijen

**October 2010**

01. RS05	S.KingMk48	40sm	*BAF701
J-060	F-16AM	322sq	*Polly01
J-144	F-16AM	322sq	*Polly02
J-638	F-16AM	311sq	*Sting21
J-641	F-16AM	312sq	*Bonzo21
J-646	F-16AM	311sq	*Sting22
PH-PXC	EC135P2+	KLPD	*ZXP03
04. J-365	F-16AM	312sq	*Bonzo
05. ZG923	Lynx AH9	1Regt	*AAC130
PH-PXE	EC135P2+	KLPD	*ZXP05
07. FA87	F-16AM	10w	*Tiger02
J-055	F-16AM	313sq	*Tiger01
PH-PXY	AW139	KLPD	*ZXP25
08. L-04	PC-7	131EMVOsq	*Diamond16
L-09	PC-7	131EMVOsq	*Diamond12
11. J-646	F-16AM	313sq	*Metal
L-09	PC-7	131EMVOsq	*Razor02
12. UR-82009	An124-100	Antonov Al	ABD1778/F
PH-PXY	AW139	KLPD	*ZXP25
13. H40	A109BA	HeliWing	BAF305
14. UR-82007	An124-100	Antonov Al	ADB1780/180F
N-164	NH90-NFH	860sq	*Windmill07
15. J-210	F-16BM	323sq	*Archer01
18. G-275	C-130H-30	336sq	*NAF35
PH-PXY	AW139	KLPD	*ZXP25
19. G-275	C-130H-30	336sq	*NAF35
PH-PXY	AW139	KLPD	*ZXP25
20. G-275	C-130H-30	336sq	2x *NAF35
J-514	F-16AM	313sq	*Fist
21. G-275	C-130H-30	336sq	2x *NAF35
J-876	F-16AM	322sq	*Slammer01
22. FB20	F-16BM	10w	*Mace75
G-275	C-130H-30	336sq	*NAF35
J-868	F-16	323sq	*Archer01

L-01	PC-7	131EMVOsq	*Razor02
L-09	PC-7	131EMVOsq	*Diamond02
25. H33	A109BA	HeliWing	*BAF
L-03	PC-7	131EMVOsq	*Diamond03
L-09	PC-7	131EMVOsq	*Razor02
L-11	PC-7	131EMVOsq	*Diamond19
26. J-209	F-16BM	312sq/306mks	*Cowboy
L-01	PC-7	131EMVOsq	*Diamond06
L-11	PC-7	131EMVOsq	*Diamond15
L-13	PC-7	131EMVOsq	*Diamond19
27. H01	A109BA	HeliWing	BAF312

Training flights marked October for Gilze. Dutch and Belgian F-16s found their way, followed by our own PC-7 and C-130H-30. The Antonov 124 brought back three Chinooks and supplies from Afghanistan. Despite the decreasing number of Belgian A109 three visited this month, making a nice ending of the last days of the month.

Credits: Gilze-Rijen Aviation Society, Oscar Sannen, Scramble MB

## De Kooy

### October 2010

01. L-04	PC-7	131EMVOsq	Diamond04
PH-PXZ	AW139	KLPD	ZXP26
PH-RPJ	Ce182R	KLPD	
06. ZE701	BAe146CC2	32TRsq	RRR1918
A-292	SA316B	300sq	Bluebird29
11. G-FPLE	Beech 200	Flight Precision	+12, 13
12. R-02	AB412SP	303sq	Gannet03
14. M2	SA316B	40sm	BAF712
84+84	CH-53G	MTHR15	
20. 86+48	Bo105p1	HFSV910	GAMH23
Q-25	AH-64D	301sq	Hawk1
21. L-04	PC-7	131EMVOsq	Diamond17
Q-25	AH-64D	301sq	*Hawk1
S-445	AS532U2	300sq	Demon5
22. D-101	CH-47D	298sq	Grizzly25
J-015	F-16AM	322/323sq	*Orange
Q-25	AH-64D	301sq	*Hawk1
S-445	AS532U2	300sq	Demon5
29. N-088	NH-90-NFH	860sq	arr I1679

Starting the month with a highlight was the RAF Royal BAe146 as VIP-transport. The Flight Precision Beech 200 did three days of calibration flights while operating out of the UK. Day 21 and 22 housed the annual Netherlands Air Force Pilots Information Days with demonstration flights of the AH-64D on both days and a rehearsal previous to the event. The solo display F-16 did a number of passes on the 22nd and the others where static only. The third Dutch NH90, N-088/CSX81679 flew in for torpedo trials. Unfortunately she won't remain here after completion as troubles delayed further deliveries (also see Military Updates KLu in this issue).

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

## Leeuwarden

### October 2010

01. FB22	F-16BM	2w	Matrix61
L-04	PC-7	131EMVOsq	Diamond04
04. 282	F-16AM	FLO 08 NOW338H/340B	
05. E74/705-LA Alpha Jet E	EAC00.314	*FAF6441	
693	F-16BM	FLO 08 NOW338/340A	
J-508	F-16AM	312sq	arr Fist21
J-869	F-16AM	PAF/Chile mks	arr Bonzo21
07. FB12	F-16BM	2w	Matrix62
FB22	F-16BM	2w	Matrix63
G-781	C-130H	336sq	*NAF31
ES-TLE	L-39C	Skyline Aviation	*Lion39
08. FB18	F-16BM	10w	Mace71, Mace81
11. N-164	NH90-NFH	860sq	*Windmill03
12. 616/112-NX Mirage F-1CR	ER02.033	*FAF7830B	
634/112-CK Mirage F-1CR	ER02.033	*FAF7830A	
PH-LAB	Ce550	NLR/TU Delft	*
PH-PXA	EC135P2+	KLPD	*ZXP01
13. G-FRAW	Falcon 20ECM	Cobham Aviation	*Warp64
J-635	F-16AM	323sq/312mks	dep Killer

J-876	F-16AM	323sq	arr Voodoo
PH-LAB	Ce550	NLR/TU Delft	*
14. 634/112-CK Mirage F-1CR	ER02.033	FAF7830B	
640/112-NV Mirage F-1CR	ER02.033	FAF7830A	
G-FRAW	Falcon 20ECM	Cobham Aviation	*Wolf67
15. G-781	C-130H	336sq	*NAF31
J-014	F-16AM	311sq	*Sting
273	SH-14D	860sq	*NRN273
18. G-275	C-130H-30	336sq	*NAF35
N-164	NH90-NFH	7sq	*Windmill04
19. J-058	F-16AM	PAF/Chile AF	arr Bonzo
J-203	F-16AM	LWD/no mks	AJ06
J-617	F-16AM	PAF/	dep Bonzo
J-644	F-16AM	LWD/no mks	AJ43
N-164	NH90-NFH	7sq	*Windmill04
20. A-275	SA316B	300sq	Bluebird25
G-275	C-130H-30	336sq	2x *NAF35
J-864	F-16AM	PAF/Chile mks	arr M2949
21. MM62185	C-130J	46BA/2°GR	I2183
G-275	C-130H-30	336sq	*NAF35
22. CH07	C-130H	15w	*BAF628
38+28	F-4F	JG71	*HG30T
25. L-01	PC-7	131EMVOsq	*Diamond22
26. XZ697	LynxHMA8SRU702sq	*Navy Lynx formation	
XZ722	LynxHMA8SRU702sq	*Navy Lynx formation	
ZD265	LynxHMA8SRU702sq	*Navy Lynx formation	
L-02	PC-7	131EMVOsq	*Diamond17
28. J-209	F-16BM	312sq/306mks	*Shark01
N-164	NH90-NFH	860sq	*Windmill03
29. E-596	F-16AM	727/730 Esk 05 tdy	DAF3268
XZ697	LynxHMA8SRU702sq	*NVY760 formation	
XZ722	LynxHMA8SRU702sq	*NVY760 formation	
ZD265	LynxHMA8SRU702sq	*NVY760 formation	

This month the FWIT ended for Leeuwarden, the participants left for Portugal to proceed with live-fire missions to complete the course. Four Mirage F-1s found their way to Leeuwarden this month, which is impressive as this type is rarely seen outside France. Cobham sent their Falcon 20 to the Tiger Meet as ECM-player, refueling twice on base prior to returning to the action and Volkel. Real action came on day 19, as two Russian Tu-95 Bears (21 and 22 Red) triggered the QRA and a number of supersonic booms in the area. It was back to reality with a Italian C-130J and German Phantom. The Navy Lynx formation passed twice, refueling on their way to/from Germany. The Danish F-16 E-596 is on tdy as support aircraft for the KTF/ Dutch Test Flight Unit that also operates the J-066 "Orange Jumper".

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

## Volkel

### October 2010

01. 84-0087	C-21A	76AS/86AW	*Valor61
01. FB20	F-16BM	10w	*Tiger41
668/118-IG	Mirage 2000DECE	5.330	15 Bullet45
69-027	C-160D	221 Filo	4 TuAF718
69-040	C-160D	221 Filo	4 TuAF719
93-0682	F-16C	192 Filo	15 TuAF55A
93-0689	F-16C	192 Filo	15 TuAF55B
93-0696	F-16D	192 Filo	15 TuAF55C
A-247	SA316B	300sq	Bluebird15
04. 8T-CA	C-130K	LuTSta	AutAF81/82
BG-27	Saab105Ö	Düsentrainerst	Talon27
RF-26	Saab105Ö	Düsentrainerst	Talon29
RG-27	Saab105Ö	Düsentrainerst	Talon28
FA70	F-16AM	10w	15 Tiger21/13
FA81	F-16AM	10w	15 Tiger11/33
FA87	F-16AM	10w	15 Tiger12/11
FA129	F-16AM	10w	15 Tiger14/34
FA132	F-16AM	10w	15 Tiger31
FA133	F-16AM	10w	15 Tiger13/32
FA135	F-16AM	10w	15 Tiger22/12
FB20	F-16BM	10w	15 Tiger32/14
2507	An26	242.tsl	CEF647



Curaçao-Hato near Willemstad, Curaçao, is visited on a regular basis by – in the words of Venezuelan president mr. Chavez - American spy planes. One that came by on 17 October 2010 was E-2C+ 164485/AF-602 of VAW-77. (Niels Quist)

9234	JAS39C	211Tit	15 CEF324A	08. BF-36	Saab105Ö	Düsentrainerst	11 Talon30
9235	JAS39C	211Tit	15 CEF324B/323B	9241	JAS39C	211.tit	11 CEF325
9245	JAS39C	211Tit	15 CEF323A/324B	97/115-YK	Mirage 2000	CEC02.005	15 FAF7330
9819	JAS39D	211Tit	15 CEF323B/A	45+50	Tornado IDS	AG51	15 GAFI51/Panther
3371	Mi-24V	221VrLt	15 CEF852	15102	F-16AM	Esq301	11 AFP67
R18/61-MM	C-160R	ET00.061	CTM1941	15124	F-16AM	Esq301	11 AFP68
80/103-LI	Mirage 2000	CEC01.012	15 FAF7601A	T-729	Beech1900D	LTBD	SUI729
85/103-LK	Mirage 2000	CEC01.012	6 FAF7601B	11. 46+14	Tornado IDS	AG51	15 GAFI01/56B
112/103-KQ	Mirage 2000	CEC01.012	15 FAF7602A	692	F-16BM	338skv	14 NOW338
121/103-KN	Mirage 2000	CEC01.012	15 FAF7602B/3	T-729	Beech1900D	LTDB	SUI729
525/118-AM	Mirage 2000	BEC01.012	15 FAF7601C	G-FRAW	Falcon 20C	Cobham	18 Rushton96
635/118-AS	Mirage 2000	DECE05.330	15 Bullet45/46	A-301	SA316B	300sq	Bluebird15
50+64	C-160D	LTG61	GAF256	D-101	CH-47D	298sq	Duke1
50+75	C-160D	LTG63	GAF253	Q-22	AH-64D	301sq	Redskin23
45+64	Tornado IDS	AG51	15 Panther1/GAFI56	S-444	AS532U2	300sq	2x Duke2
46+10	Tornado IDS	AG51	11 Panther2/GAFI51	S-445	AS532U2	300sq	Duke Flight
46+15	Tornado IDS	AG51	12 Panther/GAFI01	12. E79/102-NA	Alpha Jet E	EE02.002	FAF7141
46+29	Tornado ECR	JBG32	15 GAFLC1A/L69A	S-438	AS532U2	300sq	Wildcat03
46+30	Tornado ECR	JBG32	15 GAFLC1B/L69B	13. 63-7993	KC-135R	121/145ARS	*Esso77
46+33	Tornado ECR	JBG32	15 GAFLC1C/69C	S-453	AS532U2	300sq	Wildcat
407	An26	MH59.Sz.D.R	HuAF106	14. 69-024	C-160D	221 Filo	15 TuAF720
603	An26	MH59.Sz.D.R	HuAF107	69-027	C-160D	221 Filo	15 TuAF721
32	JAS39C	MH59.Sz.D.R	15 Puma51A/51	69-7993	KC-135R	121/145ARS	*Esso77
36	JAS39C	MH59.Sz.D.R	15 Puma51B/52	S-419	AS532U2	300sq	Wildcat02
42	JAS39D	MH59.Sz.D.R	15 Puma51C/53	15. 8T-CA	C-130K	LuTSta	AutAF81/82
MM81148	AB212	21°Gr	15 I1148A	2507	An26	242.tsl	CEF648
MM81375	AB212	21°Gr	15 I1148B	R204/64-GD	C-160R	ET00.064	CTM1950
MM62215/46-80	C-27J	98°Gr	I2220	50+64	C-160D	LTG61	GAF256
MM62217/46-81	C-27J	98°Gr	I2217	50+79	C-160D	LTG63	GAF253
5630	C-130J	335skv	5 NOW335I	110	An26	MH59.Sz.D.R	HuAF109
276	F-16AM	338skv	15 NOW338A/B	405	An26	MH59.Sz.D.R	HuAF108
291	F-16AM	338skv	15 NOW338E/D	MM62181/46-46	KC-130J	98°Gr	I2181
292	F-16AM	338skv	6 NOW338G	5629	C-130J-30	335skv	NOW335A
658	F-16AM	338skv	15 NOW338B/F	18. LX-N90442	E-3A	NAEW&CF	*NATO01
660	F-16AM	338skv	15 NOW338F/A	5601	C-130J-30	335skv	NOW335A
671	F-16AM	338skv	15 NOW338C/E	G-275	C-130H-30	336sq	*NAF35
672	F-16AM	338skv	15 NOW338D/C	19. MM7296/36-22	EF2000	12°Gr	21 I7271A
J-365	F-16AM	PAF/Chile AF	dep Bonzo	MM7298/36-24	EF2000	12°Gr	21 I7271B
J-640	F-16AM	PAF/Chile AF	arr Bonzo	J-058	F-16AM	PAF/Chile AF	dep Bonzo
G-BEOL	SC7	Invicta Aviation	8 OL	J-617	F-16AM	PAF	arr Bonzo
N116MA	Lj36A	Skyline	15 Lion16/Crack63	20. CH07	C-130H	20sm	*BAF651
05. 43	JAS39D	MH59.Sz.D.R	7 Golf326	G-FRAW	Falcon 20C	Cobham	Ghost11/21
ZG923	Lynx AH9	1Regt	*AAC130	J-627	F-16AM	PAF/Chile AF	arr Bonzo
D-101	CH-47D	298sq	*Grizzly72	J-864	F-16AM	PAF/Chile AF	dep M2929
06. BA-31	Saab105Ö	Düsentrainerst	Talon31	G-273	C-130H-30	336sq	*NAF35
6069	L159T1	212TLt	7 CEF858	21. G-275	C-130H-30	336sq	*NAF35
E977/102-MB	Alpha Jet E	EE05.002	FAF7141	22. FB20	F-16BM	10w	*Mace75
122/103-YE	Mirage 2000	CEC01.012	12 FAF7601	G-KAXF/N-294	Hunter F6A	DHHF	Hawker01
78/XE	TMB-700A	CEAM	FAF9178/9	J-015	F-16AM	322sq	Orange
MM62206	P180	71°Gr	I2206	PH-MLM/B-71	AT-16ND	SKHV	*Historic02
692	F-16BM	338skv	8 NOW338	PH-OUQ/3W-17	Spitfire LF9B	SKHV	*Historic01
XZ670	Lynx AH7	1Regt	*AAC130	PH-TBR/B-182	AT-16ND	SKHV	*Historic03
07. S-453	AS532U2	300sq	Wildcat01	29. J-632	F-16AM	322sq	*Polly02



J-876 F-16AM 322sq \*Polly01

Tiger mania has struck Volkel, the best way to describe the highlight of many spotters this year. All participants had at least one airplane in shiny tiger colours. Despite the fact that the weather was not very cooperative on both spotters days, which was attended by 1500 spotters in total, it was a great event. Various sizes of cargo planes visited frequently to support the NTM, making the final touch. Later on in October two Italian Typhoons showed up for a three-day mini-deployment to Volkel for some training flights with the local Falcons. Ending the month was a heritage flight with the solo display F-16, Hawker Hunter, Spitfire and two Harvards.

Credits: Oscar Sannen, SGVolkel Messageboard, Scramble MB.

## Woensdrecht

				<b>October 2010</b>
01. RS05	S.King Mk48	40sm		*BAF701
VH-EWP	F27-500F	Fugro		D%
VH-XWS	Fokker 100	Germania-cs	D%	SX11029
YR-FKB	Fokker 100	Carpatair	D%	KRP5104
T-255	DC-10-30	334sq	A%	NAF47

This month there was a lot of maintenance traffic with various Fokker types moving around. Despite that, others like the Jetairfly 737 and TNT 737 also visited, which are all due to leave the fleet afterwards as TNT replaces the 737-300 with -400. The Tanzania Government Fokker 28 also left back home again. The Merlin visited on a stop over as they picked up a WO2 bomber propeller in a nearby town as this item was found and recovered during construction works.

Credits: Airnieuws, Oscar Sannen, SG Woensdrecht + Forum, Scramble MB.

## Hato (Curaçao, Dutch Caribbean)

			<b>October 2010</b>
01. 260	SH-14D	7/860sq	tdy
60-0359	KC-135R	74th ARS	16
62-3530	KC-135R	72nd ARS	dep
76-1606/OK	E-3B	964th AACs	dep
81-0005/OK	E-3C	960th AACs	29
82-0007/OK	E-3C	960th AACs	tdy
N801AA	PA-31-350	Arlis Air	
YV225T	Sabre 40A	Super Autos Carabobo	
PR-MRG	Ce525B	Tropic Air Taxi Aereo	



At exotic destinations like Hato you can also expect exotic airlines like Avior Airlines. In these kinds of countries you can still see the 200 series of the B737. YV341T was visiting Curaçao on 24 October 2010. (Niels Quist)

04. OO-VAS	B737-86Q	TUI/Jetairfly	A%	JAF888		
J-202	F-16AM	323sq	D%	Blade		
J-365	F-16AM	PAF/Chile AF	A%	Bonzo		
J-640	F-16AM	PAF/Chile AF	D%	Bonzo		
J-879	F-16AM	322sq	29%	Blade/Nasty		
05. 5H-CCM	F28-3000	Tanzania Gvmt		T%		
06. XZ670	Lynx AH7	1Regt		*AAC130		
07. D-AOLH	Fokker 100	OLT	10%	OLT900		
5H-CCM	F28-3000	Tanzania Gvmt		D%		
G-781	C-130H	336sq		*NAF31		
12. 288	F-16AM	FLO	T%	Dolly01		
678	F-16AM	FLO	A%	NOW331		
13. T-729	Beech1900D	LTDB		SUI729		
PH-JXN	Fokker 50	Denim Air	%	DNM01P/02P		
14. 288	F-16AM	FLO	D%	NOW331		
15. ZJ123/G	Merlin HC3	78sq	16	RFR7336		
G-781	C-130H	336sq		*NAF31		
J-210	F-16BM	323sq		*Archer		
16. OO-TNA	B737-3T0SF	TNT Airways	17%	TAY940E		
20. J-514	F-16AM	313sq		A% Fist		
21. J-013	F-16AM	312sq	D%	M2949		
J-868	F-16AM	PAF/Chile AF		*Archer		
PH-LMT	Fokker 50	Denim Air		%		
23. OO-TNE	B737-3Q8SF	TNT Airways	24%	TAY944E		
D-AGPK	Fokker 100	Contact Air	29%	SWR5700		
26. A-301	SA316B	300sq		*Bluebird24		
27. RS05	S.King Mk48	40sm		*BAF701		
03. CX-CIB	BAe125-700	Floridian				
EI-EED	B767-31AR	Blue Panorama				
VP-CHP	ERJ135BJ	Jet Avn Business Jets				
05. 01-0193	C-17A	437th AW		06 RCH563		
YV147T	SA227AT					
YV305T	Ce525A	Venequip				
06. N125GR	IAI1125SPX	Wide Sky Leasing				
N390DB	CL-300	Bank of Utah				
N444EP	IAI1124A	Westwind Brothers				
N663LB	Lj45					
N95JK	IAI1124					
YV1426	Ce402					
YV196T	Beech 200					
07. 75-0560/OK	E-3B	960th AACs				tdy
164993/BD-993	KC-130T	VR-64				CNV3262
164485/AF-602	E-2C+	VAW-77				tdy
164486/AF-603	E-2C+	VAW-77				tdy
08. 12416	CH-124B	12 Wing				
V-11	G-IV	334sq				dep10
07-7169	C-17A	3rd AS				
164493/AF-600	E-2C+	VAW-77				tdy
N120RL	Beech B200	Global Aircraft Leasing				22
V5-AGS	Ce208B					
YV2135	SA226T					
YV2216	Ce402C					
YV2389	Ce560					
YV471T	Beech 400A					

09. EI-EED N151GR PR-MPF PT-WJS	B767-31AR Falcon 2000 Ce650-III Beech 400	Blue Panorama Stuart Hoffman Manaus Taxi Aereo		N402FT PR-ADM YV1257 YV1821	G400 Beech350 Beech A100 Beech 350	EJS	
10. N296L N440HB N883RW PH-OYI YV448T	Lj60 Hawker 4000 Falcon 50EX B767-304ER	Hop-A-Jet Hawker Beechcraft RSE of Delaware ArkeFly	f/v	25. LV-BBG N420CR YV1397 YV2686	BAe125-800 Ce525A PA-31T Ce560	Lineas Aereas CAS	
11. 02 N547TA N605MJ N75MC YV2321 YV471T	C-17A MU-2B-26A Beech 350 CeS550 Ce402B Beech 400A	HAW Blue Diamond Turbine Svs Horizon Group Venemos	12	26. HB-VOQ N303EM N33NJ N748CK N902AG YV2321	BAe125-1000 CL-300 Lj35A B747-221F CL-604 Ce402B	Sonnig Exxon Mobil National Jets Kalitta Agco	
12. PP-MCL YV1785 YV1838 YV2157	EMB505 PA-31 Beech A100 RC690	Embraer		27. 160049 N390DB YV453T	C-9B CL-300 Beech 400A	VR-53	
13. N211FZ YV448T	G350 Lj35	Kapana Avn		28. 76-1607/OK N6463N N748CK N804U YV1397 YV1459 YV305T	E-3B Beech C90GTi B747-221F Beech C90GT PA-31T RC690A Ce525A	960th AACs Kalitta	tdy del
14. N170LS N601MU PR-AUR PR-MKB	Lj45 CL-601-3R G200 Lj31A	N170LS Aircraft Trust & Financing Passaro Azul Taxi Aereo Colt Avn		29. YV1776 30. N222BR N296L N999MX YV1994	Ce551 Lj60 Lj60 SA227AT RC690B	Venequip Hop-A-Jet Worldwide Aircraft Svs	
15. 62-3530 HC-CGS N390DB PR-MKB XA-UEx	KC-135R B737-3S3 CL-300 Lj31A BAe125-731	72nd ARS AeroGal Colt Avn MID Taxi Aereo	tdy	31. N243V N790FH PR-GIT YV1994 YV2589 YV321T	Ce551 Lj60 Lj60 SA227AT RC690B Falcon 2000 IA1125 B737-809 RC690B Beech 90 A109S		
16. N1SL N525AP N535LC YV1705 YV1994	G-IV Ce525A Lj35 Ce441 RC690B	Sara Lee Jet Seven Andrew Martin				Aircraft Trust & Financing Gol/Varig	
17. N170LS N601MU PR-AUR PR-MKB	Lj45 CL-601-3R G200 Lj31A BAe125-731	N170LS Aircraft Trust & Financing Passaro Azul Taxi Aereo Colt Avn MID Taxi Aereo					
18. 95-0104 N420CR N703TM YA147T YV196T YV1998 YV305T	C-17A Ce525A Falcon 50 SA227AT Beech 200 RC690B Ce525A	437th AW Carlisle					
19. HC-CJM N172EX	A320-214 G200	AeroGal International Avn					
20. N723HH YV2458 YV2686 YV305T	Glob Express Beech A100 Ce560 Ce525A	Global Avn Investment					
21. N723HH YV2458 YV2686 YV305T	Beech A100 Ce560 Ce525A						
22. LV-BBG PT-MMB	BAe125-800 Beech B200	Lineas Aereas CAS Malharia Diana					
23. 63-8032 N351TX N881NA N917TF YV1973 YV231T	KC-135R Lj35A PA-31T BAe125-700 Beech 90 DC-9-32	72nd ARS Beatriz Ciudad Bluebriar 2 LASER	24 RCH3032				
24. HB-VOQ N296L	BAe125-1000 Lj60	Sonnig Hop-A-Jet					

Notable civil visitors include a Uruguayan Citation Jet and a Namibian Grand Caravan, amidst about ten visitors from Brazil, a couple from Argentina, and hordes of Venezuelan twins and biz-jets, which provided us with many updates for our civil database! Laser and AeroGal underlined the start of the charter season, as did Gol on the last day of this very wet October month. Tankers and Sentries were relieved of their duties on the first day. At the end of the first week, a US Navy Hawk-eye deployment started, and lasted for about six weeks. Some USAF and navy support aircraft were brought in to deliver equipment. Luckily, the Hawkeyes flew mostly two-ship missions during daylight hours, giving many photo-opportunities. A Canadian Sea King made a short fuel stop, and the Dutch Minister of Defence attended a ceremony to mark the fact that Curacao became an autonomous country within the Kingdom of the Netherlands on 10 October. A SAC C-17 picked up a group of Swedish Special Forces after a local exercise, and the C-17 on the 18th brought US marines for training. The boys and girls from Grissom with their KC-135s remained on call for kerosene deliveries to the AWACS' for the entire month.

Credits: Larry Every, Casper Kolenbrander, Felix Martina and Niels Quist.



Venezuelan airline Laser visited Hato with a DC-9 recently. YV231T was seen shortly after getting airborne.

(Willemstad-Hato, 23 October 2010, Niels Quist)



JetBlue Airways keeps introducing new tail designs. This one even contains orange stripes. N531JL entered service in August, but used to fly for JetBlue as N531JB from 2001 to 2006. In the meantime it was part of the fleet of Blue Wings and Air Berlin. Ruud Fopma photographed it at Oranjestad, Aruba, on 31 October 2010.



Aircraft registered in Panama receive a letter code at the end of the registration that identifies the operator. Private and executive operators used to be exempted from that until this Phenom 100 HP-500E appeared in July 2010. Maybe the E stands for 'executive'? (Oranjestad (Aruba), 13 October 2010, Ruud Fopma)



On 9 October 2010 Aruba Airlines started operations with this P4-AAB, a Colemill Panther conversion of the Piper PA-31-350. The first route flown is from Oranjestad to Las Piedras in Venezuela, which is served four to five times per day. (Ruud Fopma)

# Movements Belgium



Not an everyday visitor is this 34sq RAAF Boeing 737 A36-002. It visited Brussels for a joint Eurasian summit. (Brussels, 5 October 2010, Jan-Pieter Liebens)

## Antwerp

			September 2010
01. D-GIWO	PA-34-200T	Vulcan Air	
N600J	G550	Johnson & Johnson	
02. N300PP	Beech 300LW	A. Ruijgrok	
N555BK	Ce550 Bravo	Koop Holding	
N600J	G550	Johnson & Johnson	
03. N363JR	PA-46-500TP	Devuma	
N666MX	Ce560XL	Flying Group	
04. D-CGBR	Lj55	Jet Executive	
D-INCS	Ce525	Bizair Flug	
G-CYLS	CeT303	Oasis Flight	
N125XP	BAe125-800XP	Ambrion Aviation	
OK-OKL	PA-42-720	L-Consult	
05. CS-DQA	Ce560XLS	Netjets Europe	
CS-DRQ	BAe125-800XP	Netjets Europe	
LX-INS	Ce560XLS	Luxaviation	08
M-JNJL	Global Express	nn	
06. N227UT	PC-12/47E	Air Alpha	
07. M-ARTY	PC-12/47E	Creston UK	
N555BK	Ce550 Bravo	Koop Holding	
08. D-HMGX	S76C	Helijet Charter	
HB-JGJ	G450	G5 Executive	
LX-INS	Ce560XLS	Luxaviation	
M-ARTY	PC-12/47E	Creston UK	
M-JNJL	Global Express	nn	
09. CS-DXB	Ce560XLS	Netjets Europe	10
G-MAIK	PA-34-220T	Air Prive	
VP-BDX	CL-604	JS Group	
10. N666MX	Ce560XL	Flying Group	
OE-GBB	Do328-110	Welcome Air	
12. D-CCCF	Ce550	CCF Manager Airline	
HB-JGJ	G450	G5 Executive	
HB-LUT	P180	Greenwings	
LN-AWD	Beech 300	Airwing	
13. CS-DFS	Ce560XL	Netjets Europe	
D-EEEY	PA-46-350P	M. Specht	
HB-JGJ	G450	G5 Executive	
N62VT	R44	nn	
OE-GBB	Do328-110	Welcome Air	
14. D-ISGW	Ce525	MSR Flug Charter	
HB-VMX	Ce550	Jet Aviation	
HB-VMY	Ce550	Jet Aviation	
N198JH	Ce525	Aircraft Guaranty Mgmt	
N555BK	Ce550 Bravo	Koop Holding	
15. MM62210	Falcon 900EX	93° Gruppo TS	
T-784	Ce560XL	LDTB	16
N198JH	Ce525	Aircraft Guaranty Mgmt	

VT-MST	G-IVSP	Asia Aviation	16
16. MM62172	Falcon 900	93° Gruppo TS	
D-CKPP	SA227DC	Binair	
D-IOHL	Ce525A	Ohlair	
OE-FBS	Ce551	Airlink	17
17. D-ITWO	PA-42-720	Air Alliance	
F-GVLC	Beech 1900C	JDP France	
F-GVMV	Global Express	LVMH	
VP-BSF	Lj45	Seafight	
18. D-CAVE	Lj35A	DRFW	
D-CKPP	SA227DC	Binair	
19. HB-JGJ	G450	G5 Executive	
N227UT	PC-12/47E	Air Alpha	27
20. F-HACJ	Beech 300	CASAM	
22. D-IRTY	Ce340A	Drost	
F-GPEB	Ce525	ADD	
N604FJ	CL-601-3A	Millair	
23. F-GJFE	Beech 200	SEFA	26
G-OSOH	Ce525	Hangar 8	24
HB-VMX	Ce550	Jet Aviation	
HB-VMY	Ce550	Jet Aviation	
24. HB-FPZ	PC-12	Air Sarina	
M-ARTY	PC-12/47E	Creston UK	
N944AR	R44	Flight Services	
OE-GBB	Do328-110	Welcome Air	
25. EC-LEB	Global Express	TAG Aviation España	
26. OE-GBB	Do328-110	Welcome Air	
27. N604FJ	CL-601-3A	Millair	
OE-FMY	Ce510	Air Business Travel	
OY-BSO	Ce340A	Fiberline	
28. D-CCAB	Ce550 Bravo	Air Hamburg	
EI-RJF	BAe146-RJ85	CityJet	
29. EI-RJF	BAe146-RJ85	CityJet	30
HB-FVH	PC-12/47E	Pilatus	
G-DRBN	Phenom 100	Flairjet	
M-DBOY	A109C	Herair	
30. EC-HOB	Falcon 900EX	Executive Airlines	
G-IFTE	BAe125-700	Interflight	
N444BK	Beech 200	Koop Holding	
N4483W	Beech 400A	JetNetherlands	

The usual flow to Antwerp of bizzjets and short haul aircraft. On the 15th and 16th some military traffic was present due to a summit near Antwerp.

Credits: ASA Belgium, Walter van Brempt

## Brussels International

			October 2010
01. 258	Lj45	MATS	dep
MM62172	Falcon 900	93° Gruppo TS	

T.18-2	Falcon 900B	451 Esc	dep	SP-KWF	BAe31	JetAir	
EI-CXO	B767-3G5ER	Blue Panorama		VP-BIJ	B747-281F	Air Bridge Cargo	
D-AXLD	B737-8FH	XL Airways Germany	ITS c/s	YR-TIB	B737-3L9	Air Bucharest	
JY-AYI	A320-212	Royal Wings		08. F-RAJA	A340-211	ET03.060	
TC-IZA	A320-233	Izmir Airlines	opb PGT	MM62200	P180AM	Squadriglia SAR	Linate
OO-DIG	BAe146-200	Brussels Airlines	sold	08	C-27J	1 AB	
02. MM62210	Falcon 900EX	93° Gruppo TS		D-AFKF	Fokker 100	Contact Air	Star Alliance c/s
94-073	CN235M-100	211 Filo	03	SP-KWF	BAe31	JetAir	
94-077	CN235M-100	211 Filo	03	TC-IZL	A320-233	Izmir Airlines	opb PGT
D-AXLD	B737-8FH	XL Airways Germany	ITS c/s	09. ZH869	Hercules C4	LTW	
ET-AMT	B757-23N	Ethiopian Airlines		ET-AMU	B757-23N	Ethiopian Airlines	
LZ-HBC	BAe146-200	Hemus Air	a/w, n/t	LZ-HBE	BAe146-300	Hemus Air	a/w, n/t
N537US	B757-251	Delta Air Lines		SU-PBG	A320-233	Air Memphis	
YR-HBE	MD-83	Medallion Air		10. MM62181	C-130J	50° Gruppo TM	
03. A36-001	B737-7DF	34sq/RAAF		EC-JQP	A320-214	Iberworld	
V8-ALI	B747-430	Brunei Gvmt	05	N14115	B757-224	Continental	
VT-EVA	B747-437	Air India	VIP, 05	SP-LLL	B737-4Q8	LOT Charters	
MM62171	Falcon 900	93° Gruppo TS		11. 50+69	C-160D	LTG61	
20-1101	B747-47C	701 Hikotai/JASDF	04	LX-N20199	E-3A	NAEW&CF	
20-1102	B747-47C	701 Hikotai/JASDF	05	SP-LIH	ERJ175LR	Polish Gvmt	leased from LOT
HL7465	B747-4B5	Korean Gvmt	Isf Korean Air	LZ-HBC	BAe146-200	Hemus Air	a/w, n/t
9M-NAA	A319-115X	2 Skn/RMAF		N17139	B757-224	Continental	
B-8100	G-V	Deer Jet		OE-LNK	B737-8Z9	Lauda Air	
ET-ALY	B757-231	Ethiopian Airlines		OH-BLE	MD-90	Blue Air	
G-CFLV	Saab 2000	Eastern Airways		OH-BLF	MD-90	Blue Air	Star Alliance c/s
HB-JVC	Fokker 100	Helvetic Airways		SP-KWF	BAe31	JetAir	
OO-JAA	B737-8BK	JetAirfly	returned to lessor	12. 125/XO	TBM-700A	ETEC00.065	
SE-RJA	B737-4Q8	Tor Air	A%	135L-484	ERJ135BJ	352 MMYP	
04. CS-TEI	A310-304	HiFly	Mil for BAF	02-0042	C-40B	76th AS	13, SPAR81
LZ-OAB	A319-115X	Bulgarian Gvmt		CS-TQM	A340-313X	HiFly	19
B-2472	B747-4J6	Air China	VIP, 05	D-AALD	B777-FZN	AeroLogic	opf DHL
B-5266	B737-7AK	Deer Jet	VIP, 07	EC-IXL	SA227-AC	Aeronova	
2801	A319-115X	241.dlt	05	F-HAXL	B737-8Q8	XL Airways France	13
C-168	CL-604	Esk 721		LZ-HBF	BAE146-300	Hemus Air	a/w, n/t
251	G-IV	MATS	05	OH-BLF	MD-90	Blue Air	Star Alliance c/s
F-RBFB	A319-115X	ETEC00.065		SP-KWF	BAe31	JetAir	
F-RAFA	Falcon 7X	ETEC00.065		13. 2801	A319-115X	241.dlt	14
15+02	A319-133X	FBS BMVg	05	103/XI	TBM-700A	ETEC00.065	14
135L-484	ERJ135BJ	352 MMYP	05	145-209	ERJ135LR	352 MMYP	14
MM62171	Falcon 900EX	93° Gruppo TS		MM62243	A319-112CJ	306° Gruppo TS	
MM62172	Falcon 900EX	93° Gruppo TS		047	Yak-40	36.SPLT	
OM-BYL	Yak-40	LU-MV SR		17402	Falcon 50	Esq504	14
RA-86540	Il-62M	Rossiya		YU-BNA	Falcon 50	Serbian Gvmt	
SP-LIH	ERJ175LR	Polish Gvmt	leased from LOT	T.18-1	Falcon 900B	451 Esc	14
T.18-2	Falcon 900B	451 Esc		004	Ce650	212 Filo	14
T.18-5	Falcon 900B	451 Esc		UR-86528	Il-62M	Ukranian Gvmt	14
VN-A143	B777-26KER	Vietnamese Gvmt	leased	ZE395	BAe125 CC3	32(TR)sq	14
ES-ABO	B737-505	Estonian	special c/s	73-1677	E-4B-BN	1st ACCS	15
G-CFLV	Saab 2000	Eastern Airways		98-0002	C-32A	1st AS	14
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t	D-CAVA	SA227-AC	BinAir	14
N12109	B757-224	Continental		OH-BLE	MD-90	Blue Air	
OH-BLD	MD-90	Blue Air		OY-PSB	B737-8Q8	Primera Air Scandinavia	
SP-KWF	BAe31	JetAir		OY-RJG	CRJ100LR	Cimber Air	
05. A36-002	B737-7DT	34sq		SP-KWF	BAe31	JetAir	
B-2472	B747-4J6	Air China	VIP, 06	YR-TIB	B737-3L9	Air Bucharest	
5105	CL601-3A	241.dlt		14. 9A-CRO	CL604	Croatian Gvmt	
MM62172	Falcon 900EX	93° Gruppo TS		F-RAFJ	Falcon 50	ETEC00.065	
MM62209	A319-115CJ	306° Gruppo TS		15+02	A319-133X	FBS BMVg	
9M-NAA	A319-115X	2 Skn/RMAF		MM62209	A319-115CJ	306° Gruppo TS	
166377	C-37B	VR-1		T.18-2	Falcon 900B	451 Esc	
G-CFLV	Saab 2000	Eastern Airways		T.21-13	C295M	353 Esc	15
OH-BLF	MD-90	Blue Air	Star Alliance c/s	F-GPEK	B757-236	Open Skies	A%
SP-KWF	BAe31	JetAir		LZ-HBF	BAE146-300	Hemus Air	a/w, n/t
06. D-CNAF	SA227-AC	Binair		OH-AFI	B757-2K2	Air Finland	
G-CFLV	Saab 2000	Eastern Airways		OH-BLF	MD-90	Blue Air	Star Alliance c/s
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t	OY-RJG	CRJ100LR	Cimber Air	
OH-BLE	MD-90	Blue Air		OY-RUF	ATR42-500	Danish Air Transport	
SP-KWF	BAe31	JetAir		SP-KWF	BAe31	JetAir	
TS-INB	A320-214	Nouvelair Tunisie		15. MM62171	Falcon 900	93° Gruppo TS	
YR-HBE	MD-83	Medallion Air		EP-TFA	Falcon 50	TFB 1/VIP sq	
07. MM62181	C-130J	50° Gruppo TM		YU-BNA	Falcon 50	Serbian Gvmt	
9A-CDD	MD-82	Dubrovnik Airline	MontAir c/s	102001	Tp102A	TSFE	
CN-ROG	B767-328ER	Royal Air Maroc		F-GFJH	ATR 42-300	DGAC	CALIBRA
D-CNAF	SA227-AC	Binair		F-GPEK	B757-236	Open Skies	D%
LZ-HBF	BAE146-300	Hemus Air	a/w, n/t	N784AX	B767-281	ABX Air	16
SP-KPF	Saab 340	SprintAir	08	OH-AFJ	B757-2Q8	Air Finland	



SP-KWF	BAe31	JetAir		TC-JIK	A340-313X	Turkish Airlines	
YR-HBE	MD-83	Medallion Air		TC-JNF	A330-203	Turkish Airlines	
16. EX-27007	BAe146-200	Avia Traffic Company	delivery	TF-ELF	A300B4-622RF	Íslandsflug	A%
F-GFJH	ATR 42-300	DGAC	CALIBRA	24. UP-A3001	A330-243	Kazakhstan Gvmt	
LX-STA	A320-212	Strategic Airlines	20	EC-LAQ	A320-214	Iberworld	
LZ-HBB	BAe146-200	Hemus Air	a/w, n/t	EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
YR-TIB	B737-3L9	Air Bucharest		N969BW	C212	EP Aviation	25
17. F-GFJH	ATR 42-300	DGAC	CALIBRA	TC-JDK	A340-311	Turkish Airlines	repl. TC-JDN
EC-KZG	A320-214	Iberworld Airlines		TC-JDN	A340-313X	Turkish Airlines	damaged
VT-JBS	B737-85R	Jet Airways	18	VP-CNI	MD-87	Corporate Aviation Holdings	
YR-HBE	MD-83	Medallion Air		YR-HBE	MD-83	Medallion Air	
18. C-FNCU	DHC-8-314	Voyageur Airways	a/w, UN titles	25. 9A-CRO	CL-604	Croatian Gvmt	
EK-32007	A320-211	Armavia	A%	251	G-IV	MATS	
G-EZAO	A319-111	easyJet	diverted	EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
OH-LXL	A320-214	Finnair	fuelstop	EK-32007	A320-211	Armavia	D%
OY-RCD	Avro RJ-85	Atlantic Airways		HB-JVG	Fokker 100	Helvetic	
SE-RJN	A320-231	Air Sweden	19	LZ-HBB	BAe146-200	Hemus Air	a/w, n/t
SP-KWF	BAe31	JetAir		OY-RCD	Avro RJ-85	Atlantic Airways	
19. 01-0040	C-40B	99th AS	20	SP-KWF	BAe31	JetAir	
EC-HZH	SA227-AC	Aeronova		SP-KWN	BAe32	JetAir	opf OLT
HA-TCM	An-26B	CityLine Hungary	19	TF-ELF	A300B4-622RF	Íslandsflug	D%
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t	26. 110	An-26	MH 59. Sz.D. REB.	27
OH-BLE	MD-90	Blue Air		MM62172	Falcon 900	93° Gruppo TS	
SP-KWF	BAe31	JetAir		RA-86539	Il-62M	Rossiya	27
20. 177704	CC-177	429sq	21	T.18-2	Falcon 900B	451 Esc	27
MM62209	A319-115CJ	306° Gruppo TS		01-0028	C-37A	310th AS	28
7T-VHL	L-100-30	Air Algérie Cargo	21	CN-RPC	B737-4K5	Jet4you	A%
F-GYAP	A321-111	Air Méditerranée	A%	EC-JCU	SA227-AC	Aeronova	
HZ-APF	MD-90-30	Saudi Arabian		EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t	HB-JVG	Fokker 100	Helvetic	
OH-BLF	MD-90	Blue Air	Star Alliance c/s	OH-BLE	MD-90	Blue Air	
SP-KWN	BAe32	JetAir	opf OLT	SP-KWF	BAe31	JetAir	
SP-LLK	B737-4Q8	LOT Charters		SP-KWN	BAe32	JetAir	opf OLT
YR-HBE	MD-83	Medallion Air		27. 130320	CC-130E	413sq	OST16T
21. MM62171	Falcon 900	93° Gruppo TS		2801	A319-115X	241.dlt	
D-AGPK	Fokker 100	Contact Air	Star Alliance c/s	103/XI	TBM-700A	ETEC00.065	
HB-JVE	Fokker 100	Helvetic Airways		131/XQ	TBM-700A	ETEC00.065	
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t	MM62245	Falcon 900EX	93° Gruppo TS	
OH-BLE	MD-90	Blue Air		047	Yak-40	36.SPLT	
SP-KWF	BAe31	JetAir		SP-LIH	ERJ175LR	Polish Gvmt	leased from LOT
SP-KWN	BAe32	JetAir	opf OLT	2506	An-26	Dopravné kridlo	
22. 7T-VHL	L-100-30	Air Algérie Cargo		EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
F-GYAP	A321-111	Air Méditerranée	D%	G-CFLU	Saab 2000	Eastern Airways	
OY-JRU	MD-87	Danish Air Transport		HB-JVG	Fokker 100	Helvetic	
SP-KWF	BAe31	JetAir		SP-KWF	BAe31	JetAir	
YR-HBE	MD-83	Medallion Air		TC-JDN	A340-313X	Turkish Airlines	D%
23. EC-JJS	MD-83	Swiftair	RAM678/9	TC-JJE	B777-3F2ER	Turkish Airlines	
EC-LAJ	A320-214	Iberworld		YR-HBE	MD-83	Medallion Air	
ET-ALZ	B757-231	Ethiopian Airlines		28. LZ-OOI	Falcon 2000	Aviotryad 28	29
LZ-HBF	BAe146-300	Hemus Air	a/w, n/t	C-168	CL-604	Esk 721	29
LZ-MDA	A320-232	Air Via		93/XL	TBM-700A	ETM02.040	



Meridian Airlines is blacklisted in the European Union on safety grounds. Therefore their DC-8 9G-AXA is stored at Ostend-Bruges airport. (Oostende, 10 October 2010, Willem Vos)



Cows share our appreciation for this World Airways MD-11 N383WA parked at Ostend airport. (10 October 2010, Willem Vos)

F-RAFP	Falcon 900	ETEC00.065	
F-RBFA	A319-115X	ETEC00.065	29
15+01	A319-133X	FBS BMVg	29
D-HEGW	AS332L1	Bundespolizei	
D-HEGZ	AS332L1	Bundespolizei	
135L-484	ERJ135BJ	352 MMYP	29
251	G-IV	MATS	29
MM62209	A319-115CJ	306°Gruppo TS	29
9H-AFJ	Lj60	Maltese Gvmt	29
17402	Falcon 50	Esq504	29
OM-BYE	Yak-40	LU-MV SR	29
T.18-1	Falcon 900B	451 Esc	29
102001	Tp102A	TSFE	29
03-3124	C-17A	437th AW	30
7T-VHL	L-100-30	Air Algérie Cargo	
LZ-HBC	BAe146-200	Hemus Air	a/w, n/t
LZ-MDC	A320-232	Air Via	opf VIM
OY-RCD	Avro RJ-85	Atlantic Airways	
SP-KWF	BAe31	JetAir	
TC-JJB	B777-35RER	Turkish Airlines	spec mks
TC-JNB	A330-203	Turkish Airlines	30
29. 2801	A319-115X	241.dlt	
F-RAFA	Falcon 7X	ETEC00.065	
7T-VHL	L-100-30	Air Algérie Cargo	
CN-RPC	B737-4K5	Jet4you	D%
EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
HB-IHX	A320-214	Edelweiss	
OM-AEX	B737-4Y0	AirExplore	opf JAF
LZ-MDC	A320-232	Air Via	opf VIM
OY-RCD	Avro RJ-85	Atlantic Airways	
SP-KWF	BAe31	JetAir	
SP-KWN	BAe32	JetAir	opf OLT
TC-JDL	A340-311	Turkish Airlines	spec mks
YR-HBE	MD-83	Medallion Air	
30. EI-CZH	B767-3G5ER	Blue Panorama	opf BEL
F-GIXI	B737-348QC	Europe Air Post	
F-GIXJ	B737-3Y0F	Europe Air Post	
HB-JVE	Fokker 100	Helvetic	
JY-AGP	A310-304	Royal Jordanian	
LX-STA	A320-212	Strategic Airlines	
LZ-HBE	BAe146-300	Hemus Air	a/w, n/t
LZ-MDC	A320-232	Air Via	
OK-TVG	B737-8Q8	Travel Service	opf JAF
OK-TVM	B737-8FN	Travel Service	opf JAF
OM-AEX	B737-4Y0	AirExplore	opf JAF
PH-HZG	B737-8K2	Transavia	opf JAF
PH-HZO	B737-8K2	Transavia	opf JAF, 31
TC-JNA	A330-203	Turkish Airlines	
31. CS-TLO	B767-383ER	euroAtlantic Airways	

LZ-MDC	A320-232	Air Via	
OM-AEX	B737-4Y0	AirExplore	opf JAF

On the 7th of October the B737 of Air Bucharest was painted in a hybrid Air Bucharest/Tirion Air c/s. It operated on behalf of Brussels Airlines (BEL). The A340 CS-TQM of HiFly that visited on the 12th sported small Gabon Airlines titles, but these were later removed. On the same day AeroLogic started a scheduled service three times a week on behalf of DHL. The 15th saw some interesting aircraft visiting Brussels. First an Iranian Falcon 50 and as a good second, the ATR 42 of the French Direction Général de Aviation Civile which carried out calibration flights until the seventeenth. Also on the 15th N784AX made a fuel/night-over stop after the installation of a new freight door. The next day OO-DJG, now in the guise of EX-27007 departed for a definitive transfer to Avia Traffic Company, still in a basic Brussels Airlines c/s. A new aircraft for the Australian company Jet Airways made a fuel/night-over stop at Brussels on the seventeenth, it departed the next day. The national strike in France on the 18th caused easyJet to divert to Brussels from a planned landing at Paris-Charles de Gaulle Airport (LFPG). Also affected by the strike was Finnair with OH-LXL, which had to take some extra fuel on the scheduled flight from Helsinki-Vantaa (EFHK) to Barcelona-El Prat (LEBL).

Credits: SkyStef

## Kleine Brogel

### September 2010

14. S-419	AS532U2	300sq	*	
16. AT23	Alpha Jet 1B+11sm		*	
	N1944A	C-47A	private	
17. 70-3036/36	NF-5A	134 Filo	*	
	71-3052/52	NF-5A	134 Filo	*
	71-3066/66	NF-5A	134 Filo	*
	71-4017/17	NF-5B	134 Filo	*
	71-4020/20	NF-5B	134 Filo	*
	ST47	SF260D	5sm	*
	ES-TLC	L-39C	Breitling	*
	ES-TLF	L-39C	Breitling	*
	ES-TLG	L-39C	Breitling	*
	ES-YLF	L-39C	Breitling	*
	ES-YLI	L-39C	Breitling	*
	ES-YLS	L-39C	Breitling	*
	ES-YLX	L-39C	Breitling	*
	G-PIGY	Skyvan SC7	private	*
18. NX377WW	T-28B		private	*
	G-CBSS	Yak-52	private	*
	OO-DAT	PA-28-161	The Victors	*

OO-EBU	PA-28-161	The Victors	*
OO-VCU	PA-28-181	The Victors	*
OO-VMC	PA-28-181	The Victors	*
OO-VMY	PA-28-161	The Victors	*
19. 101/F-SEXR/1	TB-30	EPAA00.315	*
113/315-YD	TB-30	EPAA00.315	*
141/F-SEZF/4	TB-30	EPAA00.315	*
F-AZKT	MD-311	private	*
F-AZGE	MD-312	private	*
G-ETPS	Hunter FGA9	Viper Display Team	*
G-GAI	Hunter GA11	Viper Display Team	*
G-PIGY	Skyvan SC7	private	*
G-PRII	Hunter PR11	Viper Display Team	*
G-VETA	Hunter T7	Viper Display Team	*
PH-VDF	P-51D	J.W. van der Flier	*

The Dakota on the 16th was here because of the Market Garden memorial. The visitors on day 17, 18 and 19 where for the Sanicole airshow. Because of runway repairs at the base, all fast-jet aircraft operated from Beauvechain. However, some of the participants used Kleine Brogel as holding before going to Sanicole.

Credits: Bart Claes, Toon Cox, Ruben Craninx, Alain Vandebek

### October 2010

05. L-12	PC-7	131EMVOsq	*
15. CA01	A310-222	21sm	*
18. 1x	AS532U2	300sq	*
27. AT21	Alpha Jet 1B+	11sm	*
CH04	C-130H	20sm	*
CH07	C-130H	20sm	*
CD01	Falcon 900B	21sm	*
G-COBH	Beech 200	Cobham	*

On the 27th a formation of 2 C-130s, a Alpha Jet and a Falcon 900 flew over the base, they were on a photoshoot with Katsuhiko Tokunaga.

Credits: Toon Cox, Bart Claes, Tim Van den Boer

## Koksijde

### September 2010

1. G15	MD520N	Federal Police	
3. FA110	F-16AM	10W	spec c/s *
FA131	F-16AM	10W	spec c/s *
N707TJ	PT-17	Breitling Wing Walkers	*
N74189	PT-17	Breitling Wing Walkers	*
PH-OUQ	Spittfire Mk.IXc	SKHV MK732/3W-17	*
PH-OUQ	Spittfire Mk.IXc	SKHV MK732/3W-17	*
6. ST42	SF260D	1W	*
ST24	SF260M+	1W	*
7. FA82	F-16AM	10W	
9. 1x	AS532U2	300sq	
10. DU-139	AW-139	Dubai Air Wing	*
13. XZ674	Lynx AH7	1Regt	Dep 15
XZ211	Lynx AH7	1Regt	
14. S-419	AS532U2	300sq	
FA101	F-16AM	10W	
DU-139	AW-139	Dubai Air Wing	*
15. S-441	AS532U2	300sq	
16. XZ210	Lynx AH7	1Regt	
21. ST44	SF260D	1W	
229/112-QW	Mirage F1CT	ER02.033	*
267/112-QC	Mirage F1CT	ER02.033	*
271/112-QQ	Mirage F1CT	ER02.033	*
631/118-AA	Mirage F1CR	ECE05.330	*
23. H29	A109BA	Wing Heli	
27. ST42	SF260D	1W	
28. ST40	SF260D	1W	spec c/s
29. H31	A109BA	Wing Heli	

### October 2010

4. 1x	Mirage 2000DEC	0?.003	*
5. ZG923	Lynx AH9	1Regt	
6. XZ670	Lynx AH7	1Regt	*
H26	A109BA	Wing Heli	
H38	A109BA	Wing Heli	

7. FA57	F-16AM	2W	*
12. XZ203/F	Lynx AH7	7Regt	
XZ661/V	Lynx AH7	7Regt	
XZ669/I	Lynx AH7	7Regt	
13. XZ661/V	Lynx AH7	7Regt	
XZ669/I	Lynx AH7	7Regt	
XZ221?	Lynx AH7	7Regt	*
ST46	SF260D	1W	*
15. XZ221	Lynx AH7	7Regt	*
19. FA57	F-16AM	2W	*
FA67	F-16AM	2W	*
ST48	SF260D	1W	
ST04	SF260M	1W	*
21. 1x	Tornado	Luftwaffe	*
L-12	PC-7	131EMVOsq	
22. L-10	PC-7	131EMVOsq	
25. CH01	C-130H	20sm	
27. H27	A109BA	Wing Heli	
28. AT21	Alpha jet 1B+	1W	
ST42	SF260D	1W	
ST48	SF260D	1W	dep 29
29. L-03	PC-7	131EMVOsq	
XZ697/641	Lynx HMA8	702sq	
XZ722/645	Lynx HMA8	702sq	spec c/s
ZD265/644	Lynx HMA8	702sq	
FA110	F-16AM	349sm	spec c/s *

Credits: Spotting Group Koksijde

## Liège

### October 2010

01. A7-HHH	A340-541	Qatar Amiri Flight	
ET-AND	MD-11F	Ethiopian Airlines	
N28SP	Ce550 Bravo	Echo Aviation	
N418MC	B747-47UF	Atlas Air	opf TAY
N740CK	B747-4H6BCF	Kalitta Air	
N754SA	B747-228F	Southern Air	opf ETH
RA-26086	An-26	Pskovavia	
Z-ALT	DC-10F	Avient Aviation	
02. 4L-KMK	B742-281F	Eurex Airlines	
HB-VPD	Ce525	Verein Helibiz	
N701CK	B747-259SCD	Kalitta Air	
N715CK	B747-209BF	Kalitta Air	
N820SA	B747-243BF	Southern Air	opf CAL
OK-WGY	B737-436	CSA Czech Airlines	
LY-RAE	An-26	RAF-Avia	
04. 4X-ELF	B747-412F	EI Al Cargo	
Z-ALT	DC-10F	Avient Aviation	
06. ET-AML	MD-11F	Ethiopian Airlines	
N418MC	B747-47UF	Atlas Air	opf TAY
N587FE	MD-11F	FedEx	
N704CK	B747-246F	Kalitta Air	
N748SA	B747-206BF	Southern Air	opf ICL
N753SA	B747-228F	Southern Air	opf ETH
RA-96102	Il-96	Polet Aviation	
TC-FBG	A321-231	Freebird Aviation	
Z-BVT	MD-11F	Avient Aviation	
16. 4L-KMK	B742-281F	Eurex Airlines	
4X-AXL	B747-245F	EI Al Cargo	
ET-AML	MD-11F	Ethiopian Airlines	
ET-AND	MD-11F	Ethiopian Airlines	
N703CK	B747-212BF	Kalitta Air	
N748CK	B747-221F	Kalitta Air	
N753SA	B747-228F	Southern Air	opf ETH
N790CK	B747-251BF	Kalitta Air	a/w
17. F-ORAF	A319-132	Belle Air	
N748SA	B747-206BF	Southern Air	
RA-96102	Il-96	Polet Aviation	
Z-ALT	DC-10F	Avient Aviation	
18. N703CK	B747-212BF	Kalitta Air	
N715CK	B747-209BF	Kalitta Air	
N747CK	B747-221F	Kalitta Air	
N748SA	B747-206BF	Southern Air	
N753SA	B747-228F	Southern Air	opf ETH
N820SA	B747-243BF	Southern Air	
RA-26086	An-26	Pskovavia	

RA-96101	II-96	Polet Aviation		N703CK	B747-212BF	Kalitta Air	
Z-BVT	MD-11F	Avient Aviation		N747CK	B747-221F	Kalitta Air	
19. 4L-KMK	B742-281F	Eurex Airlines		N748SA	B747-206BF	Southern Air	opf ICL
N418MC	B747-47UF	Atlas Air	opf TAY	Z-ALT	DC-10F	Avient Aviation	
N754SA	B747-228F	Southern Air	opf ETH	30. 4X-AXL	B747-245F	El Al Cargo	
RA-96101	II-96	Polet Aviation		4X-ICO	B747-230F	C.A.L. Cargo Air Lines	
20. ET-AND	MD-11F	Ethiopian Airlines		A7-HJJ	A330-302	Qatar Amiri Flight	31
N418MC	B747-47UF	Atlas Air	opf TAY	ET-AND	MD-11F	Ethiopian Airlines	
N708CK	B747-212BF	Kalitta Air		N700CK	B747-246BF	Kalitta Air	
N715CK	B747-209BF	Kalitta Air	21	N704CK	B747-246F	Kalitta Air	
N754SA	B747-228F	Southern Air	opf ETH	N748SA	B747-206BF	Southern Air	CMB131
RA-96103	II-96	Polet Aviation	21	N988AR	MD-11F	Centurion Air Cargo	
UR-DWF	An-12	Aero Charter Airlines	21	31. 4L-KMK	B742-281F	Eurex Airlines	
Z-BVT	MD-11F	Avient Aviation	21	4X-ELF	B747-412F	El Al Cargo	
21. N418MC	B747-47UF	Atlas Air	opf TAY	4X-ICO	B747-230F	C.A.L. Cargo Air Lines	
N701CK	B747-259SCD	Kalitta Air		A7-AAG	A320-232	Qatar Amiri Flight	
N754SA	B747-228F	Southern Air	opf ETH	A7-HHH	A340-541	Qatar Amiri Flight	
RA-26086	An-26	Pskovavia		ET-AML	MD-11F	Ethiopian Airlines	
22. ET-AND	MD-11F	Ethiopian Airlines		F-ORAF	A319-132	Belle Air	
N418MC	B747-47UF	Atlas Air	opf TAY	N748CK	B747-221F	Kalitta Air	
N754SA	B747-228F	Southern Air	opf ETH	N753SA	B747-228F	Southern Air	opf ETH
Z-ALT	DC-10F	Avient Aviation		RA-96102	II-96	Polet Aviation	
23. ET-AML	MD-11F	Ethiopian Airlines		TF-FIG	B757-23APF	Icelandair Cargo	
N418MC	B747-47UF	Atlas Air	opf TAY				
N707CK	B747-246F	Kalitta Air					
N715CK	B747-209BF	Kalitta Air					
N790CK	B747-251BF	Kalitta Air	a/w				
TF-ELK	A300-622F	Etihad Airways	a/w, lsd				
24. RA-96101	II-96	Polet Aviation	25				
25. 4X-ELF	B747-412F	El Al Cargo					
AP-BIO	B747-243F	Rayyan Air	Cargo B c/s				
ET-AML	MD-11F	Ethiopian Airlines					
N740CK	B747-4H6BCF	Kalitta Air					
N820SA	B747-243BF	Southern Air	opf ICL				
RA-96102	II-96	Polet Aviation					
Z-ALT	DC-10F	Avient Aviation					
Z-BVT	MD-11F	Avient Aviation					
26. ET-AML	MD-11F	Ethiopian Airlines					
N418MC	B747-47UF	Atlas Air	opf TAY				
RA-96102	II-96	Polet Aviation					
27. ET-AML	MD-11F	Ethiopian Airlines					
N418MC	B747-47UF	Atlas Air	opf TAY				
N753SA	B747-228F	Southern Air	29, opf ETH				
RA-96102	II-96	Polet Aviation					
Z-BVT	MD-11F	Avient Aviation	28				
28. RA-96102	II-96	Polet Aviation					
Z-ALT	DC-10F	Avient Aviation					
29. 4X-ELF	B747-412F	El Al Cargo					
ET-AML	MD-11F	Ethiopian Airlines					
N418MC	B747-47UF	Atlas Air	opf TAY				

The beginning and the end of October saw a nice presence of the Qatar Amiri Flight with their VIP aircraft. The rest of the month the cargohaulers made several visits to this important logistics gateway to Europe. Highlights were a Cessna 550 Bravo on the first, a An-12 on the twentieth and AP-BIO from Rayyan Air on the twenty-fifth. This aircraft made a humanitarian flight to Haiti still in Cargo B colours. Unfortunately this is an incomplete report, so please send us your updates or spotters logs. Due credit will be given.

Credits: MST Aviation

Glossary

A%	arrived for maintenance
D%	departed after the maintenance
BAF	Belgian Air Component
BEL	Brussels Airline
CMB	CAMBER (call-sign of civil contracted aircraft for US Department of Defense)
ETH	Ethiopian Airlines
ICL	C.A.L. Cargo Air Lines
JAF	Jetairfly
JASDF	Japan Air Self Defence Force
opb	operated by
opf	operated for
PGT	Pegasus Airlines
RMAF	Royal Malaysian AF
TAY	TNT Airways



A very welcome visitor was this Brunei government Jumbojet V8-ALI. It was present here for the sultan of Brunei, who was visiting the joint Eurasian summit in Brussels. (Brussels, 5 October 2010, Jan-Pieter Liebens)

# Civil Movements Elsewhere



Just ten days after this photo was taken Hamburg International suspended operations and filed for bankruptcy. The company was established in 1998. This particular aircraft, D-AHIK, was ferried to Shannon on 20 October.

(Dusseldorf, 9 October 2010, Kees van Boven)

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 Köln-Bonn, London-Luton, London-Stansted, 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.

## Germany

### Düsseldorf

October 2010

27. ER-SFB	Saab 2000	Moldavian Airlines	for KRP
N135SG	ERJ135BJ	Gulf Avn Services Group	
N400AJ	Beech 400A	Schüle German Technologies	
OK-CCA	B737-36M	Central Charter Airlines	
OM-OPE	Ce525A	Opera Jet	
OM-TVA	B737-86N	Travel Service Slovakia for HLX	
UR-DNP	ERJ145EP	Dniproavia	

Credit: Edwin Keukenkamp.

### Frankfurt-Main

October 2010

01. HZ-ASE	A320-214	Saudi Arabian Airlines	f/v
SU-GCE	A330-243	Egypt Air	+08,27
YU-ANV	B737-3H9	JAT Airways	technical
02. 4X-EBT	B757-258ER	Sun d'Or	
G-TCCB	B767-31KER	Thomas Cook	f/v
LZ-FNB	Ce525A	Avio Delta	f/v
M-NOLA	CL-605	Nola Aviation	f/v +22
N278GA	G200	LP C	f/v 03
TC-ENK	BAe125-900XP	Air Enka	
VP-BRW	A321-211	Aeroflot	+05
03. OE-LGN	DHC-8-402	Austrian Arrows	f/v
04. 9H-XRS	Global XRS	Comlux Malta	f/v 05
HB-IEE	B757-23A	Privatair	06 %
N606TW	B767-231ER	Italy AF	f/v a/w 07 %
05. 4X-COI	Global 5000	Arkia	06
N63HS	G550	Air Simon	f/v 06
N806D	ERJ135BJ	Dominion Resources Service	f/v
N76064	B767-424ER	Continental Airlines	f/v
SU-GCF	A330-243	Egypt Air	+13,22,26,29
TC-OBG	A320-233	Onur Air	f/v
TC-SGI	B737-86J	Saga Airlines	for AFG
TC-TJH	B737-86J	Corendon	+06,13,20

UR-PSD	B737-8HX	Ukraine Int'l Airlines	
06. EC-LHL	B757-28A	Mint Airways	f/v for TUI
N74GG	G-IV		f/v 07
OK-JDM	Lj60XR	ABS Jets	+23
PH-AHY	B767-383ER	ArkeFly	18% +25 a/w,n/t
PT-MVG	A330-203	TAM Brasil	f/v
SP-DLB	Ce525A		f/v 11
TC-TJE	B737-4Y0	Corendon	
07. D-AECI	ERJ190LR	Lufthansa Reg'l/CityLine	f/v
EI-IRE	CL-604	Starair	
OE-IND	CL-605	VistaJet	f/v 08
PT-MVF	A330-203	TAM Brasil	f/v
TC-DGN	Falcon 2000EX	Dogan Aviation	+14
VH-OQA	A380-842	QANTAS	dep %
08. D-AIBD	A319-112	Lufthansa	f/v del 09
F-HEPD	A320-214	Air France	f/v
HL7608	B747-4B5BCF	Korean Air Cargo	09
SU-BPU	A320-214	Air Cairo	+22
TC-TLE	B737-4Q8	Tailwind	f/v +22,24
VP-CJD	Do328-310	Easy Aviation	17
YA-AQS	B767-2J6ER	Safi Airways	09
09. 4X-EBM	B757-258	Sun d'Or	+16
CN-ROW	B767-343ER	Royal Air Maroc	+16,23
D-IHRA	Ce525A	Triple Alpha	f/v
EC-LAJ	A320-214	Iberworld	f/v +16,23
EI-DTN	A320-216	Alitalia	f/v
EI-UPI	MD-11F	Cargotitalia	for GEC 10 +11
OK-CCC	Saab 340B	Central Connect Airlines	
SU-GBP	B777-266ER	Egypt Air	
VQ-BEI	A321-211	Aeroflot	f/v
10. AP-BHW	B777-340ER	PIA	f/v
N512LT	G450		f/v
OE-IHE	ERJ190LR	Niki	f/v
TC-TLA	B737-4Q8	Tailwind	+17
11. EC-KPP	Falcon 100	Mayoral Executive Jet	f/v 14
EK-42470	Yak-42D	Armavia	15
P4-ANG	BAe125-900XP	Altair Aviation	+16
SP-LIN	ERJ175LR	LOT	f/v
VP-BUB	B757-23P	Uzbekistan Airways	
12. CN-RNS	B767-36NER	Royal Air Maroc	
F-GTAK	A321-211	Air France	
HZ-AS36	A320-214	Saudi Arabian Airlines	f/v
OK-TVP	B737-4Q8	Travel Service	f/v a/w for TUI+14
OO-TAJ	BAe146-300QT	TNT Airways	
TC-OBH	A320-232	Onur Air	f/v



TC-TJG	B737-86J	Corendon	+19,26,27	OE-ISS	G550	JetAlliance	f/v 25
TF-NAD	B747-428BCF	National Air Cargo	f/v 14	OK-CCA	B737-31S	Central Charter Airlines	f/v
YR-GCI	Ce560XLS	PA & CO Int'l	f/v 23	OM-CCA	B737-36M	Central Charter Al. Slovakia	f/v
13. EC-IDT	B737-86Q	Air Europa	for LAN	SU-GDN	B777-36NER	Egypt Air	f/v
LZ-TIM	BAe146-RJ70	Bulgaria Air/Team of Bulg.		25. LX-GRS	G200	Global Jet Luxembourg	f/v 27
N55LC	Falcon 7X	Lowes	f/v	LY-FSK	BAe125-900XP	Aurela	26
N70LJ	Lj36A	Jet ICU Leasing		M-JJTL	PC-12/47E	L. Uggla/J.P.Huth/K.Gia	f/v
N70PS	Global Express	American Int'l Group		OM-LBG	Ce525B	Opera Jet	
PH-AHQ	B767-383ER	ArkeFly	15 %	OM-TVA	B737-86N	Travel Service Slovakia	f/v
TC-TJC	B737-4Q8	Corendon	+20,27	VQ-BLV	G550	Messum/Chai	27
VP-BEU	A330-301	Vladivostok Avia	16 %	26. 4L-TGB	CRJ200LR	AirZena Georgian Aw	f/v 27
14. HZ-MS1A	Lj60XR	Saudi Special Flt Services	f/v	TC-IST	Ce680	Veyen Air	f/v
OY-KBC	A340-313X	SAS	f/v	TC-OAK	A321-231	Onur Air	
OY-NCO	Do328-310	Sun-Air		VQ-BGA	G450	Execujet Middle East	02
15. EC-HKQ	B737-85P	Air Europa for LAN	+16,23	27. HB-IHX	A320-214	Edelweiss Air	for SWR
EC-LAE	G200	Executive Airlines	f/v	JY-AGP	A310-304	Royal Jordanian	
EI-EMS	MD-11F	Cargotalia		N78KN	Raytheon 4000	H4T	30
HL7606	B747-4B5BCF	Korean Air Cargo	16	28. B-2081	B777-F1BLR	China Southern Cargo	f/v
N720WS	Global 5000	American Int' Group		EI-CKM	MD-83	Meridiana	
SU-BPV	A320-214	Air Cairo		HB-IHZ	A320-214	Edelweiss Air	for SWR
16. LX-RSQ	Ce510	Ducair/Lux. Air Rescue	f/v 17	I-TOPX	Beech 400A		f/v
N375WB	Global 5000	White Birch Aviation	17	N445QS	G450	NetJets	f/v
TC-AKK	Falcon 900B	AK Aviation		VP-BWN	A321-211	Aeroflot	
17. CS-TLO	B767-383ER	euroAtlantic Airways	for LAN	29. D-ABKP	B737-86J	Air-Berlin	f/v
D-ABFL	A320-214	Air-Berlin	f/v 19	HB-FVH	PC-12/47E	Pilatus Flugzeugwerke	f/v
G-LCYK	ERJ190SR	British Airways Cityflyer	18	OK-EMA	Ce680	Travel Servis	
18. N86TW	Global XRS	Tallwood Global Mangmt	f/v 20	PH-LMB	Fokker 50F	Amapola Flyg	
N162NS	Falcon 2000LX	NetJets Middle East	f/v 19	TC-JNG	A33-203	THY Turkish Airlines	f/v
19. CS-TQM	A340-313X	Gabon Al/Hi Fly f/v a/w for NMB		30. EC-LAQ	A320-214	Iberworld	f/v
G-LEAB	Ce510	London Executive Avn	f/v 20	JY-AYI	A320-232	Royal Wings	
N851CB	G450	Pleasant Aircraft Leasing	f/v	TC-DLZ	Ce560XLS	Bonair	
OK-XLS	Ce560XLS	Silesia Air		VQ-BHL	A320-214	Aeroflot	f/v
OO-JAQ	B737-8K5	JetairFly	f/v for TUI	31. A6-EFE	B777-F1HLR	Emirates Sky Cargo	f/v
20. HL7417	B747-48E	Asiana Airlines Cargo	f/v	B-18201	B747-409	China Airlines	
PH-AHX	B767-383ER	ArkeFly	23 %	D-AEBA	ERJ195LR	Lufthansa Reg'l/CityLine	f/v 01
PH-NDK	Falcon 900B	Solid-air	f/v	EC-IZY	A340-642	Iberia	
21. G-IRSH	ERJ135BJ	London Executive Aviation	f/v 22	G-EUYJ	A320-232	British Airways	f/v 01
G-PWNS	Ce525	Hangar 8	f/v	HL7421	B747-48E	Asiana Airlines	f/v
I-SMEP	MD-82	Meridiana		OO-AIE	Ce560XLS	Flying Service	f/v
22. VP-BDX	CL-604	J & S Service & Investment		VH-OQB	A380-842	QANTAS	f/v arr %
23. A7-HHK	A340-211	Qatar Airways/Amiri Flight	26 %				
D-ABRE	B737-46J	Bremenfly					
HZ-AFX	G-IV	Saudi Special Flt Services					
SX-OAH	A320-232	Olympic Air	f/v				
TC-IZL	A320-233	Izair/Pegasus	for PGT				
VP-BUJ	B757-231	Uzbekistan Airways					
24. D4-CBG	B757-2Q8	TACV Cabo Verde Al	dep %				
EI-DTJ	A320-216	Alitalia	f/v				
G-LCYL	ERJ190SR	British Airways Cityflyer	f/v +25				
N626UT	G-V	United Therapeutics	f/v 26				
N777AS	B777-24QER	Mid East Jet	f/v 28 %				
N990AV	DHC-8-103	Presidential Airways	f/v a/w,n/t				

The Safi Airways B767 mentioned on the 8th could also be seen on the 11th, 13th, 15th, 18th, 20th, 22nd, 25th, 27th and 29th while the National Air Cargo B747 mentioned on the 12th could also be seen on the 15th, 18th, 22nd, 28th and 30th. Central Charter Airlines Slovakia operated on the 24th for Royal Air Maroc while the next day Travel Service Slovakia operated for TUI Airlines.

Credit: Manfred Kaspczak/Rhein-Main Aviation Society.

<b>Stuttgart</b>		<b>October 2010</b>	
01. LZ-FIB	IAI1126	BH Air	
N353PH	DHC-8-202	Win Win Services	03 +13,29



One of the two Mint Airways Boeing 757s is this Boeing 757-28A EC-LHL. Their other one, EC-LBC, is currently flying with NAS Air for the Hajj. At the time this picture was taken EC-LHL was flying for TUIfly. (Dusseldorf, 9 October 2010, Kees van Boven)



The Dornier 328-300 is a pretty rare aircraft in Europe, especially as bizjet. VP-CJD was delivered in October 2008 to Easy Aviation. (Frankfurt, 9 October 2010, Edward Kleiser)

N373AB	Ce750	Salem Aviation		20. EC-JUG	MD-83	United Nations/Swiftair	a/w 21
OO-TCI	A320-214	Thomas Cook Belgium		EC-JYC	SA226TC	Zorex Air Transport	
OY-NCO	Do328-310	Sun-Air	02	21. D-ABRE	B737-46J	Bremenfly	
PH-EZS	ERJ190STD	KLM Cityhopper	f/v +19	D-HEGA	AS332L1	Bundespolizei	
SE-DJP	BAe146-RJ70	Malmö Aviation		F-GRYL	Beech 1900D	Twin Jet	
02. D-HECH	EC135P-2+	Anpartsselskabet Af	f/v	22. EC-KRN	G200	Executive Airlines	f/v
03. OO-TUC	B767-341ER	TUI Airlines Belgium	f/v	23. N555MS	EC120B		
SU-KBA	A320-214	Koral Blue	+17	24. LN-BRG	Falcon 900EX	Sundt Air	f/v
TC-TJG	B737-86J	Corendon	+10,14	25. EC-HZH	SA227AC	AeroNova	
04. N35WA	PC-12/47	Adam Air		YR-KMA	Fokker 70	Carpatair	
N764XJ	Ce750	XOJet		YU-BNA	Falcon 50	Serbia Gvmt	26
N888GS	Ce510	Global Suhaimi	f/v 07	26. A9C-ACE	CL-605	TAG Aviation	f/v
06. A6-RJA	G300	Royal Jet		YU-BRZ	Lj31A	Avio Service	
F-HNCY	Raytheon 390A	Lorraine Aviation	f/v	27. 4X-COI	Global 5000	Arkia	29
OO-JAP	B767-36NER	TUI Airlines Belgium	f/v	28. D-ABFL	A320-214	Air-Berlin	f/v
07. CS-TQK	A320-232	White	+28	EI-RJC	BAe146-RJ85	CityJet	
P4-PAM	ERJ135BJ	Petroff Air		N349PH	DHC-8-202	Win Win Services	f/v
TC-TJH	B737-86J	Corendon	+17,21	N528AP	G550	Milion Air	f/v
VP-CAR	Ce650	Wheels Aviation		TC-JNF	A330-202	THY Turkish Airlines	
09. D-CNAF	SA227AC	BinAir		29. N184PA	G-III	Phoenix Air	
HA-TAB	Saab 340A/F	Fleet Air Int'l	10	N186PA	G-III	Phoenix Air	
PT-PVA	EMB505	Embraer	11	N3755P	L-100-30	Prescott	
YR-TIB	B737-3L9	Air Bucharest	f/v	PH-BXH	B737-8K2	KLM	
11. N274WA	MD-11F	World Airways		30. EI-RJV	BAe146-RJ85	CityJet	
12. A7-CEA	CL-605	Qatar Executive	f/v 14	TC-SGL	B737-8S3	Saga Airlines	
D-CNAG	SA227DC	BinAir		31. SU-BPU	A320-214	Air Cairo	
EC-LHL	B757-28A	Mint Airways	f/v +19	SU-LBI	A320-232	Lotus Air	
HZ-MS5B	G-V	Saudi Special Flt Services	+23	TC-SGH	B737-86J	Saga Airlines	
N90D	RU-21H	Dynamic Aviation Group	14				
N92S	RU-21H	Dynamic Aviation Group	14				
N96Y	RU-21E	Dynamic Aviation Group	14				
N97D	RU-21H	Dynamic Aviation Group	14				
TC-TJC	B737-4Q8	Corendon					
VP-CVX	A319-133X	VW Air Services					
13. VP-CGA	Falcon 2000	VW Air Services	+20				
VP-CGB	Falcon 900B	VW Air Services					
VP-CGC	Falcon 2000	VW Air Services					
VP-CGD	Falcon 900EX	VW Air Services					
14. OY-GKJ	Falcon 2000LX	Kirk Aviation	f/v				
SE-MAJ	ATP/F	West Air Europe					
15. OE-HTJ	Do328-300	Tyrolean Jet Service					
VP-CBB	B737-8AW	Bosco Aviation/Bugshan					
16. OO-TCJ	A320-214	Thomas Cook Belgium					
YR-HBE	MD-83	Medallion Air					
17. N779PC	PC-12/47	USAF SOCOM	21				
18. G-GJMB	CL-850	TAG Aviation UK	f/v				
HA-TCO	An-26	Cityline Hungary					
OO-JAQ	B737-8K5	JetairFly					
VP-BJE	CL-604	Johnson Electric					
19. VP-CGE	Falcon 900EX	VW Air Services					

Credit: Oliver Schmid.

## Luxembourg

Luxembourg		October 2010	
01. N380WA	MD-11F	World Airways Cargo	a/w
N550FP	Ce550	Flying Group	
N741WA	B747-4H6BDSF	World Airways Cargo	
03. YU-MTU	Ce525		
04. N125TM	CL-300	EMC	+06
N680SE	Ce680	Flying Group	
SE-DIK	MD-82	SAS	
05. VP-BKZ	G-V	Dennis Vanguard Int'l	
06. M-JN JL	Global Express	Global Thirteen Worldwide	
N523MC	B747-2D7BF	Atlas Air	
TC-MDG	CL-601-3A	MNG Airlines	
07. D-AKNL	A319-112	Germanwings	div EDRZ
EW-252PAB	B737-524	Belavia	+09
N125XP	BAe125-800XP	Surewings	
N499MC	B747-47UF	Atlas Air	
08. YL-CCQ	PC-6/B2-H4	Metrum	
09. HB-JVE	Fokker 100	Helvetic Airways	
RA-3636K	L-39C	P. Pelissier	

10. N62GT	Beech B200GT	Avmet Int'l	
11. SE-DIB	MD-87	SAS	
	TF-NAD	B747-428BCF	National Air Cargo
	YR-DAE	Ce510	Direct Aero Services
12. B-2075	B777-F1BLR	China Southern Cargo	+26
	UR-82009	An-124-100	Antonov Design Bureau
13. SE-DIL	MD-82	SAS	
14. F-GTUI	B747-422	Corsair	
	F-HETS	Beech 1900D	Travira Air
16. UR-CGX	An-12BP	Silk Way	
17. YU-BZZ	Ce550B	Air Pink	
18. M-SRNE	BK117C-2	Serena Aviation	
19. B-2072	B777-F1BLR	China Southern Cargo	
20. VQ-BIA	B747-4KZF	Air Bridge Cargo	
21. AP-BIO	B747-243F	Rayyan Air	n/t +28
	N614GC	DC-10-30F	Cielos del Peru Cargo
22. M-USTG	Ce510	OSM Aviation	
	M-YAAA	Global Express	Glenn Eagles Research
23. HB-JVF	Fokker 100	Helvetic Airways	
24. HB-IPY	A319-112	Swiss Int'l	
	LX-STA	A320-212	Strategic Airlines
	LZ-OOI	Falcon 2000	Aviootryad 28 Bulgaria AF
25. UR-CFB	An-12BP	Aerovis Airlines	
26. 4K-800	B747-4R7F	Cargolux	29
27. F-GIXR	B737-3H6F	Europe AirPost	a/w
28. SP-ARK	Ce560XLS		
	VQ-BGY	B747-428ERF	Air Bridge Cargo
29. N305FE	DC-10-30F	Cielos del Peru Cargo	
31. D-ACPP	CRJ701	Lufthansa CityLine	

Credit: Mike Moro.

## United Kingdom

### Farnborough

### October 2010

04. 9H-BGL	Global Express	Comlux Malta	
	A6-HEH	B737-8AJ	Dubai Air Wing
	M-HOTB	G550	Executive Airlines
	N800KS	B737-7BC	Clay Lacy Aviation
	TY-VLT	BAe125-800XP	Comfort Jet Aviation
	VP-BCL	CRJ701	Consolidated Contractors
	VP-BSI	G550	Seaflight Aviation
	VP-CEB	Global Express	Global Jet Luxembourg
21. 9H-AFQ	CL-605	Comlux Malta	
	C-FHPM	G-IV	Barrick Gold
	C-GZPX	CL-604	Skyservice Business Avn
	M-ABCT	G-IVSP	Pillar Securitisation
	N725LB	Global Express	TAG Aviation
	N800PJ	IA11126	Asset Management
	N989RJ	Global 5000	Great Point Advisors
	VP-CHH	CL-605	Aviamax Aviation

28. N145GS	P180	Piaggio America	
	SP-NEO	Beech C90GTi	Ad Astra Executive Charter
	VP-CIC	CL-601-3A	TAG Aviation (UK)

Credit: John Leadbetter.

### London-Heathrow

### September 2010

01. A7-BAA	B777-3DZER	Qatar Airways	f/v
	G-STBA	B777-336ER	British Airways
	JA786A	B777-381ER	ANA - All Nippon Airways
	SU-GDS	A330-343E	Egypt Air
02. 15+01	A319-133X	FBS BMVg	GAF607
	JA789A	B777-381ER	ANA - All Nippon Airways
03. 5A-DRL	Ce560XLS	Libyan Air Ambulance	f/v
	A7-BAK	B777-3DZER	Qatar Airways
	G-TSLS	Global 5000	TAG Aviation (UK)
	M-CHEM	Falcon 2000EX	Ineous Aviation
04. HZ-KSGA	G450	NAS - Nat'l Air Service	+24/26
	VP-BYO	B737-524	Transaero
05. B-KAE	B747-412BCF	Cathay Pacific Cargo	f/v
	VP-BVV	Falcon 2000EX	Oldbury
06. A7-BAJ	B777-3DZER	Qatar Airways	f/v
	D-ALEF	B757-236SF	DHL/EAT Leipzig
	OE-ISU	CL-605	Int'l Jet Management
	V8-BLE	B777-212ER	Royal Brunei Airlines
07. G-UKAW	A109E	Westland Helicopters	f/v
08. A7-BAH	B777-3DZER	Qatar Airways	f/v
	LN-RKG	A340-313X	SAS
09. JA788A	B777-381ER	ANA - All Nippon Airways	f/v
	LN-RKF	A340-313X	SAS
	OY-KBD	A340-313X	SAS
10. A6-HRM	B747-422	Dubai Air Wing	11
	A7-AAM	Global Express	Qatar Amiri Flight
	A7-BAC	B777-3DZER	Qatar Airways
	A7-HJJ	A330-203	Qatar Amiri Flt
	A9C-BAH	G-IVSP	Bahrain Amiri Royal Flight
	HB-VWC	Ce525B	Swiss European Air Lines
	OO-DFG	Falcon 2000LX	Abelag Aviation
	OY-KBA	A340-313X	SAS
11. EI-UNC	B767-3P6ER	Transaero	f/v
12. A7-BAE	B777-3DZER	Qatar Airways	f/v
	A9C-BRN	G550	Bahrain Amiri Royal Flight
	M-GBAL	Global XRS	Noclaf
	N985FM	CL-300	Idaho Investments
	PT-MVS	A330-223	TAM Brasil
13. N604JS	CL-604	Great Point Advisors	f/v 16
14. A7-HHJ	A319-133X	Qatar Amiri Flt	15+18/19,24
	LX-RSQ	Ce510	Ducair/Lux. Air Rescue
15. A7-BAO	B777-3DZER	Qatar Airways	f/v
	ZS-XRS	Global XRS	Execujet Flight Operations
16. EI-CZH	B767-3G5ER	Blue Panorama	



The corporate jet of Fry's Electronics: a Boeing 747SP. N747A was used by NHL team the San Jose Sharks to get to Germany and later on to Sweden. They played some games in Karlsruhe and in Stockholm. (Karlsruhe-Baden-Baden, 5 October 2010, Oliver Schmid)



AP-BIO is the second Boeing 747-200F of Rayyan Air. It is not hard to guess who the previous operator of this aircraft was. Correct, that was Belgian carrier Cargo B Airlines. The first owner was Alitalia which took delivery of I-DEMR on 18 December 1981.

(Luxembourg, 21 October 2010, Tom Neu)

SP-LPG	B767-306ER	LOT	f/v	PH-EZN	ERJ190STD	KLM Cityhopper	f/v for KLM
17. A7-HHK	A340-211	Qatar Airways/Amiri Flight	18	10. G-WWBM	A330-243	THY Turkish Airlines	f/v
18. A6-AUH	B737-8EX	Abu Dhabi Amiri Flight	19	N443M	G550	Chevron USA	f/v
D-CJAF	Lj60XR	Jetair Flug	f/v	OE-GVD	Lj60XR	VistaJet	f/v
LZ-OOI	Falcon 2000	Aviootryad 28 Bulgaria AF	25	S5-AAR	A319-132	Adria	f/v for CTN
TC-JPJ	A320-232	THY Turkish Airlines	f/v	11. A7-AAG	A320-232	Qatar Amiri Flight	12+28/29
VQ-BDD	A318-112CJ	Jordan Gvmt	19	12. A7-HHK	A340-211	Qatar Amiri Flight	+22/23
19. A7-AAG	A320-232	Qatar Airways/Amiri Flight		A9C-BA	B727-2M7	Bahrain Royal Flight	13
F-HBLB	ERJ190LR	Air France/Régional	f/v 20	M-GBAL	Global XRS	Noclaf	
HL7775	B777-28EER	Asiana	f/v	SX-DGM	ERJ135BJ	InterJet Hellenic	f/v 15
YU-BNA	Falcon 50	Serbia Gvmt		V8-BLF	B777-212ER	Royal Brunei Airlines	f/v
20. G-STBB	B777-36NER	British Airways	f/v	13. PH-BGL	B737-7K2	KLM	f/v
21. 5X-UGF	G550	Uganda Gvmt	22	VQ-BOS	B737-8GQ	Bayham Holdings	14
F-GPYD	ATR42-512	Air France/AirlinAir		15. HZ-102	B737-7DP	1sq Saudi Arabia AF	16
G-BZOG	Do328-110	Scot Airways	22	A7-HHJ	A319-133X	Qatar Amiri Flight	17+28/29
G-CERY	Saab 2000	Eastern Airways	f/v	OE-IID	Fokker 100	MJet	f/v 16
22. A9C-BA	B727-2M7	Bahrain Royal Flight	23	16. 985	B767-3Y0R	Grupo 10 Chile Aff/v	19 FACH1
24. HZ-XY7	A320-214	NAS - Nat'l Air Services	25	OK-EMA	Ce680	Travel Servis	
25. ZR322	A109E	32(TR)sq RRR1798/1799	26	17. A6-DFR	B737-7BC	Royal Jet	18
A7-HHH	A340-541	Qatar Airways/Amiri Flight	26	A6-RJY	B737-7Z5	Royal Jet	18
26. A9C-BHR	G450	Bahrain Amiri Royal Flight	29	G-THFC	ERJ135BJ	London Executive Aviation	f/v
OH-BLJ	B717-23S	Blue 1	f/v	M-YAIR	Raytheon 390A		f/v
PT-MVT	A330-223	TAM Brasil	f/v	N526FX	CL-300	Kratz Owen f/v for LXJ	18+23/24
27. HZ-102	B737-7DP	1sq Saudi Arabia AF		18. F-GZNF	B777-328ER	Air France	f/v
EI-RJC	BAe146-RJ85	CityJet	f/v	N917VZ	G-IVSP	Verizon Communications	f/v 20
F-GIXO	B737-3Q8QC	Europe airPost		19. ZD621	BAe125 CC3	32(TR)sq	RRR1250
G-IZIP	Lj45XR	Premiair Business Avn	f/v	9H-AFK	A319-115X	Comlux Malta	+20
OH-BLM	B717-23S	Blue 1	f/v	A7-BAB	B777-3DZER	Qatar Airways	f/v
28. A7-BAL	B777-3DZER	Qatar Airways	f/v	G-CGMC	ERJ135ER	Eastern Airways	f/v
A7-HHM	A330-202	Qatar Amiri Flight	n/t	20. 5N-FGS	G-V	Nigeria Gvmt	24
F-HAVN	B757-230	Open Skies/British Airways	30	21. PH-HZG	B737-8K2	Transavia	f/v for KLM
29. HB-JGH	Global XRS	Comlux Aviation	f/v	22. A6-ALN	B777-2ANER	Abu Dhabi Amiri Flight	26
N713CK	B747-2B4BF	Kalitta Air	f/v 30	A6-SIL	B777-35RER	Abu Dhabi Amiri Flight	23
				N560TH	Ce560XL	Westair Flying Services	
				23. ZE395	BAe125 CC3	32(TR)sq	RRR1796
01. F-HBXI	ERJ170STD	Air France/Régional	f/v 02	D-AEMB	ERJ195LR	Augsburg Airways	f/v LH c/s
02. 5A-LAH	A320-214	Libyan Arab Airlines	f/v	D-CPDR	Lj40XR	HTM Heli Travel Munich	f/v
A6-EDM	A380-861	Emirates	f/v	OY-KBA	A340-313X	SAS	
A7-AAM	Global Express	Qatar Amiri	03+08/09,22,23/24	TS-IPB	A300B4-605R	Tunis Air	
A9C-HAK	B747SP-Z5	Bahrain Royal Flight		VP-BYN	B737-524	Transaero	f/v
EC-JVI	Falcon 2000	Gestair	f/v	24. OM-OIG	BAe125-800XP	VIP Air	f/v
VP-BVV	Falcon 2000EX	Oldbury	04 +08	PH-TXA	Ce510	Bikkair	f/v for JNL
03. D-AIZJ	A320-214	Lufthansa	f/v	25. A7-HHH	A340-541	Qatar Amiri Flight	28
04. A6-DAS	B737-7Z5	Royal Jet	08 +20/23	A7-HHM	A330-202	Qatar Amiri Flight	n/t 28
05. G-CPET	B757-236	British Airways		A7-HJJ	A330-203	Qatar Amiri Flight	30
06. ZS-RSG	L-100-30	Safair	for ABR	A9C-KG	A330-243	Gulf Air	f/v
07. ZR322	A109E	32(TR)sq	RRR1286	EI-JJJ	BAe125-900XP	Airlink Airways	f/v +26
A7-BBH	B777-2DZLR	Qatar Airways	f/v	I-DMSA	Raytheon 390A	Sirio Executive	f/v
N676RW	G550	Coca-Cola	f/v 09	26. A9C-BRN	G550	Bahrain Amiri Royal Flight	
09. EI-IRE	CL-604	Starair	+13,16	B-5266	B737-7AK	Deer Jet Airlines	f/v 30
EI-REP	ATR72-212A	Aer Arann		VQ-BSO	Falcon 7X	Shell Aircraft	27
N126KC	BAe125-800	B2 Flight					

### October 2010

27. EI-DMJ	B767-306ER	Neos	f/v 28
VQ-BHL	A320-214	Aeroflot	f/v
28. G-EUYJ	A320-232	British Airways	f/v del
G-LGAR	Lj60	TAG Aviation (UK)	f/v
29. A6-DLM	A320-232	Abu Dhabi Amiri Flight	30
A7-MED	A319-133	Qatar Amiri Flight	f/v
HL8200	G550	South Korea Telecom	f/v 30
OH-BLG	B717-2CM	Blue 1	f/v
30. 5A-LAI	A320-214	Libyan Arab Airlines	f/v
A9C-BAH	G-IVSP	Bahrain Amiri Royal Flight	
G-CPER	B757-236	British Airways	
G-CPES	B757-236	British Airways	
M-AGIC	Ce680	Trustair	
OK-PET	A319-112	CSA Czech Airlines	
SP-LIN	ERJ175LR	LOT	f/v
TS-IPA	A300B4-605R	Tunis Air	
31. D-AIBD	A319-112	Lufthansa	f/v
PH-EZO	ERJ190STD	KLM Cityhopper	f/v for KLM
VP-BYA	B737-7AN	Saudi Oger	

The British Airways B757 on the 5th was flying for the first time in his 'retro' colours. Like the two other British Airways B757s mentioned on the 30th this aircraft flew its last service for British Airways on the 30th. CSA performed their last service into London-Heathrow on the 30th.

Mike Bezzina, one of the regular contributors of the London-Heathrow movements, passed away on the evening of Thursday 11th November. Until his retirement due to ill health in 2008, he was working for British Airways as an IT Project Manager. We wish his wife, daughters and many friends all the best due to the lost of a great and well-respected man.

Credits: David E. Apps, Poolfc2001, Jeep Stoker, Tony W.

### Norwich

**October 2010**

01. ZA551	Tornado GR4	2Sq	'043' *
5B-DBX	B737-8Q8	EuroCypria	
EI-RJY	BAe146-RJ85A	CityJet	for BEE +03,05-08,10
EI-WXA	BAe146-RJ85A	CityJet	05 %
F-GZHA	B737-8GJ	Transavia France	dep %
G-FCLC	B757-28A	Thomas Cook	
G-FDZR	B737-8K5	Thomsonfly	+16,23
02. G-FDZG	B737-8K5	Thomsonfly	
OH-AFI	B757-2K2	Air Finland	dep %
PH-BTG	B737-406	KLM	23 %
03. SE-RHT	B737-3Q8	Viking Airlines	+04,05
04. G-OOPU	A320-214	Thomsonfly	+07
G-TABS	EMB110P1	Skydrift	+07,13,18,20,25,28
LN-RNC	Fokker 50	SAS Commuter	arr %
M-NEWT	CL-300	Stirling Aviation	
OE-LVC	Fokker 100	Austrian Arrows	arr %
PH-BDZ	B737-406	KLM	arr %
05. 9H-AEL	A319-112	Air Malta	

EC-IXL	SA227AC	AeroNova	
06. ZH542	Sea King HAR3	22sq/B Flt	'W' training +20,24
ZA602	Tornado GR4	2Sq	'067' * +07
YR-BEA	BAe146-200	Romavia	+09
07. G-CHCW	AW139	CHC Scotia Heli	+12 training
TC-AAZ	B737-82R	Pegasus Airlines	
08. G-FCLK	B757-2Y0	Thomas Cook	
G-FDZD	B737-8K5	Thomsonfly	+09
09. G-ZAPW	B737-3L9	Titan Airways	11 %
10. A9C-BAH	G-IVSP	Bahrain Amiri Royal Flt	arr %
G-RAJJ	BAe146-200A	Cello Aviation	
G-SUEW	A320-214	Thomas Cook	+17,24,31
N135SJ	EC135P1	Vesey Air	
OH-AFJ	B757-2Q8	Air Finland	dep %
SP-HAA	B737-322	Small Planet Airlines	+17,19
11. G-OOPP	A320-214	Thomsonfly	+14
OH-SAR	BAe146-RJ85	Blue1	arr %
12. 9H-AEG	A319-112	Air Malta	+19
13. EC-GVE	SA227AC	AeroNova	
14. G-CGPP	B737-86J	Blue Air	arr %
G-CHCT	AW139	CHC Scotia Helicopters training	
TC-APJ	B737-86N	Pegasus Airlines	
15. G-FDZJ	B737-8K5	Thomsonfly	
17. P4-PAM	ERJ135BJ	Petroff Air	
18. G-OOPT	A320-214	Thomsonfly	+21,25,28
19. G-CHCP	AW139	CHC Scotia Heli	training +20
OK-TVO	B737-8CX	Travel Service Airlines	21 %
20. ZA562	Tornado GR4	9Sq	'051' training
F-GNLG	Fokker 100	Blue Line	arr %
G-CGPP	B737-86J	SpiceJet	dep %
21. F-GNLH	Fokker 100	Blue Line	arr %
TC-AAE	B737-82R	Pegasus Airlines	
22. G-FCLE	B757-28A	Thomas Cook	
G-FDZE	B737-8K5	Thomsonfly	
G-LGNA	Saab 340B	flyBE	+23
23. G-POWC	B737-33AQC	Titan Airways	arr %
N550FP	Ce550B	Flying Group	
24. EI-RJD	BAe146-RJ85	CityJet	for BEE +26-28
26. 9H-AEF	A320-214	Air Malta	
27. EC-JCU	SA227AC	AeroNova	
I-NEOS	B737-86N	Neos	arr %
28. A6-HHH	G-IVSP	Dubai Air Wing	arr %
TC-AAI	B737-82R	Pegasus Airlines	
29. G-BYMK	Do328-110	Scot Airways	+30,31
G-JMCE	B757-25F	Thomas Cook	
30. EI-RJI	BAe146-RJ85	Air France/CityJet	
G-CDZI	B737-804	Thomsonfly	
G-PROV	Jet Provost Mk5	Hollytree Management	
31. G-FLBD	DHC-8-402	Olympic Air	arr %

Credits: Ian Cockerton, Ian McLaren.

General credit: Airline List.



Egypt Air has seven Airbus A330-200s but the above SU-GDS is the first A330-300. It was delivered on 28 August 2010. (London-Heathrow, 19 October 2010, Simon Titchmarsh)



# Military Movements Elsewhere



A warm welcome for this Aloha C-17 on 9 October 2010. C-17A 05-5147/HH from 535th AS visited Ramstein and was photographed by Toon Cox.

## Germany

### Geilenkirchen

October 2010

01. 58-0010	KC-135R	186th ARW MI ANG	dep
59-1478	KC-135R	186th ARW MI ANG	dep
CE03	ERJ145LR	21sm	
04. 61-0298	KC-135R	126th ARS WI ANG	15
61-0309	KC-135R	126th ARS WI ANG	15
4L-SKD	Il-76TD	Sky Georgia	GFG1513
05. E72/705-LA	Alpha Jet E	EC00.314	FAF6441
D-CFMD	Beech 350	Flight Inspection Intl	FCK211
12. TC-MCA	A300C4-605FMNG	+20 MNB981	
13. 4L-SKL	Il-76TD	Sky Georgia	GFG1513/4
18. 71+75	UH-1D	LTG63	GAF800
100001	OS-100B	TSFE	+22 OSY38T
64-14839	KC-135R	108th ARS IL ANG	29
19. 59-1466	KC-135R	108th ARS IL ANG	23
25. 59-1522	KC-135R	108th ARS IL ANG	29
26. 08-0001	C-17A	SAC	Bartok165 27
27. MM62161	P180AM	71° Gruppo GE	28 I2161
D-CFME	Beech B350	Flight Inspection Intl	28
28. 50+48	C-160D	LTG62	JGZ64

Credit: Jack Halbach / SGMST.

### Ramstein

September 2010

01. 15003	CC-150	437sq	CFC3249
66-0224/FT	HC-130P	79th RQS AFRC	King87
94-6706	C-130H	130th AS WV ANG	RCH585
63-8036	KC-135R	197th ARS AZ ANG	+2,4,6
02. 15001	CC-150	437sq	CFC4170
91-0403/SP	F-16CJ	480th FS	*
96-0083/SP	F-16CJ	480th FS	*
98-0002	C-32A	1st AS	SAM8005
84-00161	C-12U-3	F/6-52nd AVN	*Duke66
03. 90-0828/SP	F-16CJ	480th FS	
91-0343/SP	F-16CJ	480th FS	
91-0344/SP	F-16CJ	480th FS	
91-0360/SP	F-16CJ	480th FS	
91-0366/SP	F-16CJ	480th FS	
91-0402/SP	F-16CJ	480th FS	
91-0403/SP	F-16CJ	480th FS	
92-3918/SP	F-16CJ	480th FS	
96-0080/SP	F-16CJ	480th FS	
96-0083/SP	F-16CJ	480th FS	
90-0833/SP	F-16CJ	480th FS	
91-0416/SP	F-16CJ	480th FS	7
64-14853/FT	HC-130P	79th RQS AFRC	dep King86

04. 99-0003	C-32A	1st AS	SAM7916
05. 01-0076	C-37A	309th AS	+13,28 Spar70
59-1495	KC-135R	173rd ARS NE ANG	
06. 91-00108	C-20F	OSACOM	9-11 Racer01
07. 57-1493/D	KC-135R	351st ARS	+22 Koo05
08. 047	Yak-40	36.SPLT	PLF031
09. 84-0135	C-21A	375th AW	RCH368
10. 830500	C-20A	VR-1	Catbird1
11. 92-1537	C-130H	187th AS WY ANG	14 RCH268
13. 01-0029	C-37A	310th AS	Spar32
92-3024	C-130H	910th AW AFRC	15 Vader24
57-1459	KC-135R	336th ARS AFRC	+14-17,20
62-3538	KC-135R	92nd ARW	RCH259
14. 76-0160	C-12C	USE Cairo	18 Cobra66
900530	C-26D	AOD Sigonella	+17,21,22,30
15. 46+46	Tornado ECR	JBG32	24
62-1823	C-130E	19th AW	20 RCH844
92-3021	C-130H	910th AW	dep Vader21
92-3022	C-130H	910th AW	dep Vader22
16. 99-6143	C-32B	227th SOF	Axley08
01-0041	C-40B	1st AS	SAM8032
17. 144615	CC-144B	412sq	+30 CFC3007
08-0293	MC-12W	362nd ERS	20 Badly92
08-0376	MC-12W	362nd ERS	Badly91
84-0118	C-21A	375 AW	RCH486
18. 92-1454	C-130H	156th AS NC ANG	RCH948
57-1459	KC-135R	336th ARS AFRC	RCH198
62-3544	KC-135R	141st ARS NJ ANG	
900531	C-26D	AOD Naples	+21,23
19. 88-1803	MC-130H	352nd SOG	Claws41
20. MM62167	P180E	71° Gruppo GE	I2167
81-0966/SP	A-10C	81st FS	*
21. R97/61-ZA	C-160R	ET03.061	
910502	C-26D	AOD Naples	CNV61S2
22. 79-23330	UH-60A	C/1-214th AVN	*Army23330
24. 02	C-17A	SAC	+25 Bartok62
900528	C-26D	AOD Sigonella	CNV61S3
25. 62-3544	KC-135R	141st ARS NJ ANG	RCH251
26. 64-14839	KC-135R	108th ARS IL ANG	+28,30
27. 62-1856	C-130E	19th AW	29 RCH104
62-3544	KC-135R	141st ARW	RCH676
84-00160	C-12U-3	E/6-52nd AVN	Duke10
28. 03	C-17A	SAC	Bartok59
63-8019/D	KC-135R	351st ARS	Koo05
30. ST42	SF260D	5sm	BAF152
020	C295M	13.eltr	

**Regular visitors**

**60th AMW**

86-0014 01  
86-0016 13,14  
86-0024 30

84-0189 15

06-6154 01,02,24,25,26,27,  
29,30  
06-6156 01,02,03,11,21  
06-6157 03,04  
06-6158 09,10-14,15,22,23,  
25,26

**62nd AW**

90-0532 12  
92-3291 02,03  
92-3294 02,04,27,28  
93-0601 06-23  
98-0049 10,17,18,22  
98-0050 01-04,08-18,29,30  
99-0061 13,17  
99-0064 22,23  
99-0165 30  
00-0175 03,04,08  
00-0182 08,09,16  
00-0183 02  
00-0184 26

**305th AMW**

86-0035 04,28

03-3126 01,09,10  
03-3127 12,21,22  
04-4128 03,04,22,23,25-27  
04-4129 12,13,15,16,21,22  
04-4131 06,07  
04-4132 04,05,09,10,15,16,  
25,26

**436th AW**

84-0062 23-30  
85-0004 09-12

69-0024 10

**436th AW**

06-6165 21,26,27  
06-6166 04,06,16,17,28,30  
06-6167 01-03,26  
06-6168 05-09,13-16  
07-7169 01,02,07,09-13,22,23  
07-7170 18,22-24,29

**437th AW**

88-0266 03,04,25-29  
89-1189 11,17,18,25-28  
93-0602 01-03,13,14,17,18  
93-0604 05  
94-0069 02-04  
95-0103 06  
95-0104 17-26,30  
96-0004 08,09  
96-0006 02,03,04,12-17,28,29  
97-0041 01-10  
97-0045 03-09  
97-0047 01,26,27,28  
98-0054 15,16,22,23  
01-0188 18,19,29,30

**68th AS AFRC**

68-0221 18-20,23-25  
70-0447 16-22

**337th AS AFRC**

84-0060 29,30  
85-0006 26-29

**C-5B:**

86-0026 17,18  
87-0028 01-04  
87-0042 01,02

**KC-10A**

**C-17A:**

06-6161 12,25,26,27  
06-6162 06,07,28-30  
06-6163 03,09,18  
06-6164 06,07  
07-7179 24

**C-17A:**

00-0185 08,09  
01-0186 26,27,30  
02-1103 15-17,18,24  
02-1104 07,08  
02-1106 05  
02-1108 11,12,14,15,19,21,22  
02-1109 10,23,24-27,30  
02-1110 06,15,16,21-25  
02-1111 05,06,21  
08-8196 12,24  
08-8201 02-04,06,10  
08-8202 24,27,28

**KC-10A:**

**C-17A:**

04-4133 12,13-15  
04-4134 25  
04-4135 03,04,12,13,18  
04-4137 04,08,12,21,22  
08-8198 03,04  
08-8199 16-21,22  
08-8200 01,02,08,09,24

**C-5B:**

87-0027 01-22  
87-0029 07-14

**C-5M:**

86-0025 23,24

**C-17A:**

07-7173 06,07,08,11,18-20  
07-7174 02,03,18,19,22,23,29  
07-7175 08,10,15,18-20,26-28  
07-7176 02,03,18,19  
07-7177 06  
07-7178 05-07,17,22,23

**C-17A:**

01-0189 01,02  
01-0190 27-30  
01-0191 03,04,20,21  
01-0193 13,14,15,16  
01-0197 09,30  
02-1099 27,29-30  
02-1100 02,03  
02-1101 22,23,26,27,28-30  
03-3124 05  
07-7180 05,09,10,11,15-17  
07-7181 16,17,27  
07-7183 09,19,20,21,22  
07-7185 18,19,28-30  
07-7186 04-06,10,11,24,25

**C-5A:**

70-0466 05-07

**C-5B:**

86-0023 09-11  
87-0031 13-15,28-30

86-0019 15-17  
86-0021 02,03

**729th AS AFRC**

05-5140 18-25  
05-5141 11-18  
05-5142 05-08

**517th AS AK ANG "AK"**

99-0170 01,02

**535th AS HI ANG "HH"**

90-0533 01  
05-5147 04-08

**137th AS NY ANG**

68-0212 06,07

**155th AS TN ANG**

69-0010 11-19  
69-0018 29,30

**183rd AS MS ANG**

96-0007 01-06  
02-1112 11-14,19-21,26-29  
03-3113 17-19,23-26  
03-3114 14-17  
03-3115 01-03,07-10,16

87-0038 25,26  
87-0039 02-07

**C-17A:**

05-5143 04-11,25-30  
05-5144 01-05

**C-17A:**

00-0174 21-24

**C-17A:**

05-5149 01,02,03,24  
05-5150 05,06

**C-5A:**

**C-5A:**

70-0467 05-13,19-25

**C-17A:**

03-3116 05,06,07  
03-3117 02-05,11-14,21-24,  
28-30  
03-3119 01,09-12,23,24,26,30

**Spangdahlem**

02. 85-0031 KC-10A  
90-0533/HH C-17A  
92-3291 C-17A  
97-0047 C-17A  
99-0168/AK C-17A  
00-0180 C-17A  
02-1112 C-17A  
06-6163 C-17A  
07-7173 C-17A  
N87 CL601-3R  
03. 07-7169 C-17A  
07-7176 C-17A  
04. 86-0020 C-5B  
01-0189 C-17A  
02-1106 C-17A  
05. 86-0021 C-5B  
98-0049 C-17A  
06-6157 C-17A  
10. 70-0446 C-5A  
87-0035 C-5B  
90-0535 C-17A  
03-3127 C-17A  
13. 177703 CC-177  
01-0196 C-17A  
07-7175 C-17A  
17. 03-3115 C-17A  
03-3124 C-17A  
04-4135 C-17A  
18. 86-0028 KC-10A  
87-0123 KC-10A  
94-0067 C-17A  
98-0054 C-17A  
99-0061 C-17A  
00-0182 C-17A  
02-1112 C-17A  
20. 177701 CC-177  
86-0011 C-5B  
87-0035 C-5B  
89-1189 C-17A  
98-0049 C-17A  
98-0054 C-17A  
07-7178 C-17A  
25. 87-0029 C-5B  
99-0064 C-17A  
05-5149/HH C-17A  
07-7174 C-17A  
26. 70-0465 C-5A  
07-7186 C-17A  
27. 00-0184 C-17A  
07-7174 C-17A

**September 2010**

305th AMW  
535th AS HI ANG  
62nd AW  
437th AW  
517th AS AK ANG  
62nd AW  
183rd AS MS ANG +03  
21st AS  
3rd AS +03  
FAA  
3rd AS  
3rd AS  
9th AS +5  
437th AW +5  
62nd AW  
439th AW AFRC  
62nd AW  
21st AS  
445th AW AFRC +11  
9th AS +11,13,17-19  
62nd AW  
6th AS  
429sq +27  
437th AW  
3rd AS  
173rd AS MS ANG  
437th AW +17-19  
6th AMW  
305th AMW  
305th AMW  
437th AW  
437th AW  
62nd AW  
446th AW  
183rd AS MS ANG  
429sq  
22nd AS +22  
3rd AS +22,25  
437th AW +22  
62nd AW +22  
437th AW  
3rd AS  
9th AS  
62nd AW  
535th AS AK ANG  
3rd AS  
155th AS TN ANG +27  
437th AW  
62nd AW  
3rd AS

## Malta

### Luqa

06. 90528	C-26D	AOD Naples	Medex528
10. 130327	CC-130E	8 Wing	CFC2301
16. 300/F-RACE	DHC-6-300	GAM00056	18 CTM1404
MM62029	Falcon 50	306°Gruppo TS	I2026
18. CH05	C-130H	20sm	19 BAF629
078/YE	EMB121AA	EAT00319	19 FAF6790
20. CH11	C-130H	20sm	BAF697
24. 76-3239	C-12C	USE Ankara	25 SPAR89
25. ZE395	BAe125 CC3	32(TR)sq	26 RRR1982

### September 2010

01. 02-0202	C-40C	DC ANG 201 AS	Boxer40
02. 15+01	A319-133X	FBS BMVg	04 GAF607
03. 12+04	CL-601	FBS BMVg	GAF608
09. 900528	C-26D	Naples AOD	Medex528
11. T-264	KDC-10	334sq	NAF43
12. 900531	C-26D	Naples AOD	CNV6943
13. CH12	C-130H	20sm	14 BAF632
14. F-RACD	DHC-6-300	GAM00056	CTM1411
16. N176RA	DHC-7-102	US Army	with Medavia
16. CH05	C-130H	20sm	17 BAF629
17. T-264	KDC-10	334sq	NAF43
18. CH08	C-130H	20sm	19 BAF684
20. 910502	C-26D	Sigonella AOD	CNV6422

## Portugal

### Lajes

06. 93-0601	C-17A	62nd AW	RCH589
97-0042	C-17A	62nd AW	RCH275
161118/AF-502	EA-6B	VAQ-209	07 Mazda 51-54
161883/AF-500	EA-6B	VAQ-209	07 Mazda 51-54
163395/AF-503	EA-6B	VAQ-209	07 Mazda 51-54
163884/AF-501	EA-6B	VAQ-209	07 Mazda 51-54
13. ZA372/006/E	Tornado GR4	12sq	RRR9734-9736
ZA473/032	Tornado GR4	12sq	RRR9731-9733
ZA607/070	Tornado GR4	617sq	RRR9731-9733
ZD719/085	Tornado GR4	617sq	RRR9731-9733
ZD851/112	Tornado GR4	617sq	RRR9734-9736
ZE116/116	Tornado GR4	12sq	RRR9734-9736
ZD951	Tristar KC1	216sq	19 RRR9265
XV101/S	VC-10 C1K	101sq	14 RRR9264
05-1436	C-130J-30	143rd AS RI ANG	RCH410
57-1493/D	KC-135R	351st ARS	Quid10
07-27010	C-27J	US Army	Skull69
N87	CL-601-3R	FAA	FLC87
16. 78-0688/FT	A-10C	75th FS	18 Trend 11-16
79-0139/FT	A-10C	75th FS	18 Trend 11-16
79-0206/FT	A-10C	75th FS	18 Trend 21-26
79-0207/FT	A-10C	75th FS	18 Trend 11-16
80-0180/FT	A-10C	75th FS	18 Trend 21-26
80-0223/FT	A-10C	75th FS	18 Trend 11-16
80-0259/FT	A-10C	75th FS	18 Trend 21-26
80-0282/FT	A-10C	75th FS	18 Trend 11-16
81-0947/FT	A-10C	75th FS	18 Trend 21-26
81-0953/FT	A-10C	75th FS	18 Trend 21-26
81-0995/FT +1	A-10C	75th FS	18 Trend 11-16
90-0167	AC-130U	4th SOS	RCH1007
59-1504	KC-135R	171st ARW PA ANG	Gold41
61-0300	KC-135R	319th ARW	Gold42
63-8029	KC-135R	126th ARS WI ANG	Gold51
63-8045	KC-135R	319th ARW	Gold52
17. 19502	SA330S1	Esq752	Puma61
78-0596/FT	A-10C	75th FS	19 Trend 31-36
78-0600/FT	A-10C	75th FS	19 Trend 31-36
79-0159/FT	A-10C	75th FS	19 Trend 31-36
79-0172/FT	A-10C	75th FS	19 Trend 31-36
80-0172/FT	A-10C	75th FS	19 Trend 31-36
80-0208/FT	A-10C	75th FS	19 Trend 31-36
79-1949	KC-10A	305th AMW	Gold87
84-0112	C-21A	76th AS	Jalop94
164994/AX	C-130T	VR-53	CNV3673
18. 16704	C295M	Esq502	Snout72
00-0176	C-17A	62nd AW	RCH367

62-1843	MC-130E	711th SOS	Goose77
07-0711	U-28A	319th SOS	RCH1024
07-0736	U-28A	319th SOS	RCH1022
21. 16804	C-130H	FAP	Ocean32
19504	SA330S1	Esq752	Puma63
ZJ913/AC	Typhoon FGR4	17(R)sq	RRR9731-9732
ZJ930/AA	Typhoon FGR4	17(R)sq	RRR9731-9732
XV102/T	VC-10 C1K	101sq	RRR9344
166513/BH	KC-130J	VMGR-252	
26. 78-0703/ID	A-10C	190th FS ID ANG	Mazda85
79-0194/ID	A-10C	190th FS ID ANG	Mazda86
61-0277	KC-135R	127th ARS KS ANG	Blue32
27. 85	P-3C	28sq /Pakistan Navy	PN85
88-2102	HC-130H	102nd RQS NY ANG	Bent22

## United Kingdom

### Brize Norton

02. C-172	CL-604	Esk 721	DAF2126
ZE425/WR	S.King HC4	848NAS	Commando546
ZR321	A109E	32(TR)sq	
03. E67/314-TB	Alpha Jet E	EAC00.314	*FAF6441-6443
E107/314-UD	Alpha Jet E	EAC00.314	*FAF6441-6443
E138/314-RQ	Alpha Jet E	EAC00.314	*FAF6441-6443
04. 146/XR	TBM700	ETEC00065	
11. ZA611/EB-L	Tornado GR4	41(R)sq	RFR7003
12. B-537	C-130J-30	Esk 721	DAF1718
ZH899	Chinook HC3	Odiham Wg	SHF425
ZH873	Hercules C4	LTW	RRR476
XZ586/B	S.King HAR3	22/203(R)sq	SRG45
13. RA-82040	An-124	224Fit	+17 TTF9034
14. 177701	CC-177	429sq	CFC4034
XZ586/B	S.King HAR3	22/203(R)sq	in base hangar
ZG884	Lynx AH9A	9Regt	in base hangar
ZG889	Lynx AH9A	9Regt	in base hangar
ZJ131/P	Merlin HC3	28/78sq	
15. 01/bk	An-30	Russian AF	17 OSY33F
XZ599/P	S.King HAR3	202sq E Flt	SRG129
17. CH07	C-130H	20sm	BAF610
XW223, XW235	Puma HC1	33/230sq	
19. T.19B-13/74-31	CN235M-100	744 Esc	20 AME7425
ZH003	Defender AL2	651sq	AA587
23. 61-0304/D	KC-135R	351st ARS	Quid92
J-015	F-16AM	322sq	Orange21
J-210	F-16BM	322sq	Tiger21
J-623	F-16AM	322sq	Orange21
24. 252	CN235M-100	101sq	IRL252
ZA105/Q	S.King HAR3	ex 1564 Fit	
28. XZ233/306	Lynx HAS3S	815NAS	Skua formation
XZ721/309	HAS3GMS	815NAS	Skua formation
ZD266/302	Lynx HMA8SRU	815NAS	
ZD259/350	Lynx HMA8SRU	815NAS	Skua formation

### September 2010

01. ZE422/192	S.King ASaC7	857NAS	Guardian92
03. ZK450/J	Beech B200	45(R)sq	04
ZH872/872	Hercules C4	LTW	RRR136
ZF210/210	Tucano T1	1FTS	04 LOP24
164996/BD	C-130T	VR-64	04 Convoy6641
04. RA-82040	An-124	Russian AF	
159114	C-9B	VR-61	Convoy6661
08. LX-N90452	E-3A	NAEWF	*NATO01
ZH867/867	Hercules C4	LTW	*RRR055
16. XW223	Puma HC1	33/230sq	*SHF399
CS-TMT	A330-322	21sm	BAF630
G-BYXA	Tutor T1	Oxford UAS	*UA011
20. 164996/BD	C-130T	VR-64	21 Convoy6983
21. E45/314-TF	Alpha Jet E	EAC00.314	*FAF6441-6442
E107/314-UD	Alpha Jet E	EAC00.314	*FAF6441-6442
ZR324	A109E	DHFS	*Shawbury153
62-3499/D	KC-135R	351st ARS	*Quid72
22. E107/314-UD	Alpha Jet E	EAC00.314	*FAF6442-6444
E118/314-LN	Alpha Jet E	EAC00.314	*FAF6442-6444
84-0189	KC-10A	60th AMW	RCH428
23. C-080	CL-604	Esk 721	DAF2130
ZJ238/Y	Griffin HT1	60(R)sq	*Shawbury91
XX307	Hawk T1	4 FTS	*VYT30

ZJ126/K	Merlin HC3	28/78sq	*SHF780
XV656/85	S.King ASaC7	857NAS	base hangar
CS-TMT	A330-322	21sm	BAF630
27. 58-0057	KC-135R	174th ARS IA ANG	RCH216
28. CH07	C-130H	21sm	BAF687
ZA714/AV	Chinook HC2	ex Afghanistan	dep by road

### Coningsby

02. 91-0302/LN	F-15E	492nd FS	*Bones31/32
96-0204/LN	F-15E	492nd FS	*Bones31/32
03. FA107, FA114	F-16AM	10w	04 BAF472A/B
ZJ992/AB	Merlin HC3A	28/78sq	*SHF747
ZD792/100	Tornado GR4	Marham Wg	*Marham56
ZF264/MP-Q	Tucano T1	1FTS	*LOP15
98-0131/LN	F-15E	492nd FS	*Rumble12
04. E72/705-LA	Alpha Jet E	EAC00.314	FAF6414
E75/705-AE	Alpha Jet E	EAC00.314	FAF6411
E121/705-LE	Alpha Jet E	EAC00.314	FAF6413
E129/314-LP	Alpha Jet E	EAC00.314	FAF6412
ZD330/-	Harrier GR9	4(R)sq	*Striker198
ZG862/94	Harrier GR9	4(R)sq	*Striker197
ZA461/026	Tornado GR4	Marham Wg	*Monster1
91-0303/LN	F-15E	492nd FS	*Dark31/32
91-0323/LN	F-15E	492nd FS	*Dark31/32
06. ZJ237/T	Griffin HT1	60(R)sq	Shawbury97
09. ZJ240/U	Griffin HT1	60(R)sq	Shawbury97
ZD792/100	Tornado GR4	Marham Wg	*Marham33
ZD811/103	Tornado GR4	Marham Wg	*Marham75
ZF317/QJ-F	Tucano T1	1FTS	*LOP94
10. E45/314-TF	Alpha Jet E	EAC00.314	*FAF6442
E103/314-UA	Alpha Jet E	EAC00.314	*FAF6444
E107/314-UD	Alpha Jet E	EAC00.314	*FAF6441
E138/314-RQ	Alpha Jet E	EAC00.314	*FAF6443
ZA393/008	Tornado GR4	Marham Wg	*Voodoo3
86-0163/LN	F-15C	493rd FS	*Akita11/12
86-0178/LN	F-15C	493rd FS	*Akita11/12
11. E75/705-AE	Alpha Jet E	EAC00.314	FAF6412
E118/314-LN	Alpha Jet E	EAC00.314	FAF6411
E156/314-TI	Alpha Jet E	EAC00.314	FAF6413
XX203/CC	Hawk T1A	100sq	12 Pirate03
ZA551/043	Tornado GR4	Marham	*Marham51
12. ZH657/105	Harrier T12	800NAS	*Cott12
ZH663/111	Harrier T12	1sq	*Cott19
ZD811/103	Tornado GR4	Marham Wg	Fang2
13. ZA704/AM	Chinook HC2	18/27sq	SHF512
16. ZE168/HH	Tornado F3	111sq	*Leuchars35

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17. E17/314-AA	Alpha Jet E	EAC00.314	FAF6413
E47/314-AC	Alpha Jet E	EAC00.314	FAF6411
E129/314-LP	Alpha Jet E	EAC00.314	FAF6412
ZR322	A109E	32(TR)sq	+18 RRR1684
ZJ237/T	Griffin HT1	60(R)sq	Shawbury97
ZH665/113	Harrier T12	4(R)sq	*Striker11
18. ZG997	Defender AL1	651sq	*AA583
19. ZD330	Harrier GR9	4(R)sq spl c/s	*Striker295
ZJ690	Sentinel R1	5sq	Snapshot2
ZE791/HF/JU-L	Tornado F3	111sq	Leuchars35
20. ZF170/MP-A	Tucano T1	1FTS	Charcoal1/2
ZF204/204	Tucano T1	1FTS	Charcoal1/2
86-0160/LN	F-15C	493rd FS	Hook11/12
86-0164/LN	F-15C	493rd FS	Hook11/12
23. ZD330	Harrier GR9	4(R)sq spl mks	*Striker03
ZJ690	Sentinel R1	5sq	*Snapshot1
24. XZ651	Lynx AH7	657sq	25 AA646
25. ZD330	Harrier GR9	4(R)sq spl mks	Striker296
G-BYUJ	Tutor T1	Yorkshire UAS	UAX23
27. G-BYVG	Tutor T1	Yorkshire UAS	UAX23
31. ZE395	BAe125 CC3	32(TR)sq	RRR1498

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01. ZD811/103	Tornado GR4	Marham Wg	Tirpitz1
ZF339/339	Tucano T1	1FTS	
ZF489/489	Tucano T1	1FTS	
02. ZF170/MP-A	Tucano T1	1FTS	Venus1/2
ZF379/379	Tucano T1	1FTS	Venus1/2
02. ZE396	BAe125 CC3	32(TR)sq	
03. ZJ245/45	Squirrel HT2	670sq	AA740
06. ZD330/11	Harrier GR9	4(R)sq	*Striker294
10. ZD467/57A	Harrier GR9A	1sq	Cott21
ZH664/112	Harrier T12	4(R)sq	*Striker15
XW213, XW231	Puma HC1	33/230sq	SHF368/363
ZJ693	Sentinel R1	5sq	*Snapshot2
13. ZH663/111	Harrier T12	1sq	*Cott14
91-0324/LN	F-15E	494th FS	*
14. ZE395	BAe125 CC3	32(TR)sq	RRR1564
ZH663/111	Harrier T12	1sq	*Cott24
16. ZE395	BAe125 CC3	32(TR)sq	RRR1321
ZA589/057	Tornado GR4	BAE Waron	*Tarnish20
17. ZJ170, ZJ1183	Apache AH1	3Regt	AA317/ AA341
ZJ187	Apache AH1	3Regt	AA319
20. ZJ238/Y	Griffin HT1	60(R)sq	Shawbury91
XW213, XW223	Puma HC1	33/230sq	Iceberg
ZF374/374	Tucano T1	1FTS	LOP25



What has four 'eyes', but cannot see? Mississippi! So much for lame jokes; this KC-135R 58-0109 from the 186th ARW (Mississippi ANG) visited Ramstein on 26 October 2010. (Sean Mak)

21. ZD621 BAe125 CC3 32(R)sq RRR1837  
 ZF139/139 Tucano T1 1FTS Swift1/2  
 ZF170/MP-A Tucano T1 1FTS  
 ZH664/112 Harrier T12 4(R)sq \*Striker11  
 22. E118/314-LN Alpha Jet E EAC00.314 \*FAF6441-6442  
 E129/314-LP Alpha Jet E EAC00.314 \*FAF6441-6442  
 ZD621 BAe125 CC3 32(TR)sq RRR1867  
 ZJ707/O Griffin HT1 60(R)sq Shawbury97  
 XX332/CD Hawk T1A 100sq 23 Carbon2  
 XZ255/314 Lynx HMA8SRU 815NAS Inferno001  
 ZF135/135 Tucano T1 1FTS 23 Swift1  
 ZF139/139 Tucano T1 1FTS 23 Swift2  
 ZF170/MP-A Tucano T1 1FTS \*Lima62  
 ZF485/485 Tucano T1 1FTS \*Lima06  
 91-0307/LN F-15E 492nd FS \*Stout31/32  
 96-0201/LN F-15E 492nd FS \*Stout31/32  
 23. ZF491 Tucano T1 1FTS Lima42/Venus1  
 24. ZG779/136 Tornado GR4 Marham Wg 27 Fang3  
 26. ZR323 A109E 32(TR)sq Northolt 20  
 28. XZ191, XZ214 Lynx AH7 657sq Maximus1/2  
 30. ZJ171, ZJ175 Apache AH1 3Regt Sherman1/2

**Kinloss**

03. ZJ707/O Griffin HT1 60(R)sq  
 ZH871/871 Hercules C4 LTW RRR304  
 18. ZH871/871 Hercules C4 LTW  
 20. ZK460/U Beech B200GT 45(R)sq 23 Cranwell45  
 ZA598/064 Tornado GR4 15(R)sq 23 Stella1/2  
 ZD716/084 Tornado GR4 15(R)sq 23 Stella1/2  
 ZF377/377 Tucano T1 1FTS 23 LOP298  
 20. ZD851/112 Tornado GR4 617sq 23 LOS37  
 XV105/V VC-10 C1K 101sq 22 RRR849  
 23. ZH103 Sentry AEW1 8/54(R)sq RRR7023  
 24. XV295/295 Hercules C1 LTW 26 RRR451  
 25. 3297 P-3C 333Skv 26 NOW333

**August 2010**

**September 2010**

01. ZF407/407 +1 Tucano T1 1FTS  
 02. ZF172/MP-D Tucano T1 1FTS  
 ZF205/205 Tucano T1 1FTS  
 ZF239/239 Tucano T1 1FTS  
 ZF341/341 Tucano T1 1FTS  
 ZF407/407 Tucano T1 1FTS  
 ZF448/448 + 3 Tucano T1 1FTS  
 15. 51+05 C-160D LTG62 GAF996  
 XV105/V VC-10 C1K 101sq RRR2500  
 16. ZH875/875 Hercules C4 LTW 19 RRR114  
 27. ZZ416 Shadow R1 5sq Widget 01  
 27. XZ592 S.King HAR3 202sq D Flt  
 28. ZK459/X Beech B200GT 45(R)sq  
 XV295/295 Hercules C1 LTW

**Lakenheath**

**August 2010**

02. ZA469/029 Tornado GR4 Marham wg \*Marham92  
 03. E207/705MS Alpha Jet E EAC00.314 FAF6440-3  
 E67/314-TB Alpha Jet E EAC00.314 FAF6440-3  
 E107/314-LP Alpha Jet E EAC00.314 FAF6440-3  
 84-0082 C-21A 76th AS Jalop20  
 17. 08-8603/RS C-130J-30 37th AS Herky604  
 08-8197 C-17A 62nd AW RCH476  
 22. 94-0069 C-17A 437th AW +23-25RCH650  
 26. ZZ172 C-17A 99sq RRR6666  
 28. ZZ176 C-17A 99sq RRR6668  
 ZH865/865 Hercules C4 LTW +29,30,31RRR4520  
 30. 92-3021 C-130H 773th AS AFRC 31Herky798

**September 2010**

01 43+92,44+34 Tornado IDS AKG51 02 I57/58  
 07 N738MA B737-800 Miami Air Biscayne287  
 N378AX B767 Omni Air Camber521  
 18. 93-0602 C-17A 437th AW RCH204T  
 19. 94-0067 C-17A 437th AW RCH434  
 21. E45/314-TF Alpha Jet E EAC00.314 FAF6441-4  
 E107/314-LP Alpha Jet E EAC00.314 FAF6441-4  
 E118/314-LN Alpha Jet E EAC00.314 FAF6441-4  
 E129/314-LP Alpha Jet E EAC00.314 FAF6441-4  
 N738MA B737-800 Miami Air Biscayne288  
 22. 84-0087 C-21A 76th AS Jalop11

23. 84-0112 C-21A 76th AS Jalop65  
 24. H29 A-109BA Wing Heli \*  
 27. 02-1106 C-17A 62nd AW 28 Stork42  
 08-8607/RS C-130J-30 37th AS Herky707  
 28. 06-6161 C-17A 60th AMW RCH378  
 29. 02-1106 C-17A 62nd AW Stork41  
 30. CH03 C-130H 21sm \*BAF666  
 01-0197 C-17A 437th AW RCH498

**Leeming**

04. ZA393/008 Tornado GR4 Marham Wg  
 ZA469/029 Tornado GR4 Marham Wg  
 ZJ237/T Griffin HT1 60(R)sq Shawbury97  
 05. XZ641 Lynx AH7 657sq AA643  
 11. G-BYVR Tutor T1 115(R)sq Cranwell37  
 G-BYWF Tutor T1 115(R)sq Cranwell42  
 G-BYWG Tutor T1 115(R)sq Cranwell43  
 16. G-BYUE Tutor T1 115(R)sq Cranwell48  
 G-BYVF Tutor T1 727NAS  
 G-BYXK +1 Tutor T1 727NAS Britannia  
 18. ZA458/024 Tornado GR4 15(R)sq Lossie33  
 ZJ268/58 Squirrel HT1 DHFS  
 ZF169/169 Tucano T1 1FTS Vega1/2  
 ZF204/204 Tucano T1 1FTS Vega1/2

**August 2010**

**Leuchars**

01. ZE395 BAe125 CC3 32(TR)sq RRR1798  
 02. ZJ234/S Griffin HT1 60(R)sq Shawbury94  
 ZJ707/O Griffin HT1 60(R)sq Shawbury108  
 XX484/CU566 Jetstream T2 750NAS NVY805  
 ZF140/140 Tucano T1 1FTS  
 ZF291/291 Tucano T1 1FTS  
 ZF295/295 Tucano T1 1FTS +05,09  
 ZF374/374 Tucano T1 1FTS  
 ZF407/407 Tucano T1 1FTS  
 ZF417/417 Tucano T1 1FTS +05,09  
 ZF448/448 Tucano T1 1FTS +03,05  
 ZA410/016 Tornado GR4 15(R)sq  
 03. ZJ237/T Griffin HT1 60(R)sq Shawbury97  
 ZD792/100 Tornado GR4 Marham Wg Marham 56  
 ZF142/142 Tucano T1 1FTS  
 ZF169/169 Tucano T1 1FTS  
 04. ZJ236/X Griffin HT1 60(R)sq 05 Shawbury109  
 ZJ690 Sentinel R1 5sq \*Snapshot03  
 ZD851/112 Tornado GR4 617sq \*Lossie98  
 05. ZD433/45A Harrier GR9A 1sq Jedi1/2  
 ZD436/48A Harrier GR9A 1sq Jedi1/2  
 XW224, XW235 Puma HC1 33/230sq  
 ZF142/142 Tucano T1 1FTS  
 ZF169/169 Tucano T1 1FTS  
 ZF170/MP-A Tucano T1 1FTS +10  
 58-0086 KC-135R 351st ARS \*Quid40  
 06. ZK460/U Beech B200GT 45(R)sq Cranwell67  
 ZA453/022 Tornado GR4 12sq \*Lossie10  
 09. ZF137/137 Tucano T1 1FTS Swift1/2  
 ZF210/210 Tucano T1 1FTS +10 LOP77  
 ZF485/485 Tucano T1 1FTS Charcoal1/2  
 10. ZA607/070 Tornado GR4 617sq Saxon12  
 11. ZG844 Islander AL1 651sq AA587  
 ZA544/037 Tornado GR4 15(R)sq \*Lossie09  
 ZD742/090 Tornado GR4 15(R)sq \*Lossie28  
 12. ZA404/013 Tornado GR4A 14sq \*Lossie28  
 ZA405/014 Tornado GR4A 15(R)sq \*Lossie35  
 ZA547/039 +1 Tornado GR4 14sq \*Snake1/2  
 ZD850/111 Tornado GR4 Lossie Wg \*Lossie42  
 ZJ912/AB Typhoon FGR4 17(R)sq \*Typhoon17  
 13. ZD620 BAe125 CC3 32(TR)sq +15 RRR1271  
 ZG792/138 Tornado GR4 14sq \*Lossie25  
 16. XS730/H Dominie T1 55(R)sq \*Cranwell91  
 ZD716/084 Tornado GR4 15(R)sq \*Lossie80  
 16. ZF485/485 Tucano T1 1FTS  
 17. XS730/H Dominie T1 55(R)sq Cranwell04  
 ZF417/417 Tucano T1 1FTS  
 ZF512/512 Tucano T1 1FTS  
 08-8603/RS C-130J-30 37th AS \*Herky604  
 18. 01/bk An-30B Russian AF 19 Openskies33F  
 ZG845 Islander AL1 651sq \*AA582



ZD842/105 Tornado GR4 15(R)sq \*Lossie82  
 166513/BH KC-130J VMGR-252 21 Otis04  
 19. ZA367/002 Tornado GR4 617sq Lossie94  
 ZD842/105 Tornado GR4 15(R)sq \*Lossie30  
 ZF339/339 Tucano T1 1FTS Sceptre1/2  
 ZF379/379 Tucano T1 1FTS Sceptre1/2  
 ZJ916/QO-U Typhoon FGR4 3sq \*Typhoon313  
 20. XX246/CA Hawk T1A 100sq Pirate11  
 ZA405/014 Tornado GR4A 15(R)sq \*Mentor  
 20. XZ590/F S.King HAR3 202sq D Flt Rescue137  
 23. ZD895/115 Tornado GR4 15(R)sq  
 24. ZD620 BAe125 CC3 32(TR)sq RRR1997  
 XV295/295 Hercules C1 LTW \*RRR670  
 XX156/156 Hawk T1 208(R)sq  
 XX165/165 Hawk T1 208(R)sq  
 XX181/181 Hawk T1W 208(R)sq  
 XX194/194 Hawk T1A 208(R)sq  
 ZA458/024 Tornado GR4A 15(R)sq \*Lossie30  
 ZG729/127 Tornado GR4A 617sq  
 G-RAFO Beech B200 45(R)sq Camel1/2  
 G-RAFP Beech B200 45(R)sq Camel1/2  
 25. XV295/295 Hercules C1 LTW \*RRR670  
 ZA544/037 Tornado GR4 15(R)sq \*Lossie07  
 26. ZK033 Hawk T2 19(R)sq \*VYT93  
 63-7979/D KC-135R 351st ARS \*Quid01  
 27. ZD620 BAe125 CC3 32(TR)sq RRR1638

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01. XX285 Hawk T1A 100sq Carbon1/2  
 XX332/CD Hawk T1A 100sq Carbon1/2  
 ZF169/169 Tucano T1 1FTS Venus1/2  
 ZF379/379 Tucano T1 1FTS Venus1/2  
 02. XS728/E Dominie T1 55(R)sq \*Cranwell92  
 ZA547/039 Tornado GR4 14sq \*Snake  
 ZD747/095 Tornado GR4 14sq \*Snake  
 03. ZG844 Islander AL1 651sq AA595  
 ZD793/101 Tornado GR4 15(R)sq \*Lossie530  
 ZF347/347 Tucano T1 1FTS Swift1/2  
 ZF489/489 Tucano T1 1FTS Swift1/2  
 06. XX246/CA Hawk T1A 100sq Carbon1/2  
 XX285 Hawk T1A 100sq Carbon1/2  
 ZH873/873 Hercules C4 LTW  
 07. XX203/CC Hawk T1A 100sq  
 XX255/CL Hawk T1A 100sq  
 ZF540 Lynx AH9 9Regt AA965  
 ZA463/028 Tornado GR4 617sq \*Gibson2  
 08. XS727/D Dominie T1 55(R)sq \*Cranwell91  
 XX318/CN Hawk T1A 100sq  
 ZA607/070 Tornado GR4 617sq Vandal1  
 10. CE02 ERJ135LR 21sm BAF681  
 13. CE01 ERJ135LR 21sm BAF682  
 14. ZE395 BAe125 CC3 32(TR)sq Northolt40  
 ZG997 Defender AL2 651sq \*AA587  
 XS709/M Dominie T1 55(R)sq \*Cranwell93  
 ZA549/- Tornado GR4 LM Wg \*Lossie07  
 ZA604/068 Tornado GR4 14sq \*Lossie38  
 ZD747/095 Tornado GR4 14sq \*Lossie67  
 165810/BH KC-130J -30 VMGR-252 Otis03  
 15. ZA548/040 Tornado GR4 15(R)sq \*Banshee1/2  
 ZD842/105 Tornado GR4 15(R)sq \*Banshee1/2  
 ZF448/448 Tucano T1 1FTS Venus  
 16. XX346/CH Hawk T1A 100sq Pirate13  
 ZH875/875 Hercules C4 LTW RRR114  
 ZH103/03 Sentry AEW1 8/54(R)sq \*NATO30  
 ZG712/122 Tornado GR4 15(R)sq \*Lossie533  
 17. XS730/H Dominie T1 55(R)sq \*Cranwell91  
 XX203/CC Hawk T1A 100sq  
 66-0215 MC-130P 67th SOS \*Shadow61  
 20. XZ184 Lynx AH7 9Regt AA923  
 ZA292/WU S.King HC4 848NAS NAVY706  
 ZE425/WR S.King HC4 848NAS  
 ZF115/R S.King HC4 848NAS  
 ZA404/013 Tornado GR4A 14sq \*Lossie15  
 21. XX165/165 Hawk T1 208(R)sq VYT28  
 XX224/224 Hawk T1W 208(R)sq VYT29  
 XX220/220 Hawk T1A 208(R)sq VYT34

XX287/287 Hawk T1A 19(R)sq VYT26  
 ZA370/004 Tornado GR4A 14sq \*Serpent1  
 ZD747/095 Tornado GR4 14sq \*Lossie67  
 ZF374/374 Tucano T1 1FTS LOP71  
 ZF204/204 Tucano T1 1FTS LOP551  
 ZF294/294 Tucano T1 1FTS LOP555  
 ZF341/341 Tucano T1 1FTS LOP557  
 22. ZD742/090 Tornado GR4 15(R)sq \*Lossie09  
 ZG775/134 Tornado GR4 14sq \*Scarab1  
 23. XX280/CM Hawk T1A 100sq Aztec1/2  
 XX289/CO Hawk T1A 100sq Aztec1/2  
 ZA404/013 Tornado GR4A 14sq \*Scarab2  
 24. XS731/J Dominie T1 55(R)sq \*Cranwell92  
 ZH872/872 Hercules C4 LTW Omen1  
 XX198/CG Hawk T1A 100sq \*Pirate25  
 XZ191, XZ214 Lynx AH7 657sq Maximus1/2  
 ZA458/024 Tornado GR4 15(R)sq \*Lossie21  
 28. ZK460/U Beech B200GT 45(R)sq \*Cranwell73  
 XS709/M Dominie T1 55(R)sq \*Cranwell91  
 XX289/CO Hawk T1A 100sq \*Pirate26  
 29. XX332/CD Hawk T1A 100sq Pirate15  
 30. ZA681 Chinook HC2 7sq Lifter1/2  
 ZD980/DD Chinook HC2 7sq Lifter1/2  
 ZD842/105 Tornado GR4 15(R)sq \*  
 ZF115/R S.King HC4 848NAS  
 ZE425/WR S.King HC4 848NAS  
 ZA292/WU S.King HC4 848NAS

**Lossiemouth**

02. XX198/CG Hawk T1A 100sq 20  
 XX285 Hawk T1A 100sq spl mks 20  
 03. ZJ237/T Griffin HT1 60(R)sq 04 Shawbury93  
 ZJ239/R Griffin HT1 60(R)sq 04 Shawbury94  
 ZJ707/O Griffin HT1 60(R)sq 04 Shawbury108  
 ZA405/014 Tornado GR4A 14sq Marham83  
 05. ZF142/142 Tucano T1 1FTS  
 ZF417/417 Tucano T1 1FTS  
 ZF448/448 Tucano T1 1FTS  
 ZF485/485 Tucano T1 1FTS  
 ZK302/EA Typhoon FGR4 6sq \*  
 10. 46+20 +1 Tornado IDS AKG51 GAFI58A/B  
 XX255/CL Hawk T1A 100sq Pirate16  
 13. XS727/D Dominie T1 55(R)sq Cranwell91  
 16. XS730/H Dominie T1 55(R)sq Cranwell91  
 17. XS730/H Dominie T1 55(R)sq Cranwell04  
 XX332/CD Hawk T1A 100sq 19 Pirate  
 18. XV102/T VC-10 C1K 101sq RRR9301  
 20. XX246/CA Hawk T1A 100sq Pirate  
 23. XX312 Hawk T1W 19(R)sq spl mks  
 XX349 Hawk T1W 19(R)sq spl mks  
 24. ZD620 BAe125 CC3 32(TR)sq RRR1997  
 ZA395/009 Tornado GR4A 31sq Voodoo2  
 ZA542/035 Tornado GR4 31sq Voodoo3  
 27. 73-1681 C-9C 73rd AS AFRC \*Avalon34  
 31. ZE396 BAe125 CC3 32(TR)sq  
 ZF341/341 Tucano T1 1FTS \*LOP68  
 ZF407/407 Tucano T1 1FTS \*LOP72

**September 2010**

02. ZE168/HH Tornado F3 111sq \*Leuchars35  
 ZE794/FL Tornado F3 QinetiQ +03 Gauntlet15  
 03. XX222/CI Hawk T1A 100sq  
 ZG479/69A Harrier GR9A 1sq 06 Cott17  
 ZE203/GA Tornado F3 QinetiQ  
 84-0112 C-21A 76thAS Valour68  
 06. ZH873/873 Hercules C4 LTW RRR212  
 08. ZH872/872 Hercules C4 LTW  
 16. XX203/CC Hawk T1A 100sq Aztec1/2  
 XX332/CD Hawk T1A 100sq Aztec1/2  
 20. XZ185 Lynx AH7 9Regt 24 AA923  
 21. XX332/CD Hawk T1A 100sq Pirate12  
 24. XX194/194 Hawk T1A 208(R)sq VYT14  
 27. ZA395/009 Tornado GR4A 31sq Voodoo  
 ZA557/048 Tornado GR4 31sq Voodoo  
 ZD811/103 Tornado GR4 Marham Wg  
 28. XX289/CO Hawk T1A 100sq Pirate26/20/22  
 XX332/CD Hawk T1A 100sq Pirate26/20/22

XX329/CJ Hawk T1A 100sq Pirate26/20/22  
 30. 84007/847 Tp84 TSFE SWF848  
 84008/848 Tp84 TSFE 01 SWF849  
 ZE983/HL Tornado F3 111sq \*Export21

**Lynham**

03. 1622 C-130H 16sq 05 +09-11 RSAF907  
 04. 2x Alpha Jet E EAC00.314 \*FAF6441/2  
 E121/705-LE Alpha Jet E EAC00.314 \*FAF6412/6413  
 E129/314-LP Alpha Jet E EAC00.314 \*FAF6412/6413  
 05. E75/705-AE Alpha Jet E EAC00.314 FAF6411  
 10. E103-314-UA Alpha Jet E EAC00.314 \*FAF6443-6444  
 E138/314-RQ Alpha Jet E EAC00.314 \*FAF6443-6444  
 11. XV104/U VC-10 C1K 101sq Tartan31  
 16. ZJ690 Sentinel R1 5sq +18 \*Snapshot3  
 18. 167108/QB KC-130J VMGR-352 20 Raider32  
 25. 1x L-100-30 41sq KAF3216

**September 2010**

02. 66-0215 MC-130P 675h SOS \*Shadow61  
 03. ZD433/45 Harrier GR9 1sq  
 ZD711/079 Tornado GR4 15(R)sq  
 04. 159114/114 C-9B VR-61 Convoy6661  
 05. 84001/841 Tp84 TSFE SWF842  
 07. MM62218/46-82 C-27J 98°Gruppo TM I2215  
 MM62190/46-56 C-130J 50°Gruppo TM I2185  
 09. ZZ173 C-17A 99sq  
 10. 1x Tp84 TSFE SWF844  
 MM62224/46-89 C-27J AMI 98°Gruppo TM I2215  
 MM62189/46-55 C-130J AMI 50°Gruppo TM I2185  
 13. 84001/841 Tp84 TSFE SWF840  
 20. 1281/SU-BAM C-130H 4sq 23 EGY1520  
 21. LX-N90442 E-3A NAEWF NATO12  
 ZD952 Tristar KC1 216sq RRR3251

**Mildenhall**

01. 84-0111 C-21A 76th AS Valor71  
 58-0061 KC-135T 22nd ARW 02 RCH153  
 59-1448 KC-135R 151st ARS TN ANG RCH230  
 59-1509 KC-135R 151st ARS TN ANG RCH651  
 59-1510 KC-135T 92nd/141st ARW 02 RCH375  
 63-8027 KC-135R 319th ARW 02 RCH860  
 02. N517MC B747-243B Atlas Air GTI8809  
 59-1500 KC-135R 108th ARS ILANG 03 RCH441  
 60-0336 KC-135T 909th ARS 03 Gold22  
 64-14839 KC-135R 108th ARS ILANG 03 RCH154  
 03. LX-N90446 E-3A NAEWF \*NATO07  
 84-0109 C-21A 76th AS Valor61  
 84-0112 C-21A 76th AS Spar91  
 58-0001 KC-135R 108th ARS ILANG RCH117  
 59-1486 KC-135R 22nd ARW 04 RCH9486  
 64-14843/OF RC-135V 45th RS 04 Snoop55  
 04. E121/705-LE Alpha Jet E EAC00.314 FAF6412  
 E129/314-LP Alpha Jet E EAC00.314 \*FAF6413  
 LX-N90459 E-3A NAEWF \*NATO11  
 84-0112 C-21A 76th AS Jalop36  
 58-0073 KC-135R 106th ARS AL ANG RCH900  
 58-0113 KC-135R 91st ARS 05 RCH971  
 63-8013 KC-135R 121st ARW OH ANG 05 Blue39  
 05. LX-N90459 E-3A NAEWF \*NATO13  
 89-0513 AC-130U 4th SOS 07 RCH1005  
 58-0073 KC-135R 106th ARS AL ANG RCH900  
 61-0313 KC-135R 77th ARS AFRC 06 RCH999  
 84-00163 C-12U 1-214th AVN Duke07  
 84-00165 C-12U 1-214th AVN Duke21  
 N517MC B747-243B Atlas Air GTI8679  
 06. ZH106/06 Sentry AEW1 8/54sq \*NATO32  
 69-5823 MC-130P 9th SOS 08 RCH1011  
 61-0314 KC-135R 22nd ARW 07 Kanza91  
 07. 61-0267 KC-135R 22nd ARW 09 RCH659  
 08. 84-0109 C-21A 76th AS 09 Jalop41  
 84-0110 C-21A 76th AS Jalop43  
 59-1471 KC-135T 92nd/141st ARW 09 RCH187  
 09. ZH106/06 Sentry AEW1 8/54sq \*NATO33  
 58-0038 KC-135R 77th ARS AFRC 10 RCH254  
 N87 CL-601-3R FAA 10 FLC87  
 10. 59-1511 KC-135R 22nd ARW 11 RCH9511

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59-1515 KC-135R 92nd/141st ARW RCH334  
 11. 82-0191 KC-10A 60th AMW 12 RCH112  
 84-00161 C-12U 6-52nd AVN Duke21  
 12. 70-0466 C-5A 89th AS AFRC RCH0466  
 84-0082 C-21A 76th AS Jalop50  
 84-0112 C-21A 76th AS Spar91  
 62-3511 KC-135R 121st ARW OH ANG Gold22  
 84-00165 C-12U 6-52nd AVN Duke19  
 N746CK B747-246F Kalitta Air CKS411  
 13. 84-0111 C-21A 76th AS Spar91  
 63-7815 C-130E 6th SOS 19 RCH1000  
 61-2670/OF OC-135B 45th RS 16 OSY12T  
 14. 62-3517 KC-135R 91st ARS 15 RCH2517  
 62-3551 KC-135R 22nd ARW 16 RCH153  
 15. 58-0125 KC-135T 92nd/141st ARW RCH108  
 16. 62-1849 C-130E 61st AS 18 RCH253  
 17. 71-1468 C-130E 222 Filo 18 TUAF808  
 63-7867 C-130E 61st AS 18 RCH251  
 60-0353 KC-135R 92nd/141st ARW RCH0353  
 97-00102 UC-35A 6-52nd AVN Duke14  
 18. LX-N90459 E-3A NAEWF \*NATO06  
 98-0049 C-17A 62nd AW 19 Hire42  
 84-0082 C-21A 76th AS Bursa93  
 62-1806 C-130E 61st AS RCH453  
 58-0011 KC-135R 22nd ARW 19 RCH322  
 62-3562 KC-135R 91st ARS 19 RCH135  
 19. 62-1811 C-130E 61st AS 20 RCH454  
 84-00165 C-12U 6-52nd AVN Duke19  
 95-00124 UC-35A 6-52nd AVN Duke12  
 19. C-168 CL-604 Esk 721 DAF3060  
 LX-N90443 E-3A NAEWF \*NATO07  
 LX-N90452 E-3A NAEWF \*NATO10  
 N355MC B747-341M Atlas Air GTI8678/9  
 20. 63-9815 C-130E 61st AS 21 RCH448  
 74-1688 C-130H 40th AS 21 RCH261  
 61-2670/OF OC-135B 45th RS 21 OSY12T  
 21. 62-3580 KC-135R 77th ARS AFRC 23 RCH560  
 22. 71-1468 C-130E 222 Filo 24 TUAF808  
 74-2130 C-130H 39th AS 24 RCH262  
 58-0001 KC-135R 92nd/141st ARW RCH338  
 60-0356 KC-135R 22nd ARW 23 RCH189  
 159114/114 C-9B nmks 23 CNV9842  
 23. LX-N90442 E-3A NAEWF \*NATO09  
 85-0027 KC-10A 305th AMW RCH5027  
 24. LX-N90444 E-3A NAEWF \*NATO10  
 08-8198 C-17A 305th AMW RCH495/184  
 63-7999 KC-135R 22nd ARW 25 RCH171  
 86-00079 C-12J HQ USEUCOM 25 Duke38  
 25. 60-0335 KC-135T 22nd ARW 26 RCH335  
 60-0339 KC-135T 92nd/141st ARW 27 RCH339  
 26. 65-0982/FT HC-130P 71st RQS AFRC 27 King982  
 65-0983/FT HC-130P 71st RQS AFRC 27 King983  
 162782 E-6B SCW-1 03 Razz26  
 N570UP B747-44AF UPS UPS1524/5  
 27. 84-0083 C-21A 76th AS E10E2  
 62-1799 C-130E 61st AS 28 RCH449  
 57-1441 KC-135R 174th ARS IA ANG RCH160  
 60-0335 KC-135T 22nd ARW 28 RCH209  
 62-3520 KC-135R 133rd ARS NH ANGRCH252  
 64-14828 KC-135R 191st ARS UT ANG RCH271  
 84-0160 C-12U 6-52nd AVN Duke94  
 28. 92-0552 C-130H 40th AS 29 RCH535  
 93-1039 C-130H 40th AS 29 RCH607  
 57-1435 KC-135R 191st ARS UT ANG RCH544  
 59-1519 KC-135R 174th ARS IA ANG RCH024  
 61-0275 KC-135R 191st ARS UT ANGRCH1275  
 63-7977 KC-135R 91st ARS 29 RCH3977  
 63-8000 KC-135R 91st ARS 09 Gold69  
 63-8034 KC-135R 22nd ARW 30 RCH677  
 29. 92-0547 C-130H 40th AS 31 RCH142  
 92-1531 C-130H 187th AS WY ANG RCH311  
 58-0076 KC-135R 74th ARS AFRC 30 RCH023  
 60-0364 KC-135R 74th ARS AFRC 30 RCH154  
 62-3504 KC-135R 191st ARS UT ANGRCH613  
 63-8885 KC-135R 92nd/141st ARW RCH205  
 83-0009/OK E-3C 960th AACs 30 Shuck81



Tucano T1 ZF140 from 1FTS, sporting 207(R)sq markings, is seen here landing at RAF Coningsby.

(19 October 2010, Ron Bijsterbosch).

30. 84-0095	C-21A	76th AS	RCH352	63-7995	KC-135R	22nd ARW	07 RCH140
60-0322	KC-135R	72nd ARS AFRC	31 RCH102	75-0559/OK	E-3B	964th AACs	15 Shuck82
62-3521	KC-135R	72nd ARS AFRC	31 RCH100	06. CE01	ERJ135LR	21sm	BAF626
64-14833	KC-135R	91st ARS	04 RCH823	88-0266	C-17A	437th AW	07 RCH427
31. 03-3119	C-17A	183rd AS MS ANG	01 RCH460	94-0069	C-17A	437th AW	07 RCH296
84-0109	C-21A	76th AS	01 Valor51	92-1534	C-130H	187th AS WY ANG	RCH183
57-1472	KC-135R	72nd ARS AFRC	01 RCH525	96-7322	C-130H	731st AS AFRC	07 RCH556
58-0065	KC-135R	22nd ARW	01 RCH667	08-8604/RS	C-130J-30	37th AS	Herky853
60-0359	KC-135R	74th ARS AFRC	01 RCH601	60-0360	KC-135R	319th ARW	07 RCH402
63-7981	KC-135R	108th ARS IL ANGRCH	3981	07. 86-0019	C-5B	337th AS AFRC	10 RCH663
				84-0084	C-21A	76th AS	Valor66
				61-0284	KC-135R	91st ARS	08 RCH1284
				N378AX	B767-33A	Omni International	OAE315
01. LX-N90448	E-3A	NAEFW	*NATO07	08. 62-3541	KC-135R	22nd ARW	09 RCH337
LX-N90459	E-3A	NAEFW	*NATO01	63-7982	KC-135R	92nd/141st ARW	RCH3982
84-0087	C-21A	37th AS	Spar91	95-00124	UC-35A	6-52nd AVN	Duke14
58-0094	KC-135T	92nd/141st ARW	RCH8094	97-00102	UC-35A	6-52nd AVN	Duke58
59-1499	KC-135R	151st ARS TN ANGRCH	438	N523MC	B747-2D7B	Atlas Air	GTU8809
60-0337	KC-135T	92nd/141st ARW	RCH0337	09. 85-0001	C-5B	436th AW	10 RCH257
62-3546	KC-135R	319th ARW	02 RCH040	02-1112	C-17A	183rd AS MS ANG	RCH023
63-7996	KC-135R	72nd ARS AFRC	RCH651	85-00147	RC-12K	1st MI BN	Argus38
64-14834	KC-135R	74th ARS AFRC	02 RCH433	N753SA	B747-228F	Southern Air	SOO151
02. 041	Falcon 20ECM	717 Skv	NOW717	10. 07-7186	C-17A	437th AW	RCH1815
87-0045	C-5B	436th AW	13 RCH381	92-1537	C-130H	187th AS WY ANG	RCH268
62-1851	C-130E	nmks	10 RCH543	61-2662/OF	RC-135S	45th RS	16 Olive20
92-1535	C-130H	187th AS WY ANG	RCH270	91-0324/LN	F-15E	494th FS	13 Rumble22
57-1428	KC-135R	151st ARS TN ANGRCH	147	11. 63-7997	KC-135R	91st ARS	12 RCH389
59-1466	KC-135R	108th ARS IL ANG	RCH196	63-8045	KC-135R	91st ARS	12 RCH462
59-1516	KC-135R	151st ARS TN ANGRCH	612	12. 02-1101	C-17A	437th AW	20 RCH156
63-8037	KC-135R	319th ARW	07 RCH841	96-0007	C-17A	183rd AS MS ANG	RCH222
71-1408/OK	E-3B	964th AACs	03 Shuck82	58-0050	KC-135T	92nd/141st ARW	RCH334
95-00124	UC-35A	6-52nd AVN	Duke20	13. 84-0109	C-21A	76th AS	14 Jalop92
N498MC	B747-47UF	Atlas Air	GTI8679	84-0110	C-21A	76th AS	Spar91
03. CE01	ERJ135LR	21sm	BAF679	65-0964/FT	HC-130P	71st RQS AFRC	18 King85
FA110	F-16AM	10w	06 BAF495A	60-0335	KC-135T	22nd ARW	15 RCH188
FA131	F-16AM	10w	06 BAF495B	84-00158	C-12U	6-52nd AVN	Duke21
LX-N90442	E-3A	NAEFW	*NATO07	14. 93-7313	C-130H	187th AS WY ANG	RCH325
64-14863/FT	HC-130P	71st RQS AFRC	04 Abask71	15. ZZ173	C-17A	99sq	RRR812
65-0973/FT	HC-130P	71st RQS AFRC	04 Abask72	79-1950	KC-10A	60th AMW	18 Clean92
59-1505	KC-135R	151st ARS TN ANGRCH	135	85-0029	KC-10A	60th AMW	18 Clean91
165832/832	C-40A	nmks	04 CNV4309	85-0036	C-130H	357th AS AFRC	18 RCH865
04. 89-1189	C-17A	437th AW	05 RCH9189	58-0001	KC-135R	92nd/141st ARW	RCH8001
02-1110	C-17A	62nd AW	06 RCH840	63-8027	KC-135R	319th ARW	19 Clean94
02-1112	C-17A	183rd AS MS ANG	RCH032	63-8044	KC-135R	77th ARS AFRC	Clean93
04-4131	C-17A	305th AMW	05RCH860	16. LX-N90443	E-3A	NAEFW	*NATO01
07-7175	C-17A	436th AW	05 RCH182	ZH103/03	Sentry AEW1	8/54sq	*NATO30
07-7180	C-17A	437th AW	*RCH391	86-0413	C-130H	357th AS AFRC	18 RCH255
159116/116	C-9B	nmks	05 CNV9353	07-8614/RS	C-130J-30	37th AS	Herky05
05. 92-0550	C-130H	40th AS	06 RCH164	N524MC	B747-2D7B	Atlas Air	GTI8679
59-1515	KC-135R	92nd/141st ARW	RCH841				

18. 02-1106	C-17A	62nd AW	19 RCH115	15. U-06	Fokker 50	334sq	16 NAF50
03-3115	C-17A	183rd AS MS ANG	RCH035	ZJ268/68	Squirrel HT1	DHFS	Shawbury71
06-6164	C-17A	60th AMW	19 RCH697	ZJ277/77	Squirrel HT1	DHFS	Shawbury66
07-7185	C-17A	437th AW	19 RCH802	96-00111	UC-35A	6-52nd AVN	18 Ocean11
62-3528	KC-135R	77th ARS AFRC	RCH2528	16. 258	Lj45	102sq	IRL258
63-8871	KC-135R	22nd ARW	20 RCH327	92-0375	C-20H	76th AS	Sooner01
19. 62-4135/OF	RC-135W	45th RS	27 Snoop55	97-00102	UC-35A	6-52nd AVN	Duke18
20. 60-0353	KC-135R	92nd/141st ARW	RCH625	17. P7350/QJ-K	Spitfire IIA	BoBMF	
85-00147	RC-12K	1st MI BN	*Argus47	LF363/YB-W	Hurricane IIc	BoBMF	
21. LX-N90442	E-3A	NAEWF	*NATO12	18. 045	Yak-40	36 SPLT	21 PLF040
63-3187	C-130E	222 Filo	22 TUAF809	ZG844	Islander AL1	651sq	20 AA584
58-0089	KC-135T	22nd ARW	22 RCH563	19. CM02	Falcon 20E	21sm	BAF621
59-1504	KC-135T	171st ARW PA ANG	Gold41	XV697/181	S.King ASaC	7854NAS	20 Nvy810
165831/831	C-40A	nn	22 CNV4781	ZD636/182	S.King ASaC	7854NAS	20 Nvy810
22. 02-1108	C-17A	62nd AW	RCH441	92-0375	C-20H	76th AS	Sooner01
84-0110	C-21A	76th AS	Jalop90	20. ZD260/303	Lynx HMA8SRU	815NAS	Skua310
84-00158	C-12U	6-52nd AVN	Duke66	21. ZR324	A109E	DHFS S	hawbury153
23. 84-0110	C-21A	76th AS	Spar91	22. ZR325	A109E	DHFS	Shawbury153
85-0011	MC-130H	15th SOS	26 RCH1016	ZG844	Islander AL1	651sq	AA505
61-0277	KC-135R	117th ARS KS ANG	Blue32	23. XV295/295	Hercules C1	LTW	Omen2
64-14843/OF	RC-135V	45th RS	24 Echo22	ZH872/872	Hercules C4	LTW	Omen1
N707CK	B747-246F	Kalitta Air	CKS411	27. YU-BNA	Falcon 50	Serbian Gvmt	
24. 84-0082	C-21A	76th AS	Jalop96	30. CE04	ERJ145LR	21sm	BAF658
62-1856	C-130E	nmks	27 RCH104	ZJ780	AS365N3	8Fit	1RT13
26. 63-3187	C-130E	222 Filo	29 TUAF809	XX338/338	Hawk T1W	19(R)sq	31 Jester
73-1214	C-12C	USE Bangkok	27 Spar14	XX349/349	Hawk T1W	19(R)sq	31 Jester
07-7170	C-17A	436th AW	RCH362	XX484/CU566	Jetstream T2	750NAS	NVY807
84-0082	C-21A	76th AS	Jalop04	ZJ278/78	Squirrel HT1	DHFS	01 Shawbury78
64-14837	KC-135R	22nd ARW	28 RCH670				
79-0001/OK	E-3B	960th AACS	28 Shuck80				
27. 58-0057	KC-135R	174th ARS IA ANG	*RCH216	<b>Prestwick</b>	CC-144C	412sq	CFC3000
62-3526	KC-135R	173rd ARS NE ANGRCH	2526	01. 144618	Griffin HT1	60(R)sq	Shawbury97
85-00147	RC-12K	1st MI BN	*Argus47	03. ZJ237/T	Sentinel R1	5sq	*Snapshot02
165833/833	C-40A	nn	CNV4136	ZJ691	Griffin HT1	60(R)sq	Shawbury109
165315/NY	KC-130T	VMGR-452	30 Yankee97	04. ZJ236/X	Sentinel R1	5sq	*Snapshot03
28. 84-0083	C-21A	76th AS	Jalop10	ZJ690	IL-76TD	347 Esc	7TWIV
58-0061	KC-135T	22nd ARW	29 RCH331	06. 7T-WIV	Islander AL1	651sq	*AA505
58-0067	KC-135R	174th ARS IA ANGRCH	8067	ZG847	CC-150	437sq	CFC4137
84-00160	C-12U	6-52nd AVN	Duke30	09. 15003	C-130H	96th AS AFRC	RCH695
84-00161	C-12U	6-52nd AVN	Duke21	92-3285	KC-135R	117 ARS KS ANG	RCH668
85-00147	RC-12K	1st MI BN	Argus35	61-0277	Islander AL1	651sq	*AA595
29. 84-0186	KC-10A	305th AMW	30 Gold64	ZG844	Tornado GR4	15(R)sq	*Lossie03
84-0081	C-21A	76th AS	E10E2	ZA548/040	Chinook HC2	18/27sq	14 SHF560
58-0114	KC-135R	191st ARS UT ANGRCH	134	10. ZA674	Gazelle AH1	665sq	AA553
58-0118	KC-135R	92nd/141st ARW	RCH8118	XZ334	Islander AL1	651sq	*AA592/505
59-1515	KC-135R	92nd/141st ARW	RCH9515	ZG844	Tornado F3	111sq	*
60-0349	KC-135R	77th ARS AFRC	RCH0349	ZH554/HX	BAe125 CC3	32(TR)sq	Northolt10
62-3507	KC-135R	91st ARS	29 Blue22	11. ZE395	Islander AL1	651sq	AA505
N755NA	B757-28A	North American	30 NAO412	12. ZG844	Tornado F3	111sq	*V6B11
30. LX-N90448	E-3A	NAEWF	*NATO04	ZE834/HA	Hawk T1A	100sq	Aztec formation
				13. XX203/CC	Hawk T1A	100sq	Aztec formation
				XX255/CL	Hawk T1A	100sq	Aztec formation
				XX289/CO	CC-150	437sq	CFC4138
				16. 15003	Sentinel R1	5sq	*Snapshot02
				ZJ690	CC-130E	8Wing	CFC2570
				17. 130306	BAe125 CC3	32(TR)sq	RRR1433
				18. ZE396	Beech B200	45(R)sq	Cranwell75
				ZK451/K	Griffin HAR2	SARTU	19 VLL90
				ZJ703	Defender AL2	651sq	*AA588
				19. ZH003	C-12R+	OSACOM	20 PAT325
				94-00325	C-12R+	OSACOM	20 PAT326
				94-00326	Gazelle AH1	665sq	AA568
				20. ZB667	Tucano T1	1FTS	21 LOP63
				ZF319/319	Tucano T1	1FTS	LOP44
				23. ZF264/MP-Q	Beech B200	45(R)sq	*Sceptre1
				25. ZK454/N	Gazelle AH1	665sq	*AA553
				ZB667	Hawk T1A	100sq	Gromitt1/2
				XX203/CC	Hawk T1A	100sq	Pirate22
				XX222/CI	Hawk T1A	100sq	Gromitt1/2
				XX339/CK	Beech B200	45(R)sq	*Sceptre2
				25. ZK451/K	C-21A	375th AW	RCH352
				84-0092	Hawk T1W	19(R)sq	27 Snapper3
				26. XX349/349	Hawk T1A	19(R)sq	Jester formation
				XX189/189	Hawk T1A	19(R)sq	Jester formation
				XX317/317	Hawk T1A	19(R)sq	*VYT93
				ZK033	Hawk T2	19(R)sq	*NATO30
				ZH103/03	Sentry AEW1	8/54(R)sq	

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02. ZJ783	AS365N3	8Fit	1RA17
ZH832	Merlin HM1	829NAS	NVY505
03. ZJ781	AS365N3	8Fit	1DR10
04. CE02	ERJ135	21sm	BAF672
09. ZR324	A109E	DHFS	+10 Shawbury152
11. ZJ783	AS365N3	8Fit	1MH18
12. C-172	CL-604	Esk 721	DAF002
20. 102001/021	Tp-102A	TSFE	SVF21
LF363/YB-W	Hurricane IIc	BoBMF	
P7350/QJ-K	Spitfire IIA	BoBMF	
90-0300	C-20H	76th AS	Racer 97
26. ZG997	Defender AL2	651sq	AA585

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03. 044	Yak-40	36 SPLT	05 PLF031
ZJ780	AS365N3	8Fit	1KA11
06. ZJ782	AS365N3	8Fit	1JS19
08. 87-24583	UH-60A	SHAPE	Shape3
ZH872/872	Hercules C4	LTW	RRR315
10. 2801	A319CJ	241 SDL	CEF05C
ZK452/L	Beech B200	45(R)sq	RFR7085
XX486/CU567	Jetstream T2	750NAS	13 Nvy807
12. ZG848	Islander AL1	651sq	13 AA582
14. ZJ260	Squirrel HT1	DHFS	Shawbury39
02-0042	C-40B	76th AS	15 Spar76

73-1681 C-9C 73rd AS AFRC \*Avalon34  
 79-1948 KC-10A 60th AMW 27 RCH389  
 92-1537 C-130H 187 AS WY ANG RCH033  
 27. XX156 Hawk T1 208(R)sq VYT97  
 XX178 Hawk T1W 19(R)sq Jester formation  
 XX349 Hawk T1W 19(R)sq Jester formation  
 28. 252 CN235M-100 101sq IRL252  
 04-3143 C-130J-30 41st AS RCH604  
 31. ZK452/L Beech B200 45(R)sq Cranwell78  
 ZJ703 Griffin HAR2 60(R)sq 01 VLL96  
 94-6706 C-130H 130th AS WV ANG RCH585

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01. 94-6706 C-130H 130th AS WV ANG RCH585  
 94-00322 C-12R+ OSACOM PAT322  
 02. ZG847 Islander AL1 651sq \*AA582  
 93-7311 C-130H 187th AS WY ANG RCH584  
 03. ZG844 Islander AL1 651sq \*AA588  
 ZD952 Tristar KC1 216sq \*RRR885  
 ZF347/347 Tucano T1 1FTS Swift formation  
 ZF489/489 Tucano T1 1FTS Swift formation  
 04. 07-7180 C-17A 437th AW 05 RCH391  
 95-6712 C-130H 130th AS WV ANG RCH660  
 05. ZH834/86 Merlin HM1 824NAS NCVY586  
 92-1451 C-130H 169th AS IL ANG RCH332  
 07. 93-1456 C-130H 156th AS NC ANG RCH654  
 08. ZE396 BAe125 CC3 32(TR)sq RRR199  
 87-0119 KC-10A 60th AMW 09 RCH122  
 02-4452 C-32B 227th SOF Hooch07  
 95-6711 C-130H 130th AS WV ANG RCH640  
 96-1003 C-130H 109th AS MN ANG RCH223  
 09. 84-0135 C-21A 458th AS RCH368  
 10. 93-2042 C-130H 169th AS IL ANG RCH273  
 96-7323 C-130H 731st AS AFRC RCH 557  
 96-7324 C-130H 731st AS AFRC RCH553  
 96-7325 C-130H 731st AS AFRC RCH554  
 11. 92-3283 C-130H 96th AS AFRC 16 RCH171  
 92-3286 C-130H 96th AS AFRC 12 RCH644  
 92-3287 C-130H 96th AS AFRC 12 RCH336  
 12. ZF115/R S.King HC4 848NAS Commando542  
 92-1453 C-130H 156th AS NC ANG RCH414  
 92-3024 C-130H 773th AS AFRC 13 Vader24  
 95-6709 C-130H 130th AS WV ANG RCH450  
 92-03327 C-12R+ 2-228th AVN Army23327  
 13. ZG996 Defender AL1 651sq \*AA582  
 XX476/CU561 Jetstream T2 750NAS NCVY809  
 85-0036 C-130H 357th AS AFRC 15 RCH865  
 14. ZG997 Defender AL2 651sq \*AA587  
 ZH554/HX Tornado F3 111sq \*Leuchars35  
 96-1005 C-130H 109th AS MN ANG RCH346  
 87-00140 C-20E OSACOM-PAT +20 View05

15. ZG995 Defender AL1 651sq \*AA588  
 16. XX169 Hawk T1 FRADU Crimson formation  
 XX301 Hawk T1 FRADU Crimson formation  
 ZG844 Islander AL1 651sq \*AA505  
 ZG847 Islander AL1 651sq \*AA595  
 85-0035 C-130H 357th AS AFRC RCH357  
 85-0037 C-130H 357th AS AFRC RCH141  
 85-0042 C-130H 357th AS AFRC RCH160  
 93-2041 C-130H 169th AS ILL ANG RCH416  
 95-6710 C-130H 130th AS WV ANG RCH699  
 17. 84-0118 C-21A 375th AW 18 RCH486  
 93-01321 C-23C nmks PAT321  
 94-00310 C-23C nmks PAT310  
 18. 08-0376 MC-12W 362nd ERS Badly91  
 86-0413 C-130H 357th AS RCH255  
 92-1454 C-130H 156th AS NC ANG RCH948  
 93-7314 C-130H 187th AS WY ANG RCH391  
 19. XZ191, XZ214 Lynx AH7 657sq Maximus1/2  
 20. 08-0293 MC-12W 362nd ERS 22 Badly93  
 62-1823 C-130E 61st AS RCH844  
 95-1001 C-130H 109th AS MN ANG RCH400  
 21. 62-1823 C-130E 61st AS RCH844  
 22. ZA681 Chinook HC2 7sq Lifter1/2  
 ZD980/DD Chinook HC2 7sq Lifter1/2  
 ZG847 Islander AL1 651sq AA582  
 XX476/CU561 Jetstream T2 750NAS NCVY805  
 ZG756/131 Tornado GR4 Lossie Wg \*Lossie67  
 22. 02-1108 C-17A 62nd AW 23 RCH441  
 93-1563 C-130H 156th AS NC ANG RCH140  
 23. XX316 Hawk T1A FRADU Purple1  
 ZG847 Islander AL1 651sq \*AA587  
 ZE705 Tristar C2 216sq \*RRR887  
 87-0117 KC-10A 60th AMW 24 RCH428  
 24. ZG998 Defender AL2 651sq \*AA588  
 ZJ692 SentinelR1 5sq \*Snapshot1  
 96-1006 C-130H 109th AS MN ANG RCH226  
 27. ZA681 Chinook HC2 7sq Lifter1/2  
 ZD980/DD Chinook HC2 7sq Lifter1/2  
 ZF374-374 Tucano T1 1FTS LOP70  
 28. ZD980/DD Chinook HC2 7sq Lifter2  
 ZG844 Islander AL1 651sq \*AA583  
 29. ZK459/X Beech B200GT 45(R)sq \*Cranwell64  
 ZK460/U Beech B200GT 45(R)sq \*Cranwell73  
 ZD566/328 Lynx HMA8SRU 815NAS NCVY328  
 30. ZG844 Islander AL1 651sq \*AA082  
 XX201 Hawk T1A 4 FTS \*VYT660  
 ZH833/85 Merlin HM1 824NAS 03  
 ZH854/84 Merlin HM1 824NAS 03

Credits: MAR



Alpha Jet ZJ647 from QinetiQ coming into land at RAF Coningsby.

(Coningsby, 20 October 2010, Ron Bijsterbosch)

**Vacancy for a website coördinator.**

**Take a look at [www.scramble.nl/viewtopic.php?t=68930](http://www.scramble.nl/viewtopic.php?t=68930)**



# Civil News



On 9 November the first A330 freighter to visit the Netherlands arrived in the early morning at Maastricht-Aachen. The Airbus is TC-JDO, which was delivered to THY Turkish Airlines on 29 September 2010. (Arjen Sleeuwenhoek)

## Manufacturers News

### AVIC

#### AC311

The AVIC AC311 light utility helicopter, China's first domestic light civilian helicopter, made a successful maiden flight in Tianjin on 8 November. The helicopter performing the first flight carried registration B-1209L. The AC311 is developed and manufactured by the Aviation Industry Corporation of China (AVIC). The two-ton helicopter has a seating capacity of six or a maximum payload of 2,200 kilograms. The AC311 helicopter can be used for various tasks, including flight training, personnel transport, public security patrols, communication and command, aerial photography, medical aid, power line inspection, forest fire protection and aerial pest control. The AVIC AC311 helicopter is scheduled to be certified by the China Civil Aviation Administration in October 2011 and run into the market operation in 2012. The market demand is expected to reach 500 in the next ten years.

### Boeing

#### B787

More headaches for Boeing on the Dreamliner programme. Test aircraft ZA002 (l/n 2) made an emergency landing in Laredo (TX) after smoke entered the aircraft cabin. Smoke was caused by a fire in the aft electronics equipment bay. The B787 features two equipment bays; one in front and one in the back of the aircraft. One of the power panels seems to be the place where the fire originated. The first conclusions drawn from the investigation indicate that an insulation blanket caught fire after dirt had settled on the computer board that resulted in unexpected shorts. Although this part is relatively easy corrected by some additional plumbing it also showed a more serious software glitch. The P100 Power Panel is intended to distribute the electrical power from one engine to the aircraft systems. With this fire however electrical supply from both engines was cut off, and the Ram Air Turbine had to be extended to supply the minimum of electrical power. The fire was extinguished by the fire equipment installed in the bay.

In the meantime the flight testing has been suspended and in the next few weeks an amended flight test programme will be drafted and released. All this comes on top of the rework Boeing has to perform to each aircraft prior to customer delivery. The aircraft already assembled are not identical to the certified aircraft and require reworking. Additionally, flight testing pro-

duced issues regarding (among other things) cabin condensation and passenger doors. These issues need to be addressed as well before the first aircraft can be delivered. As a result there is wide speculation on further delays regarding deliveries to launching customer ANA. Analysts have already mentioned an entry into service date of 2012. In the meantime Boeing keeps tight lipped, which it has done before other (obvious) delay announcements as well. Will be continued...

### Cessna Aircraft

#### Cessna E350

Cessna is in the early stages of developing a new single-engine six seat turboprop. They are seeking to fill the niche between the Corvalis piston single and the Mustang twinjet. The technology demonstrator, registered N350CE as a Cessna E350, has been noted in Wichita (KS) already. It looks like a Citation Mustang with the two turboprops replaced by a single turboprop engine on the nose. Although Cessna did not reveal many details, they said that the eventual aircraft may look significantly different.

#### Citation Ten

"What's in a name?" a famous poet once wrote. Cessna has renamed the Citation X into the Citation Ten, to stress the improvements. The new Citation Ten is scheduled to fly at the end of next year and enter into service in 2013. No price has been set and Cessna declined to estimate the aircraft's maximum speed, but company CEO Jack Pelton said it would be faster than the Mach 0.925 Gulfstream G650. On a typical 2,500-nm trip, Cessna estimates the Ten will burn 145 pounds less fuel and arrive two minutes sooner than the current model. This latest version will feature winglets, uprated Rolls-Royce engines, a fifteen-inch longer cabin with new interior and an iPhone-like cabin management system. The aircraft is also the launch platform for the new Garmin G5000 avionics suite.

### Comac

#### C919

Comac released more details regarding its proposed C919. The Chinese manufacturer made it public that it aims to introduce six versions to the market. First version is the baseline model, which will accommodate between 156 to 168 passengers, depending on the configuration. A stretched and shortened version of the baseline model is on the cards as well. These will be

supplemented by a freighter version. The modern day tycoon needs to be able to travel in style as well, therefore a VIP version will be taken up in the product offering. To finish off, a military version will be made available as well. This will be a platform to introduce (for example) refuelling aircraft or airborne early warning systems.

In addition to several variants, the company also provided more details on the dimensions of the baseline C919. The aircraft will be nearly forty meters long and will have a wingspan of 35.8 meters. The cabin width will be 3.9 meters. This makes the C919 of similar size as the A320 and Boeing 737-800, which means that Comac intends to directly challenge the duopoly in this market segment. The first C919 will only take to the skies for the first time in 2014 with a subsequent entry into service in September 2016.

## Embraer

### Legacy 650

Embraer announced on 20 October that ANAC and EASA certified the Legacy 650. The Legacy 650 met all of the original specification targets and deliveries will start this year.

## Emivest Aerospace

### SJ30

A Delaware bankruptcy court decided to allow Emivest Aerospace to continue operations after the company filed for creditor protection and reorganisation under Chapter 11 of the U.S. bankruptcy code late end October. It revealed that the company has until 14 January to find a buyer or could face Chapter 7 liquidation. Any prospective buyer of the manufacturer of the SJ30 light jet would have until 4 February to close the deal. The maker of the \$7.5 million SJ30 light jet indicated that it could obtain up to \$4 million in debtor-in-possession financing to keep its doors open and continue to support the four in-service SJ30s. While the company did deliver two aircraft last year, those grander plans never materialized and no aircraft were delivered subsequently. Three more aircraft currently are stranded on the production line. Court documents revealed that Emivest actually infused \$38.4 million into the company from a revolving credit line. After sixteen years of development and estimated expenditures of \$700 million, the SJ30 was certified in 2005. Then the company said it had orders for more than 200 of the aircraft.

## Hawker Beechcraft

### Hawker 200

Hawker Beechcraft renamed its Premier II as the Hawker 200. The Hawker 200, itself a stretched version of the original Premier IA, will include new Williams International FJ44-3AP engines,

winglets, increased gross takeoff weight and maximum altitude, multiscan weather radar, ADS-B Out, 400-hour inspection intervals and a ten-year warranty on the airframe. The \$7.55 million Hawker 200 is scheduled to enter service in 2012.

### King Air 250

At the NBAA convention the company also introduced the King Air 250, a replacement for the King Air B200GT. The King Air 250 incorporates three major changes over the B200GT: new Hartzell composite propellers, composite winglets and a ram air recovery system to increase engine performance. These changes give the \$5.79 million 250 better short field and hot-and-high landing and takeoff capabilities.

### Hawker 400XPR

Finally the company announced a high-performance retrofit upgrade for the Hawker 400XP, featuring winglets, new Williams International FJ44-4A-32 engines and optional avionics and system enhancements.

Meanwhile Hawker Beechcraft will temporarily suspend production of the Hawker 400XP to realign supply with demand. They expect to cease production and sales of the light jet for two years, with plans to resume production in early 2013. Time will tell if this will ever happen, considering the dated design in terms of engines and avionics...

## Piper Aircraft

### Altaire

Piper Aircraft introduced its jet evolved at the NBAA convention and renamed it PiperJet Altaire. The PiperJet Altaire is based on the proof-of-concept PiperJet, which has been flying since 2008. It now will have a larger, 61.5 inch-diameter circular fuselage and round cabin windows replacing the rectangular windows of the Meridian. The new design also eliminates the through-the-cabin wing spar intrusion and allows for a 12.5 inch-wide and six inch-deep drop aisle. The Altaire typically will be configured for one pilot and five passengers. In the cockpit, the jet will feature Garmin G3000 avionics (the first touchscreen-controlled glass cockpit ever designed for light turbine aircraft). The \$2.6 million Altaire is expected to fly in 2012, with certification scheduled for late 2013.

## Sukhoi

### Superjet 100

Sukhoi is getting closer to certification of its clean sheet design Superjet 100. The aircraft will finalize certification efforts in December. Preparations are already underway to deliver the first aircraft to Aeroflot after certification has been received. The first production aircraft (registered 97007) has made its first flight as well and will in time be delivered to Armenian airline Armavia.



While Hawker Beechcraft introduced a factory retrofit programme for the Hawker 400XP, Nextant Aerospace was actively promoting its upgrade package for the Beech 400 series aircraft, called Beechjet 400XT, but also known as 400XT and previously 400NXT. The main changes are the Rockwell Collins ProLine 21 avionics suite and the Williams FJ44 engines. N401NX is seen here hangared at the static display of the NBAA convention in Atlanta. (Atlanta-DeKalb-Peachtree (GA), October 2010, Edwin Kal)



In May 2010 Continental Airlines and United Airlines approved a stock-swap deal that would combine them into the world's largest airline in revenue passenger miles and second largest in fleet size and destinations after Delta Air Lines. The new airline will take on the United Airlines name, Continental's logo and will be based in United's hometown of Chicago. The parent company of the new carrier will be called United Continental Holdings, Inc. The deal received approval from U.S. and European regulators in the summer of 2010 and the shareholders of both airlines approved the deal on 17 September 2010. The transaction was completed on 1 October 2010. On this day, Continental Airlines became a wholly-owned subsidiary of United Continental Holdings, Inc. Since early October around 40 ex Continental Boeings has received the United titles. One of them is this Boeing 737-900 N53442, which received the new titles as one the first aircraft late September. (Las Vegas-McCarran (NV) , 11 November 2010, Walter Heukensfeld)

## Europe

### Netherlands

After a period of much speculation, [KLM](#) announced it will add three A330-300s to its fleet in 2012. Also five more E190s will join KLM in 2011 and 2012. These will replace the last five active Fokker 100s.

[Transavia](#) is leasing three B737-800s to [AeroM xico](#) for an initial period of six months. All three aircraft should have been delivered in November 2010.

### Ireland

Rumour has it that [Aer Lingus](#) is to withdraw four of its oldest A320s this winter after which they are due to join Dutch charter airline [Amsterdam Airlines](#) next summer.

### Malta

The European Commission (EC) granted a temporary  52 million loan facility to [Air Malta](#) while the national airline is working on a restructuring plan. The carrier and the Maltese government have been looking for ways to bolster Air Malta's finances since this year's beginning. Within six months a restructuring plan has to be submitted.

### Norway

Low-cost carrier [Norwegian](#) and ILFC signed a Letter of Intent for the lease of two B787s. The carrier will take delivery of the aircraft from autumn 2012 and eventually envisages operating seven Dreamliners for its long-haul operations.

### Spain

All [Spanair's](#) MD-80 and B717 aircraft will be withdrawn by the first quarter of 2012. The airline aims to operate a single Airbus fleet. No new aircraft orders are expected in the near future but leased A320s are sought as replacement for the four B717s, which are in the process of being returned to the SAS Group.

## Africa

### Mauritania

National airline [Mauritania Airways](#) has been banned from EU aerospace because of said persisting deficiencies in its operations and maintenance.

## Asia

### China

An order for ten A350s and ten A330s was revealed by [Air Chi-](#)

[na](#). The A350s are due for delivery between 2018 and 2020; the A330s will be delivered between 2013 and 2015.

Guangzhou based [China Southern](#) ordered six A330 and thirty A320s. It will begin taking delivery of the A320s in 2012, running to 2015, while the A330s will arrive over 2013-14.

### India

An order for thirty B737-800s was placed by [Spicejet](#). The low-cost carrier currently operates a mix of 24 B737-800 and -900s.

### Japan

On 8 November 2010 [Skymark Airlines](#) announced it intentions to order four Airbus A380s, which would make it the first Japanese airline to order the type. The airline intends to use the aircraft on a number of long-haul trunk routes out of Tokyo-Narita to destinations like London, Frankfurt and New York.

### Taiwan

Regional carrier [TransAsia Airways](#) ordered two A330-300s and six A321s which will be primarily used on direct services between Taiwan and mainland China, as well as on new regional routes. It will begin taking delivery of the A320s in 2012, running to 2015, while the A330s will arrive over 2013-14.

### Vietnam

State-owned [Vietnam Airlines](#) signed a deal for the acquisition of eight B787-9s. The first aircraft will be delivered in 2015.

## Latin America

### Argentina

Flag carrier [Aerol neas Argentinas](#) intends to add another three A330s and A340s to its fleet next year as part of its widebody expansion and replacement programme. The earlier revealed plan to secure early B787 delivery slots has been dropped. Instead, the airline is now looking at acquiring new-generation widebodies from 2014 and 2015, and in the meantime aims to operate A330s to fill its widebody requirement. Aerol neas also revealed that it is to receive another twelve leased B737-700s, which are due for delivery from 2011 onwards and intends to order fourteen new B737-700/800s for delivery in 2013 or 2014.

### Chile

[LAN Airlines'](#) cargo division keeps on expanding. At least one more B777 freighter and three B767 freighters will be added to the fleet. There has been some confusion about the exact number of ordered B777 freighters. It seems a second B777

order was cancelled and modified for two B767s, one for passengers and another for cargo. The merger between LAN Airlines and Brazilian carrier TAM is expected to be completed between April and June 2011.

### Mexico

Beside the earlier mentioned lease of three B737-800s AeroMéxico also leased an additional B767, which will be used to bolster frequencies to Barcelona and Buenos Aires. Moreover,

A300	B6-603	<b>405</b>	EP-MNH	Mahan Air, ex D-AIAL of Lufthansa, Delivered in October.
	B6-603	<b>408</b>	EP-MNI	Mahan Air, ex D-AIAM of Lufthansa. As above.
A319	-112	<b>2074</b>	EI-IMD	Alitalia, ex I-BIMD of the same airline. Registered in Ireland early November.
	-112	<b>2083</b>	EI-IMF	Alitalia, ex I-BIMF of the same airline. As above.
	-112	<b>2086</b>	EI-IMG	Alitalia, ex I-BIMG of the same airline. As above.
	-132	<b>2296</b>	XA-VOR	Volaris, ex F-GXAG of Aigle Azur. Delivered on 20 November.
	-111	<b>2402</b>	HB-JZU	EasyJet Switzerland, ex G-ENZM of easyJet. Registered in Switzerland on 2 November.
	-111	<b>2709</b>	HB-JZV	EasyJet Switzerland, ex G-EZAE of easyJet. As above.
	-112	<b>4511</b>	D-AIBE	Lufthansa. Delivered on 22 November. Test registration was D-AVYH.
A320	-212	<b>537</b>	JY-PTB	Petra Airlines, ex A9C-EN of Gulf Air. Delivered on 2 November.
	-232	<b>676</b>	TC-OGJ	Atlasjet Airlines, ex AnadoluJet. Returned to Atlasjet Airlines after lease to AnadoluJet late October.
	-214	<b>936</b>	HB-JIZ	Hello, ex RP-C3229 of Philippines - Philippine Airlines. Delivered on 31 October.
	-232	<b>1194</b>	TC-SKT	AnadoluJet, ex Sky Airlines. Delivered on lease early November.
	-214	<b>1217</b>	EI-IKU	Alitalia, ex I-BIKU of the same airline. Registered in Ireland early November.
	-214	<b>1226</b>	EI-IKB	Alitalia, ex I-BIKB of the same airline. As above.
	-232	<b>1240</b>	N507JT	Jetblue Airways, ex D-ANNB of Blue Wings. Delivered on 13 November.
	-214	<b>1489</b>	EI-IKL	Alitalia, ex I-BIKL of the same airline. Registered in Ireland early November.
	-214	<b>2189</b>	XA-SOB	Interjet, ex 9H-AEI of Air Malta. Delivered on 25 November.
	-214	<b>3021</b>	XA-MYR	Interjet, ex HB-IOV of Belair. Delivered on 18 November.
	-214	<b>4310</b>	CN-NMD	Air Arabia Maroc, ex A6-ABU of Air Arabia. Delivered on 28 October.
	-214	<b>4478</b>	D-ABFM	Air Berlin. Delivered on 15 November. Test registration was F-WWDJ.
	-232	<b>4479</b>	A7-AHE	Qatar Airways. Delivered on 3 November. Test registration was D-AUBC.
	-214	<b>4489</b>	5A-ONL	Afriqiyah Airways. Delivered on 23 November. Test registration was F-WWDV.
	-214	<b>4490</b>	5A-LAJ	Libyan Arab Airlines. Delivered on 13 November. Test registration was D-AUBI.
	-232	<b>4496</b>	A7-AHF	Qatar Airways. Delivered on 26 November. Test registration was F-WWIJ.
	-214	<b>4498</b>	VQ-BHN	Aeroflot. Delivered on 12 November. Test registration was D-AUBL.
A321	-112	<b>434</b>	EI-IXU	Alitalia, ex I-BIXU of the same airline. Registered in Ireland early November.
	-112	<b>494</b>	EI-IXI	Alitalia, ex I-BIXI of the same airline. As above.
	-112	<b>515</b>	EI-IXF	Alitalia, ex I-BIXF of the same airline. As above.
	-112	<b>524</b>	EI-IXB	Alitalia, ex I-BIXB of the same airline. As above.
	-112	<b>526</b>	EI-IXC	Alitalia, ex I-BIXC of the same airline. As above.
	-112	<b>532</b>	EI-IXD	Alitalia, ex I-BIXD of the same airline. As above.
	-231	<b>835</b>	N835AG	Wells Fargo Bank, ex G-MIDC of bmi- British Midland Airways. Registered in the US on 19 November.
A330	-223	<b>240</b>	F-RARF	Armée de l'Air, ex F-ZWUG. Reregistered early November (addition Scramble 378 – Page 50).
	-243	<b>369</b>	C-GTSN	Air Transat, ex HB-IQZ of Edelweiss Air. Delivered on 19 November.

the three MD-80s operated by the AeroMéxico travel unit were moved from the charter to the scheduled market.

## Middle East

### Saudi Arabia

Boeing finally confirmed the earlier mentioned order of Saudi Arabian Airlines for twelve B777-300s. Also announced was an order for eight B787-9s, which are scheduled for delivery from 2015 onwards.



German Sky Airlines is a German charter airline and a sister company of the Turkish airline, Sky Airlines. Their fleet consists of just one Boeing 737-800. D-AGSA is a former SAS and Air One aircraft. The aircraft was already delivered on 12 August 2010, but the AOC was not granted before mid-November, so the first flight took place on 13 November. It is pictured here stored at Cologne alongside Boeing 737-400 D-ABRE. This Boeing 737-400 is an ex Futura Airlines Boeing 737-400 (EI-DXO) which was supposed to be delivered to Bremenfly; but this airline went bankrupt before the Boeing was delivered. (28 October 2010, Ron Mak)





During winter, many people in North America escape the harsh winter conditions at home and fly to much sunnier destinations in the Caribbean and Florida. To provide the additional demand for aircraft seats, US and Canadian charter airlines lease aircraft from European charter airlines. In Europe there is much lower demand for aircraft seats during the winter than in the summer. This year this Thomson Airways Boeing 737-800 operates flights for Canadian Sunwing Airlines. Many European airliners receive a US or Canadian registration, but this aircraft retains its UK registration G-FDZA. (Las Vegas-McCarran (NV), 14 November 2010, Gostar den Daas)

	-343	<b>407</b>	TC-SGJ	THY Turkish Airlines, ex MIAT – Mongolian Airlines. Delivered late October. The aircraft is leased from Saga Airlines.
	-202	<b>814</b>	EC-JZL	Nas Air, ex Air Europa. Delivered on hajj lease on 19 November.
	-243	<b>1062</b>	B-LNY	Hong Kong Airlines. Delivered on 3 November. Test registration was F-WWKD.
	-343E	<b>1167</b>	A6-AFC	Etihad Airways. Delivered on 10 November. Test registration was F-WWYR.
	-343E	<b>1168</b>	B-6520	Hainan Airlines. Delivered on 24 November. Test registration was F-WWYJ.
	-243	<b>1171</b>	N382HA	Hawaiian Airlines. Delivered on 11 November. Test registration was F-WWYA.
	-302	<b>1177</b>	B-18355	China Airlines. Delivered on 19 November. Test registration was F-WWYI.
A380	-841	<b>48</b>	D-AIMD	Lufthansa. Delivered on 16 November. Test registration was F-WWAK.
	-861	<b>56</b>	A6-EDN	Emirates. Delivered on 5 November. Test registration was F-WWAR.
B717	-2CM	<b>55061</b>	OH-BLI	Blue 1, ex EC-HOA of Quantum Air. Delivered on 10 November. Initially destined for SAS as SE-REP.
B737	-301F	<b>23512</b>	EC-LJI	Swiftair, ex OO-TNI of TNT Airways. Delivered on 27 October.
	-406	<b>24959</b>	A6-JAK	Global Jet, ex N959PR of the Wells Fargo Bank. Delivered on 6 November. Former PH-BDY of KLM.
	-406	<b>25355</b>	HS-DDP	Nok Air, ex PH-BDZ of KLM. Delivered on 27 November.
	-4C9	<b>25429</b>	SE-RID	Volito Aviation, ex YR-BAD of Blue Air. Registered in Sweden early November.
	-5H6	<b>27355</b>	G-PJPJ	Astraeus, ex Palmair. Returned from lease to Palmair on 31 October.
	-4K5	<b>27831</b>	JY-RFF	Sun Air, ex Royal Falcon. Delivered late October.
	-8K2	<b>28376</b>	PH-HZD	AeroMéxico, ex Transavia Airlines. Delivered on lease on 12 November.
	-8K2	<b>28377</b>	PH-HZE	AeroMéxico, ex Transavia Airlines. As above on 11 November.
	-8K2	<b>28378</b>	PH-HZF	AeroMéxico, ex Transavia Airlines. As above on 6 November.
	-8K2	<b>28380</b>	PH-HZI	Sun Country Airlines, ex Transavia Airlines. Delivered on winter lease on 18 November.
	-45S	<b>28477</b>	VQ-BID	UTair Aviation, ex OK-FGR of CSA Czech Airlines. Delivered on 9 November.
	-86N	<b>28592</b>	SE-RHX	Viking Airlines, ex XL Airways France. Returned from lease on 14 October.
	-8S3	<b>29246</b>	<u>TC-SGL</u>	Saga Airlines (correction Scramble 378 – Page 52).
	-8S3	<b>29247</b>	TC-SGK	Saga Airlines, ex TC-MZZ of KTHY Cyprus Turkish Airlines. Delivered early September.
	-7K2	<b>29347</b>	PH-XRC	Transavia Airlines, ex OY-TDZ of Transavia Airlines Denmark. Returned from lease to Denmark on 1 November.
	-883	<b>30194</b>	TC-SKU	Sky Airlines, ex Anadolujet. Returned from lease early November.
	-86Q	<b>30285</b>	HL8234	Jeju Air, ex OO-VAS of TUI Airlines Belgium. Delivered on 19 November.
	-86Q	<b>30294</b>	C-GRKB	Sunwing Airlines, ex HA-LKB of Travel Service Hungary. Delivered on winter lease on 22 November.
	-81Q	<b>30618</b>	N732MA	Miami Air International, ex D-AXLI of XL Airways Germany. Delivered on winter lease on 9 November.
	-8Q8	<b>30719</b>	C-GTVG	Sunwing Airlines, ex OK-TVG of Travel Service Airlines. Delivered on winter lease on 9 November.
	-8Q8	<b>30724</b>	C-GDGT	Canjet Airlines, ex D-AXLE of XL Airways Germany. Delivered on winter lease on 10 November.
	-8K2	<b>34171</b>	9Y-TJS	Caribbean Airlines, ex PH-HSA of Transavia Airlines. Delivered on winter lease on 9 November.
	-8K5	<b>34690</b>	G-FDZA	Sunwing Airlines, ex Thomsonfly. Delivered on winter lease on 17 November.
	-8GJ	<b>34901</b>	C-....	Canjet Airlines, ex F-GZHA of Transavia Airlines. Delivered on winter lease on 24 November.
	-8AS	<b>34977</b>	EI-ENG	Ryanair. Delivered on 29 October. Line # 3453.
	-8AS	<b>35033</b>	EI-ENH	Ryanair. Delivered on 29 October. Line # 3454.
	-8AS	<b>35034</b>	EI-ENF	Ryanair. Delivered on 29 October. Line # 3451.



	-8K5	<b>35134</b>	C-FDZA	Sunwing Airlines, ex G-FDZA of Thomson Airways. Delivered on winter lease on 2 November.
	-8K5	<b>35142</b>	C-....	Canjet Airlines, ex OO-JBG of TUI Airlines Belgium. Delivered on winter lease on 22 November.
	-8K5	<b>35143</b>	C-FTLK	Sunwing Airlines, ex D-AHLK of TUIfly. Delivered on winter lease on 2 November.
	-7GL	<b>37233</b>	EI-IGP	Air Italy, ex I-AIGP of the same airline. Registered in Ireland on 14 October.
	-8HC	<b>40756</b>	TC-SNU	SunExpress. Delivered on 9 November. Line # 3457.
	-866	<b>40759</b>	SU-GDZ	Egypt Air. Delivered on 20 November. Line # 3472.
	-8D6	<b>40860</b>	7T-VKF	Air Algérie. Delivered on 18 November. Line # 3471.
B747	-246F	<b>22477</b>	N224JT	JT Power Megatron 12 LLC, ex G-MKJA of MK Airlines. Registered in the US on 18 November.
	-281BF	<b>23698</b>	EK74798	Veteran Avia, ex N236SG of the Wells Fargo Bank. Delivered in October. Former JA8181 of NCA – Nippon Cargo Airlines.
	-222BF	<b>23736</b>	N793CK	Kalitta Air, ex N645NW. Reregistered on 3 November (addition Scramble 378 - Page 53).
	-251F	<b>23888</b>	N791CK	Kalitta Air, ex N640US. Reregistered on 2 November (addition Scramble 378 - Page 53).
	-212F	<b>24177</b>	N792CK	Kalitta Air, ex N644NW. Reregistered on 2 November (addition Scramble 378 - Page 54).
	-446	<b>24426</b>	N264AS	Aersale Inc., ex JA8074 of Japan Airlines. Registered in the US on 27 October. Ferried to Roswell (NM) for storage on 4 November.
	-441BCF	<b>24957</b>	TF-AMX	Saudi Arabian Airlines, ex ZK-SUI of Air New Zealand. Delivered early October. The aircraft is leased from Air Atlanta Icelandic.
	-438	<b>25547</b>	VH-OJR	QANTAS. Ferried to Marana (AZ) for storage on 5 November.
	-446BCF	<b>26350</b>	N743CK	Kalitta Air, ex JA8906 of Japan Airlines. Delivered on 22 November.
	-446BCF	<b>26356</b>	JA8911	Japan Airlines. Ferried to Victorville (CA) for storage on 5 November.
	-4R7F	<b>29729</b>	4K-800	Silk Way Airlines, ex LX-MCV of Cargolux. Delivered on 7 November.
	-446F	<b>33748</b>	N401AL	Wells Fargo Bank, ex JA401J of Japan Airlines. Registered in the US on 17 November.
B757	-224	<b>27293</b>	N33103	United Airlines, ex Continental Airlines. Continental titles replaced by United titles in November.
	-224	<b>27296</b>	N14106	United Airlines, ex Continental Airlines. As above.
	-224	<b>27298</b>	N21108	United Airlines, ex Continental Airlines. As above.
	-224	<b>27301</b>	N57111	United Airlines, ex Continental Airlines. As above.
	-224	<b>27302</b>	N18112	United Airlines, ex Continental Airlines. As above.
	-224	<b>27563</b>	N14121	United Airlines, ex Continental Airlines. As above.
	-224	<b>27565</b>	N29124	United Airlines, ex Continental Airlines. As above in September.
	-224	<b>27567</b>	N17128	United Airlines, ex Continental Airlines. As above in October.
	-21K	<b>28674</b>	C-GJZS	Jazz Air, ex G-WJAN of Thomas Cook Airlines. Delivered on winter lease on 3 November.
	-224	<b>28967</b>	N12125	United Airlines, ex Continental Airlines. Continental titles replaced by United titles late October.
	-25F	<b>30758</b>	C-GJZH	Jazz Air, ex G-JMCE of Thomas Cook Airlines. Delivered on winter lease on 4 November.
B767	-216ER	<b>23624</b>	J2-KBE	Government of Djibouti, ex N480JC of US Bank Trustee. Delivered in November. The aircraft is operated by Aeronexus from South Africa. So this is the B767 for the Djibouti government and not <b>24835</b> ZS-SOF as we mentioned in Scramble 378. The Boeing 767 is former G-SJET of Silverjet.
	-2J6ER	<b>24157</b>	FAC1202	Fuerza Aérea Colombiana - Colombian Air Force, ex B-2556 of Air China. Delivered after tanker conversion at Tel Aviv on 4 November. Registered in between in the US as N983JM of Jet Midwest.



Zambezi Airlines is a Zambian low-cost airline linking Lusaka with other major cities in southern Africa. Their fleet consists of four aircraft. One Embraer Brasilia and three Boeing 737-500s. One of the last is this 9J-ZJC registered aircraft. Former operators of this Boeing are Air France and Estonian Air. (Johannesburg-O.R.Tambo International, 20 September 2010, René Verschuur)



On 7 November 2010, Silk Way Airlines took delivery of its first Boeing 747-400 freighter. The Boeing is registered as 4K-800 and is the former LX-MCV of Cargolux. Before delivery, the aircraft was painted at Amsterdam-Schiphol in this attractive colour scheme. (Amsterdam-Schiphol, 7 November 2010, Sjaak Louwen)

	-25DER	<b>24733</b>	XA-AMX	AeroM�xico, ex N473AG of ACG Acquisition XXX LC. Delivered on 3 November. Former XA-MXN of Mexicana.
	-38E	<b>24797</b>	N798AS	Aersale Inc., ex 5Y-KQP of Kenya Airways. Registered in the US on 28 October.
	-375ER	<b>25865</b>	CC-CRG	LAN Airlines, ex LV-BTE of LAN Argentina. Returned from lease to LAN Argentina on 10 September.
	-3P6ER	<b>26235</b>	YI-AQM	Iraqi Airways, ex N90GV of Southern Aircraft Consultancy. Delivered last summer. Former A9C-GV of Gulf Air.
	-3Q8ER	<b>28206</b>	CC-CML	LAN Airlines, ex HC-CGZ of LAN Ecuador. Returned from lease to LAN Ecuador on 11 November.
	-346F	<b>35818</b>	N422LA	Florida West International Airlines, ex JA633J of Japan Airlines. Delivered on 7 November.
B777	-224ER	<b>29477</b>	N74007	United Airlines, ex Continental Airlines. Continental titles replaced by United titles in November.
	-224ER	<b>29860</b>	N77012	United Airlines, ex Continental Airlines. As above.
	-FZN	<b>36200</b>	D-AALH	Aerologic. Delivered on 22 November. Line # 904.
	-3ZGER	<b>37943</b>	VH-VPH	V Australia. Delivered on 19 November. Line # 898.
	-36NER	<b>38287</b>	G-STBC	British Airways. Delivered on 4 November. Line # 901.
	-260LR	<b>40770</b>	ET-ANN	Ethiopian Airlines. Delivered on 19 November. First Triple Seven for Ethiopian. Line # 900.
	-3F2ER	<b>40791</b>	TC-JJG	THY Turkish Airlines. Delivered on 23 November. Line # 903.
BAe146	-200	<b>E2115</b>	G-BRXT	E1076 Trading Ltd, ex BAE Systems (Operations) Ltd. Registered on 18 November and ferried to Reykjavik the following day.
	-RJ85	<b>E2285</b>	ZS-SSH	South African AirlinK. Addition to Scramble 378 - Page 56.
CRJ	100LR	<b>7266</b>	C-GGDQ	Bombardier Inc., ex D-ACJH of Lufthansa CityLine. Repainted in UTair Aviation colours at Amsterdam. Ferried from Amsterdam to Cologne on 4 November and ferried to Canada on 18 November. Registered on 23 November.
	CL-850	<b>8055</b>	G-GJMB	Corporate Jet Management, ex TAG Aviation Ltd. Registered on 3 September.
	CL-850	<b>8057</b>	EW-301PJ	Belavia, ex C-GWWW of Chartright Air. Delivered on 26 October.
	CL-850	<b>8103</b>	C-GSLL	Image Air Charter. Delivered 8 November.
DC-9	-82	<b>53224</b>	EK-82224	Ararat International Airlines, ex LZ-LDB of Bulgarian Air Charter. Delivered on 29 October.
DC-10	-30F	<b>46978</b>	N607GC	Global Air Logistics Inc., ex Gemini Air Cargo. Registered on 18 November. This aircraft was ferried from Roswell (NM) to Opa-Locka (FL) on 29 October.
ERJ	145LR	<b>145665</b>	UR-DNN	Dniproavia, ex I-EXMH of Alitalia Express. Delivered in September.
	135BJ	<b>14500995</b>	G-CGSE	GE Capital Corporation (Leasing) Ltd, ex EC-KFQ of Flylink Express. Registered on 24 November.
	135BJ	<b>14501016</b>	M-ESGR	Hermes Executive Aviation, ex D-ACBG of DC Aviation. Registered on 26 October.
	135BJ	<b>14501113</b>	M-RCCG	Russian Copper Co. Delivered early November.
	135BJ	<b>14501128</b>	G-SUGA	Amsair Aircraft Ltd. Delivered on 20 November.
	170LR	<b>17000002</b>	M-YRGD	ECC Leasing Company Ltd, ex VT-PAC of Paramount Airways. Registered on 3 September.
	170RL	<b>17000005</b>	M-YRGP	ECC Leasing Company Ltd, ex VT-PAB of Paramount Airways. Registered on 3 September.
	170LR	<b>17000318</b>	N734A	Saudi ARAMCO Aviation. Registered on 22 November.
	175LR	<b>17000321</b>	SP-LIO	LOT. Delivered on 28 October.
	190ECJ	<b>19000203</b>	G-RBNB	FlairJet. Registered on 25 October and delivered on 23 November.
	190SR	<b>19000392</b>	G-LCYN	BA CityFlyer. Delivered on 10 November.

Credits: Airfleets, Skyliner, RZjets en Airline-List.

## Propliners

Australian propliner fans were looking forward to seeing NCA DC-6B V5-NGC perform a Tour of Australia. Unfortunately this tour organised by Yesteryear Aviation has been cancelled, and those who had booked seats on city-to-city flights or local

pleasure flights will have their deposits refunded. The tour was cancelled by NCA after owner Mr. Chris Schutte unexpectedly died in November.

Canadair	CC-106	<b>13</b>	HC-AZH	Long term resident of Guayaquil airport, Ecuador, was dismantled late 2009. The fuselage was taken across the Andes to the city of Cuenca, where it was noted in April 2010. Work started on the fuselage to convert it to a bar.
CASA	CL-415	<b>2078</b>	C-GMFY	Province of Manitoba, has received their new CL-415 on 4 November 2010.
	212-200	<b>261</b>	EC-LJH	Former Spanish Air Force TD-77, received a civil registration in November 2010.
	212-200	<b>313</b>	EC-LJB	Ex Spanish Air Force TD-72, registered in October 2010. Both are owned by 'Ministerio de Hacienda Servicio de Vigilancia Aduanera' and will be operated by Inaer.
Douglas	C-47A	<b>9700</b>	HK-4700	LASER Aero, was damaged at Guerima, Vichada on 6 November 2010. Pictures showed the recently acquired DC-3 half in a ditch with a damaged wing.
	C-47	<b>9995</b>	HB-ISC	Classic Air, was cancelled from the Swiss register on 10 November 2010. As reported in Scramble 377 the airplane is expected back in Europe next year but is undergoing maintenance in Oshkosh (WI).
	C-47B	<b>16805</b>	CP-735	BAFIN, Bolivian Air Flight International, crashed on 19 October 1990, flying from Bella Vista in the Bolivian lowlands to La Paz. The remains of the airplane were found on the slopes of Huayna Potosi by mountain climbers in November 2010. The report did not state how much of the airplane was still left.
	C-47B	<b>33135</b>	A3-AWP	Chatham's Pacific, started being used regularly on its scheduled services since September 2010. Mainly on the Tongatapu to Lifuka route in the Kingdom of Tonga.
	C-54D	<b>10673</b>	C-GBPA	Buffalo Airways, has been fitted with engines again, will it return to service? The DC-4 has moved from storage at Yellowknife (N.W.T.) to Hay River (N.W.T.) and was noted there in November 2010.
	BT-67	<b>25769</b>	C-FTGX	ALCI, took delivery of this recently converted Turbo Basler. It ferried as N56KS from Oshkosh (WI) to Goderich (Ont.), where many Basler projects get painted on 23 August. N56KS flew on to Grand Rapids (MI) on 13 September 2010. The registration was cancelled on 12 November and became Canadian per 17 November. Antarctic Logistic Centre International operates research missions in the arctic. This could become the recently announced POLAR 6 aircraft for the Alfred Wegener Institute from Germany.
	DC-6B	<b>45329</b>	ZS-MAL	Witold Walus and Willie Muntingh, still at Swartkop AFB. This is ex ZS-XXX and was registered ZS-MUL on 29 October 2010. The Six used this registration twenty years ago when in use with Avia Air. The airplane has been worked on since 2008, for a single ferry flight to an industrial estate in Pretoria. "Drakensberg Truck Manufacturers", Plot 145 Waterval, Wallmansthal, Pretoria. A ferry flight was scheduled on 30 October, but was cancelled because of doubts about the runway conditions and length in Pretoria. Follow progress and news at <a href="http://www.dc-6.co.za">www.dc-6.co.za</a> .
Fairchild	C-123K	<b>20014</b>	N123K	All West Freight already owned this Provider since 2003, but was not ferried up from Arizona to Alaska until June 2009. It was noted parked at the airlines private airstrip near Delta Junction (AK) in July 2010. Still in air force camo colours, with tiny markings N123K just above the serial number. Unfortunately owner Bill Michel died in a crash with Provider N709RR ( <b>20158</b> ) on 1 August 2010.



This bunch of metal once was a beautiful DC-3. It was still flying in January 2010, when it flew from Puerto Rico to its present location Forth Worth-Meacham (TX). The aircraft will be restored into the same colours in which it flew during World War II. When the aircraft arrived from Puerto Rico, it was in a worse condition than expected, so much work is needed before this Dakota will be flying again. (3 November 2010, Walter Heukensfeld)

	C-123K	<b>20052</b>	N4254H	Compass Rose, owned by John Eshleman, was noted doing taxi runs in an all metal finish at the private air strip of All West Freight near Delta Junction (AK) on 15 July 2010. The owners of both All West Freight and Compass Rose died in the crash of N709RR ( <b>20158</b> ), two weeks later. This makes the future of Provider operations in Alaska very dim.
Grumman	G-73	<b>J-54</b>	N54GZ	Pacific Flying Boats. Aircraft was registered in February 2010 and emerged from the hangar where it was restored and overhauled in August 2010 at Victoria (B.C.). On 14 September the Albatros flew to Seattle-Boeing Field (WA). Ex C-GGMZ.
Lockheed	L-1049F	<b>4175</b>	HB-RSC	Super Constellation Flyers Association has sufficient funds to continue the restoration of their Constellation. Last year corrosion was found on the frame and a target of 300.000 Swiss Francs was set to finance the work. After completion the colour scheme will be updated. Sponsor Breitling signed for three more years. Presentation to the public is expected on 30 April 2011.
	L-188C	<b>1138</b>	C-GYCG	Conair Aviation, departed Coventry (UK) for St Johns (Nfld.) on 3 November 2010. Still in full Atlantic colours. It was first noted at Abbotsford (B.C.) on 7 November 2010. This is former Air Atlantic G-FIJR.
PBY	-28A	<b>CV-201</b>	CF-UAW	Has been sold by Buffalo Airways to Pacific Flying Boats, it was ferried from Hay River (N.W.T.) via Prince George (B.C.) to Victoria (B.C.) on 6 and 7 November 2010. It still carries Buffalo Airways titles and tanker ID 708. The Canadian civil register has not yet been updated. Owner Bob Duyk is planning to fit seats on it and offer flying tours. When the Canso left Hay River the airframe had flown 12,191 hours.
Shorts	SC-7	<b>SH-1926</b>	N114LH	Was registered to All West Freight of Delta Junction (AK). See the stories of the Provider in this section, to read more about these people. No reports yet if it ferried up north.

## Commuters

Kingfisher Airlines has converted a previous order for 23 ATR72-500s to ATR72-600s.

Fellow Indian carrier SpiceJet has approved the purchase of fifteen DHC-8-400NGs with options on a further fifteen. The order has not yet been placed with Bombardier.

UTair Aviation has ordered a further ATR72-212A (c/n **942**), I believe this to be in addition to the two mentioned last month.

AIRES Colombia, which operates fifteen DHC-8s, has been purchased by LAN Airlines.

ATR	42-300F	<b>005</b>	LY-OOV	Danu Oro Transportas, ex EI-SLD. Ferried Guryev to Kaunas 18 November after lease to Deccan 360.
	42-300F	<b>086</b>	9G-ANT	Antrak Air, ex F-WQNM. After a period of storage returned to service and was ferried Montpellier to Accra 8 November.
	42-320	<b>093</b>	F-GVZJ	Equaflight, ex F-WQNO. Noted Montpellier 10 November in full colour scheme, was originally destined for Airlinair Portugal.
	42-320	<b>115</b>	5Y-BVD	Fly540, ex EI-SLI. Ferried Cairo to Basel 10 November. Was noted at Edinburgh 11 November and has since reverted to its previous marks of EI-SLI.
	42-320	<b>363</b>	5N-BND	Overland Airways, ex F-WKVD. Departed Toulouse 27 October on delivery to Nigeria via Tamanrasset.
	42-500	<b>522</b>	HK-4748X	SATENA, ex OY-PCB. Departed Montpellier on delivery 18 November with...
	42-500	<b>526</b>	HK-4747X	SATENA, ex F-WNUI.
	42-500	<b>528</b>	ZS-XCC	Solenta Aviation, ex F-WKVI. Departed St. Brieuc 9 November on its delivery to South Africa.
	42-500	<b>530</b>	F-GVZD	Airlinair, ex F-WNUJ. Delivered Montpellier to Paris-Orly 8 November. Entered service since in all white colour scheme.
	42-500	<b>604</b>	PR-TKD	Trip Linhas Aereas, ex I-ALDP. Delivered Verona to Belo Horizonte 26-28 October.
	72-212A	<b>654</b>	F-HAPL	Air Corsica, ex F-OIJG. Delivered Dinard to Ajaccio 3 November in new colour scheme.
	72-212A	<b>809</b>	EC-KUL	Swiftair, ex F-WWET. Ferried Athens to Madrid 31 October after lease to Aegean.
	72-212A	<b>919</b>	VT-JCR	Jet Airways, ex F-WWER. Delivered Toulouse to Delhi 8-9 November.
	72-212A	<b>920</b>	VT-JCS	Jet Airways, ex F-WWES. Departed Toulouse 4 November on delivery to Delhi in company with sister ship....
	72-212A	<b>924</b>	VT-JCT	Jet Airways, ex F-WWEX.
	72-212A	<b>928</b>	VT-JCU	Jet Airways, ex F-WWED. Delivered Toulouse to Delhi 19-21 November.
	72-212A	<b>929</b>	RDPL-34175	Lao Airlines, ex F-WKVF. Ferried Toulouse to Muscat 28 October on its delivery flight.
BAe	3201	<b>842</b>	SP-KWE	Jet Air, ex G-CBCS. Wet-leased to OLT and noted at Nuremberg 4 October in Jet Air colour scheme.
	3201	<b>845</b>	SP-KWF	Jet Air, ex G-BYRA. Similarly wet-leased and noted at Nuremberg a couple of days later on 6 October.
	4101	<b>41014</b>	SX-SEC	Sky Express, ex G-ISAY. Ferried Inverness to Heraklion 29 October.
DHC-7	-102	<b>039</b>	C-GLOL	Voyageur Airways, ex HB-IVW. Ferried North Bay, Canada to Valencia 2-3 November on new UN duty.
DHC-8	-102	<b>062</b>	5Y-VVN	Blue Bird Aviation, ex VH-TQN. Ferried from Canada to Luxor via Palma and Heraklion 27-28 October.
	-314	<b>438</b>	OE-LTG	Austrian Arrows, ex C-GDFT. Ferried Innsbruck to Linz 15 November to join the following all placed in storage (though at various locations).
	-314	<b>485</b>	OE-LTK	Austrian Arrows, ex C-GFYI. Ferried Vienna to Innsbruck 5 November.
	-314	<b>531</b>	OE-LTN	Austrian Arrows, Ferried Vienna to Linz 5 November together with...
	-314	<b>554</b>	OE-LTP	Austrian Arrows, ex C-GDLK.
	-315	<b>568</b>	PH-DMU	Bombardier, ex C-GERL. Ferried Valencia to Reykjavik 9-10 November in Iberia colour scheme. Has since become N568AW with the US Dept. of State.
	-315	<b>569</b>	N569AW	US Dept. of State, ex PH-DMR. Was ferried from the USA over Europe to Ankara 11-14 November in all white colour scheme.





In July 2010, this S2-ADX registered DHC-8 of Bangladesh airline GMG Airlines, arrived at Maastricht-Aachen airport for maintenance and a paint job into GMG Airlines' new colour scheme. The result of this paint job can be seen in this picture.

(20 October 2010, Arjen Sleuwenhoek)

	-402	<b>4259</b>	G-FLBD	FlyBe, ex C-FWZN. Ferried Athens to Norwich 31 October after lease to Olympic Air, for painting into FlyBe colour scheme. At the same time...
	-402	<b>4261</b>	G-FLBE	FlyBe, ex C-FXAB, was ferried Athens to Exeter upon completion of its lease. Both have since been repainted and returned to service with FlyBe.
	-402	<b>4262</b>	5N-BKW	Arik Air, ex C-FXAW. Delivered from Canada via Santa Maria 18-19 November.
	-402	<b>4327</b>	G-PTHH	MIG Aviation UK, ex C-GFAK. Delivered into Exeter 22 November. Will become SX-OBH with Olympic Air.
Do328	-100	<b>3068</b>	N458PS	Wells Fargo Bank, ex D-CDXS. Ferried San Marcos to Oberpfaffenhofen 26-27 October.
Saab	340AF	<b>089</b>	6Y-JXD	Exec Direct Aviation, ex SE-LJK. Ferried Orebro to Reykjavik 16 November.

Credit: Skyliner.

## Bizjets

At the NBAA Convention in Atlanta, Embraer announced that NetJets had signed an agreement to purchase fifty Phenom 300 light jets, with an option to buy 75 more. The aircraft, which the Brazilian manufacturer expects to begin delivering in 2013, will be distributed over the North American and European branches of the fractional ownership provider. They will be specially

equipped and called Phenom 300 Platinum Edition. Embraer said that it has signed "comprehensive" maintenance support agreements to provide a broad scope of logistics, material and maintenance services for the NetJets Phenom 300s in North America and Europe.

BAe125	-700B	<b>257091</b>	C6-IUN	Ex VP-CLX. Arrived at Guernsey, on 29 October, coming from Bournemouth. She was re-registered to the Bahamas at Guernsey. Left for Keflavik on 1 November. Bye bye good old Hawker.
	-750	<b>HB-65</b>	M-OLLE	Ex N6405K. Finally European markings for this European based airplane. Visited Chester on 2 November. Still carries Hawker Beechcraft house colours.
	-900XP	<b>HA-0048</b>	G-ORYX	Oryx Jet Ltd. The registration clearly reveals the owner. Unfortunately we lose a juicy identity through this switch of owners. Ex A7-RZB of Rizon Jet.
	-900XP	<b>HA-0140</b>	G-KTIA	TAG Aviation (UK) Ltd added a smaller aircraft to its fleet than they usually do. Apparently they have a smaller gap of demand to fill. Ex LX-KAT.
Cessna	510	<b>0340</b>	M-OUSE	The smallest flying machine in the Isle of Man has been registered on account of the smallest company as well. Mouse (IOM) is the owner per 4 October. She arrived at Shoreham on 8 October.
	525A	<b>0357</b>	D-IVVB	Noted at Orlando on 4 November in the Citation Center. She had received maintenance having been transferred from N624PL. She departed the same day on delivery to VVB Jet Charter.
	525A	<b>0455</b>	N455VP	The toy of Toyo Motor Group returned to Cessna Aircraft Company. She was registered per 21 October. Shame to see this former YR-TOY disappear from the European skies.
	560XL	<b>5215</b>	M-CEXL	Ex N560TH. Noted at Geneva on 13 November by your editor. Still carries same colour scheme. Presently advertised for sale on the internet.
	560XLS	<b>5564</b>	OE-GAC	Returned to GE Capital Corporation (Leasing) Ltd and registered per October. Ex EC-JVF.
	560XLS	<b>5770</b>	M-SNAP	AMS Ltd. Ferried Jersey-Southend on 3 November where she is based. Used to be known as G-OSVM.



Challenger 300	<b>20065</b>	RA-67224	Challenger 300's are becoming popular in Russia. Already number four registered at this moment. Ex OE-HDD
300	<b>20284</b>	M-EDOK	Ferried Montreal-Stansted on 7 November. Markings OE-HEP were not taken up although she was noted as such at Montreal.
300	<b>20289</b>	OE-HIX	Despite the fact that this one has not been delivered yet she is already advertised for sale on the internet. The current C-GDTF is shown painted as OE-HIX.
604	<b>5539</b>	CS-DTJ	The first 604 model for Portugal. Elit-Avia has purchased the VP-CEO. She departed Oberpfaffenhofen on 22 October on her way to the new owner.
604	<b>5610</b>	M-ANGO	Waylawn Ltd. Ex G-LGKO. Repainted at Geneva on 7 October. Rumours are telling us that she is operated for an Israeli customer.
604	<b>5623</b>	N604AK	October Holdings Ltd has registered this machine per 15 October. Ocean Sky Aviation lost one aircraft per 14 October. Previously registered G-OCSH was no longer required with the arrival of G-NAAL c/n <b>5718</b> .
605	<b>5704</b>	M-FBVZ	Ex OE-IFB. Re-registered at Amsterdam on 18 October. Austrian flag still on tail. Currently earns her living for Qualtin Enterprises Ltd.
605	<b>5820</b>	B-3077	Ex C-FZLU. Carries Donghai Jet colours. Canadian markings cancelled per 5 November.
605	<b>5821</b>	G-URRU	Executive Jet Charter Ltd has based their guru in Farnborough. Ex N605MS. Registered per 5 October.



The most exotic registration on this particular Hawker 700B is also the most recent one. C6-IUN was applied at Bournemouth in October to the bizjet that is formerly known as G-BHLF, G-OCAA and until October VP-CLX. Andy Ozanne photographed the aircraft at Guernsey on 30 October.



In February 2010 Bombardier Challenger 300 M-ABCM was delivered to Cameron Industries Consult. It is the 277th of the type to be built. Meanwhile the 300 mark has been passed. (Frankfurt, 6 November 2010, Edward Kleiser)



For a while the identity of the Cessna model 650 remained a mystery. Later it appeared to be the former T7-VII. It would have been logical to give it back its former registration D-CVII, but this has been in use with another Citation VII since February 2008. To give the painter an easy job, D-CWII was selected. (Mönchengladbach, 17 July 2010, Lars Hoebbers)

	605	<b>5826</b>	B-LOL	Ex C-GBYG. Delivery started on 12 October. Ferry flight went via Luton. She stayed overnight in one of the hangars at Luton before continuing to Astana the following day.
Eclipse	500	<b>000164</b>	N884AM	Arrived at Teuge on 14 November. Same owner as Eclipse N23FK which is already based here. Will be operated by SAS. We understand that more aircraft will follow in the future.
	500	<b>000184</b>	EC-LII	Jet Ready Europe. Another Spanish registered Eclipse for this air taxi operator. Ex N118EA.
Embraer	EMB500	<b>50000179</b>	G-ROOB	Flairjet. Two more Phenoms for them this month. The first one tested as PT-FYA.
	EMB500	<b>50000185</b>	G-RUBO	Number two tested as PT-FYG. Both aircraft were delivered via Fort Lauderdale on 6 November.
	EMB500	<b>5000201</b>	OH-EPB	Finnish Aviation Academy. We have no clue whether their two Phenoms are a surplus on the current fleet or whether they will replace the two King Air's.
Falcon	50EX	<b>254</b>	N67MT	Flagtail Acquisitions. Ex N94PC. Changed markings per 12 October.
	900DX	<b>609</b>	F-GRCV	Dassault Falcon Jet Corp is offering this 2007 built bird for sale. Offers can be made on the internet. Ex VP-BNS.
	900EX	<b>244</b>	M-ATOS	Banton Overseas Ltd. Flew Moscow-Luton on 13 October. Ex F-WWFJ.
	900LX	<b>249</b>	F-WWFB	Displayed at NBAA 2010 in primer colours. Carried Falcon 900LX / EASA-FAA Certified titles. Seen by your editor on 19 October. A full showreport can be read later on in this Scramble.
	2000	<b>103</b>	VT-AVH	And not TV-AVH as painted incorrectly at Geneva on 22 October. Ex I-FLYP.
	2000EX	<b>9</b>	OM-IGQ	Ex HB-IGQ. Country change per 7 October and repainted that same day at Geneva. Ferried to Bratislava one day later in an all white colour scheme.
	7X	<b>99</b>	N722AZ	Giostyle LLC. Markings already reserved by 19 October and registered per 28 October. Performed a flight from Reno to Bozeman that same day.
Global	Express	<b>9043</b>	N416BB	Outpost International (US) LLC. Ex N416BD. Delta becomes Bravo per 5 October..
	Express	<b>9143</b>	VH-TGQ	Ex VH-TGG. The airplane stays in Australia. Noted at Melbourne with new identity on 5 November.
	XRS	<b>9173</b>	VH-ZXH	Avwest Pty. Ex HB-JEY. Note that VH-ZXH was worn on c/n <b>9310</b> from 2 June to 21 July this year. Do not get confused.
	5000	<b>9275</b>	N50XC	Ex VH-KTG. Australia lost a Global as well this month. Currently property of Bank of Utah.
	XRS	<b>9352</b>	M-YXRS	My XRS, not yours. Ex C-GILQ. Seen at Montreal on 8 October.
	XRS	<b>9365</b>	TC-YAA	Borajet. Noted at Istanbul on 13 November. Carries a name under the cockpit but too small to identify yet.
	5000	<b>9370</b>	A7-CED	Qatar Executive. Delivered Montreal-Stansted on 29 October. Callsign used QTR 990. Ex C-FIYG.
Gulfstream IIB		<b>73</b>	N1B	Ex N436JW. Re-registered at Lanseria on 5 November. The FAA site still states a reservation as per 20 November.
	IISP	<b>225</b>	N169MM	MAP Universal LLC. Changed identity per 22 October. The aircraft remains a regular visitor at the international airport of Miami. Ex N450MH.
	III	<b>327</b>	ZS-LUX	Basfour 3711 Pty Ltd., ex N259SK. Was already noted at Lanseria with its American ID in June, but took up its South African registration in October.
	IV	<b>1018</b>	N25VG	Noted at Toronto on 15 October. Ex N113AR.
	IV	<b>1065</b>	N835AA	Washington Penn Plastic Company has taken over the old C-FCNR of the Canadian National Railway Company. This happened on 22 October.
	IV	<b>1094</b>	N818BK	In Flight Leasing Group. Ex N740K. Based in Boca Raton (FL).

IV	<b>1136</b>	N75VB	The markings already reveal the owner. Typical registration of Paramount Pictures Corp. Seen at Van Nuys on 14 September. Ex N27CD.
IV	<b>1198</b>	N68AL	ALC GIV LC. Ex N99GA. Re-registered per early September.
IVSP	<b>1254</b>	HZ-MKG	Gaith Aviation. Noted at Stansted on 17 September. The aircraft remains a regular European visitor since she used to visit Europe in her previous life many times. Ex VT-PLL.
IVSP	<b>1356</b>	N970KG	Center Air LLC. The old N600DR. You can find this Gulfstream at her homebase Belleville/MidAmerica (IL).
IVSP	<b>1362</b>	VQ-BMT	Freestream Aircraft ( Bermuda) Ltd. The aircraft is operated by Gama Aviation. Ferried Savannah-Farnborough during 15-16 September. Callsign used GMA514.
IVSP	<b>1385</b>	N4818C	Ex N1818C. Minor change due to the fact that these markings will appear on a new G450. Richmond Aviation leases the aircraft from Banc of America Leasing & Capital LLC. No duration of lease known.
IVSP	<b>1486</b>	M-YWAY	Blue Sky Leasing does it their way.
G400	<b>1522</b>	N254SD	JMTX Aviation. Ex N251DV. Based in Austin (TX).
G350	<b>4013</b>	N211FZ	Kapana Aviation gave their means of transport an own identity. Former markings clearly belonged to General Motors. Ex N5113.
G450	<b>4031</b>	N450FK	Ex VP-CAE of Saffron Landford Ltd. Flew to Savannah on 2 October, still displaying RJA002 in mode S callsign field.
G450	<b>4170</b>	B-8128	Asia United Business Aviation. Noted at Singapore on 19 September.
G450	<b>4198</b>	N917VZ	Verizon Corporate Services Group. The future is still bright for this telecom company. Ferried Savannah-Morristown on 27 September.
V	<b>538</b>	N223GA	Ex N1JN. Noted at Atlanta with sticker registration. Uses a Jenna callsign which means that she is used by the US Government.
V	<b>592</b>	N950CM	Wilmington Trust Company. Ex N90AM. Changed markings per 2 September.
V	<b>603</b>	VH-CRQ	One could already expect the move when N35CD was noted at Long Beach during September with VH-CRQ painted on one side. She was sold to Crown Melbourne Ltd and registered per 30 September.
V	<b>648</b>	N626UT	After having been advertised for sale for almost a year, Shell Aircraft Ltd managed to get rid of their G5. Wilmington Trust Company is the new owner. Ex VP-BSN.
G550	<b>5220</b>	M-TFKR	Tele-Fonika Kable Sp ZOO. Ex G-TFKR. Based at Krakow. One of the numerous visitors of this year's NBAA in Atlanta.
G550	<b>5269</b>	B-8122	Wanda Group. Leased from Minsheng Financial Leasing Company. Noted at Beijing on 14 September. Ex N369GA.
G550	<b>5277</b>	4K-AI06	Ferried Keflavik-Baku on 12 September. The Gulfstream carries a stunning blue/white colour scheme with Azerbaijan titles.
G550	<b>5278</b>	N512JT	Ex N528GA. Kilmer Management LP, Canada. She is based at Toronto.
G550	<b>5279</b>	EC-LIY	Lotca Servicios Integrales. Operated by Gestair Executive Jet out of Torrejon. Was noted at Long Beach as EC-TEL but we assume that this was a mispaint.
G550	<b>5280</b>	PR-EVS	These markings were reserved for N508GA. Given the fact that she has been delivered to Rio de Janeiro early October, we take it that she has taken up her Brazilian identity.
G550	<b>5281</b>	XA-FEM	Two models 550 were delivered to Mexico. The first one tested as N581GA.
G550	<b>5282</b>	XA-RGB	The former N282GA was also delivered to Mexico. She was however noted at Stansted on 2 October. The ultimate replacement for Falcon 900EX c/n <b>129</b> carrying the same markings.
G550	<b>5283</b>	N332MM	Wells Fargo Bank Northwest. Ferried Savannah-Manaus on 10 September. This lady is based in Brazil.
G550	<b>5284</b>	TC-TTC	Ciner Hava Tas. Tango Tango Charlie was noted at Istanbul on 1 November.



Already in March Gulfstream III N259SK was exported to South Africa. However, it did not yet take up a local registration, but entered the US Civil Aircraft Register again. Only in October 2010 ZS-LUX was applied to the aircraft. It joins thirteen other South African Gulfstreams, nearly all of which are G-IIs and G-IIIs!  
(Lanseria, 14 November 2010, Morné Booij-Liewes)



While blue skies were clearly absent when this photo was made at Luton on 12 November 2010, the blue and white colour scheme of Gulfstream G550 4K-A106 certainly compensates for that! It also carries golden Azerbaijan titles. (Alex Peake)

	G550	<b>5287</b>	VH-PFL	Ex N587GA. Delivered to ST Aerospace Engineering Pte. Operated by Pacific Flight Services Pty.
IAI	G550	<b>5290</b>	N3M	3M Company. That is obvious view the markings. Delivered on 5 November.
	1125	<b>60</b>	N577AN	Ex VP-BON. Sirius Aviation Corporation is the new owner per 17 September.
	G200	<b>231</b>	HB-JKE	Ex N631GA. Nomad Aviation is operating this bird on behalf of Mandal Management Ltd. Her arrival in Bern was on 15 September.
Learjet	31	<b>011</b>	D-CFST	The one and only Learjet of the Isle of Man has been sold in Germany. She was noted with her new identity at Nuremberg on 5 November. Ex M-LEAR.
	60	<b>281</b>	ES-LVC	Panaviatic Ltd. Ex OH-GVE. The aircraft remains in the north of Europe.
MU-300	-1	<b>A014SA</b>	OY-FYN	An aircraft which we do not see reported that often in this section. Alumeco A/S has purchased the old OH-KNE of Kone. Moved to Denmark per 28 October. Luckily this rare type stays in Europe.

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

## Bizprops

Beech	C90GTi	<b>LJ-1908</b>	D-IXAA	Ex OE-FDY. Noted at Augsburg on 13 September wearing D-IXAA on sticker markings.
	C90GTi	<b>LJ-1987</b>	D-IBYP	Registered per 12 August. Based at Dinslaken.
	E90	<b>LW-187</b>	G-DLAL	Aerodynamics took over this old King Air from Aerodynamics Worldwide. Moved to the UK per 15 October. Ex N816RL.
PA-46	-500TP	<b>4697078</b>	D-FRIZ	Registered per 10 September. Despite the German markings this bird is based at Parma, Italy.
	-500TP	<b>4697355</b>	N363JR	This Meridian is based at Ostend, Belgium, with a Belgian owner. Something else than a freighter to spot at this place.
	-500TP	<b>4697366</b>	N537EM	Ex S5-DJC.
	-500TP	<b>4697387</b>	D-ESOB	And this eastern neighbour is based at Rudniki, Poland. Difficult to complete your German register in such a manner.
PC-12	/47	<b>865</b>	HB-FVJ	Ex LX-PFD. Registered per 29 September on account of P Foriel-Destezet.

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

## Helispot

On 16 November 2010, Helinet BV, Amsterdam, was declared bankrupt. Helinet was working on a network of scheduled helicopter services in the Netherlands and Belgium. The first route Amsterdam-Den Haag-Rotterdam-Brussels was constantly postponed, partly due to procedures in the construction of the necessary heliports.

The Hubschrauberstaffel Bayern (Bavarian Police Force) will move from Munich airport to Oberschleissheim. Plans of the forthcoming police air operations infrastructure in Munich have been disclosed. A new building at Oberschleissheim airport will house the Bundespolizei Fliegerstaffel Süd and the Hubschrauberstaffel Bayern (Bavarian Police Force) operations. The structure will consist of two adjoining buildings and hard standings designed to accommodate the Bundespolizei and Bavarian EC135, EC155, AS332 and NH-90 helicopters. Engineering support will be common for all aircraft at the completion date – expected to be 2014.

After a delay of over two years due complaints about the expected noise, "Christoph 3" will finally get its new home at the new Luftrettungszentrum at the Kalkberg. Back in 2008, "Christoph 3" moved temporarily to Köln-Bonn airport after the Luftrettungszentrum Köln-Merheim, next to Krankenhaus Merheim, was closed. The green light for the construction of the new Air Rescue station at the Kalkberg will be given soon. Next to "Christoph 3", "Christoph Rheinland" will move to the LRZ at the Kalkberg as soon as this Air Rescue Station is ready.

"Christoph 6" will move to a new roof helicopter deck located on top of the new building and hangar of the air rescue centre at Klinikum Bremen-Nord. Approximately € 2.3 million is invested in the new air rescue centre that houses an ADAC Luftrettungs' Eurocopter BK117. The new station has its own gas station with a 50,000 gallon tank included.

CHC Scotia announced the closure of Great Yarmouth's North

Denes heliport in May 2011. Their offshore operations will move to Norwich airport from that date.

With the helicopter support contract expiring on 30 November, the MBB Bo.105 in service on the Northern Lighthouse Board (NLB) contract will be replaced by an EC135 helicopter. The new five year contract with Bond Air Services starts on 1 December 2010. Bond's Eurocopter EC135T2+ G-CGPI will serve on average between 100 and 150 sites a year, depending on operational requirements for lighthouse planned / breakdown maintenance visits, and capital improvement / refurbishment projects.

Heli Air confirmed orders from undisclosed clients for seven new Robinson R66s. Heli Air itself will have the first new five-seat Robinson R66 turbine helicopter in Europe. The R66 received FAA certification on 25 October 2010 and EASA certification is expected early in 2011.

Sloane Helicopters confirms increasing interest in the new Robinson R66 helicopter. Sloane's own R66 will be available for flight testing and demonstrations in the UK from early January 2011. Sloane announced that it has already taken orders for three new R66s from UK customers with the first deliveries scheduled for April 2011.

On 28 October, the Action Aviation MDHI MD-900 N3ND was seen at Amsterdam-Schiphol, returning from the Middle East. The Explorer was still in Saudi Air Ambulance colours, while being shipped through Schiphol. Four MD Explorers have been operating with Action-Aviation on a Saudi Red Crescent Authority contract, but in March 2010 the contract was cancelled after a conflict about the contract conditions. The SRCA management changed and a new SRCA contract was signed by Abu Dhabi Aviation in May 2010. Abu Dhabi Aviation will operate twelve helicopters on the SRCA contract, and will start operating with four Bell 412EP's and two Agusta-Westland 139's. All four Action Aviation Explorers will return from Saudi Arabia.



On 13 September 2002, the 2002-built Eurocopter AS350B3 c/n 3612 was temporarily registered SE-JHD with Scandinavian Helicopter Group. On 21 November 2002, the SE-JHD was registered with Heliflyg, member of the Scandinavian Helicopter Group. In December 2003, the SE-JHD was transferred to Laroy Flyg. The aircraft was registered with HT Helitrade, Zollikon, Switzerland, on 28 May 2007 and registration SE-JHD was cancelled on 13 June 2008. The same day, the helicopter was registered OY-HGW with Air Greenland at Nuuk. The Ecureuil is equipped with emergency floats and a cargo hook in combination with an externally mounted load mirror. (Kangerlussuaq, 12 August 2010, Martin Bach)

Agusta	109K2	<b>10034</b>	I-AGIK	Agusta, Cascina Costa, re-registered on 12 July 2010. Ex I-DPCJ.
	109E	<b>11067</b>	D-HBPM	Registered on 27 August 2010. Ex I-RMPW.
	109E	<b>11085</b>	EC-LJE	Inaer, temporarily registered in November 2010. Ex F-GPPX.
	109E	<b>11103</b>	D-HGMO	Registered on 27 August 2010. Ex I-FREI.
	109E	<b>11114</b>	D-HTZA	CofA for export to USA on 27 July 2010.
	109E	<b>11668</b>	N41NM	AVN Air, Danbury (CT), registered on 30 September 2010.
	109S	<b>22088</b>	YR-TIE	S.C. Autorom, registered in October 2010. Ex TiriacAIR.
			I-ESPE	Esperia Aviation Service, Milan, as operator and <u>BNP Parisbas Lease</u> , as owner, registered on 12 July 2010. Ex OY-HLA.
AW	109SP	<b>22203</b>	I-RAIH	Agusta Elicotteri.
	109SP	<b>22214</b>	CS-HHP	Vinair Aerosserviços, registered in September 2010.
	119 II	<b>14749</b>	EC-LFM	FAASA Aviación, cancelled in November 2010. To CC-ACU.
	119 II	<b>14754</b>	EC-LFN	FAASA Aviación, cancelled in November 2010. To CC-ACT.
	119 II	<b>14756</b>	I-ESPZ	Esperia Aviation Service, Milan, as operator and MPS Leasing, as owner, registered on 6 August 2010. Ex N462SM.
	119 II	<b>14760</b>	I-ESPY	Esperia Aviation Service, Milan, as operator and BNP Parisbas Lease, as owner, registered on 30 July 2010. Ex N367SH.
	139	<b>31012</b>	N139AK	Wells Fargo Bank Northwest NA Trustee, Salt Lake City (UT), registered on 12 November 2010. Ex LX-HAK.





On 5 March 2010, Michael Savbäck, Linköping, reserved registration SE-JLU for the 2010-built Eurocopter AS350B3 c/n 4912. On 28 May, the Ecureuil was registered SE-JLU with Skogsflyg Cassel Aero, Husum, as operator and SG Norge, Sverige filial as owner. The SE-JLU operated during the forest fire season in Italy as a fire-fight helicopter. For the use of a bambi bucket, the Ecureuil was equipped with a cargo hook in combination with an externally mounted load mirror. The SE-JLU was stationed at Cupone (Centro Visita del Parco Nazionale della Sila) and had Regione Calabria titles. On its way home, from Italy to Sweden, the Ecureuil was seen in Germany on a cars-trailer. (Highway A7 near Hamburg, 23 October 2010, Dave Verkaik)

	139	<b>31318</b>	EC-LJA	Inaer, temporarily registered in October 2010. Operated for SASEMAR.
AB	206B2	<b>8242</b>	G-VJMJ	Total Digital Solutions, Barton, re-registered on 26 October 2010. Ex G-PEAK.
AS/SA/SE	316B	<b>2361</b>	N426KC	Southern Transport, Wilmington (DE), registered on 9 September 2010. Ex OE-XBG.
	332L	<b>2075</b>	G-PUMB	CHC Scotia, Aberdeen, cancelled on 18 November 2010. To C-GJEB.
	341H	<b>123</b>	YU-HFD	TANI, Niksic, Cancelled in October 2009. To 4O-HFD.
	350B3	<b>3715</b>	N350VR	J R Helicopters Leasing, Umatilla (OR), registered on 1 November 2010. Ex HB-ZET.
	350B3	<b>3928</b>	HB-ZGT	Tarmac Aviation, Agno, registered as owner on 4 November 2010. Ex Fortis Lease Suisse. As before, Tarmac Aviation is registered as operator.
	350B3	<b>3953</b>	G-OOTT	R.J. Green, Worcester, registered on 14 October 2010. Ex Libertas (UK), Dorchester.
	350B3	<b>4312</b>	F-GJFJ	SAF Hélicoptères as operator and Oseo Financement as owner. DBR in a fatal crash at Antarctica on 28 October 2010. The helicopter was operated at Antarctica for the IPEV - Institute Polaire Français.
	350B3	<b>4464</b>	I-EGIO	Egirent, registered on 23 August 2010. Ex T7-GIO.
	350B3	<b>4512</b>	TC-HSN	Güneydogu Havacilik, Ankara, registered in October 2010. Ex G-VGMT.
	350B3	<b>4582</b>	I-RVAL	Eliservice Toscana, Massa Cinquale, as operator and Irvall as owner, registered on 2 July 2010. Ex F-GZLN.
	350B3	<b>4912</b>	SE-JLU	Skogsflyg Cassel Aero. On 23 October 2010, seen on a cars-trailer at the A7 near Hamburg heading North. During the forest fire season the Ecureuil was stationed in Cupone (Centro Visita del Parco Nazionale della Sila), Italy, and had Regione Calabria titles.
	350B2	<b>4958</b>	SE-JLV	Northwestern Helicopters, Karlstad, cancelled on 9 July 2010.
			D-HDIE	Registered on 23 July 2010. Seen at Mannheim on 10 August.
	355F2	<b>5439</b>	D-HLGM	Luffahrt, Mannheim, registered on 7 July 2010. Ex G-CCWK.
	355F2	<b>5480</b>	G-SEWP	Gryphon Aviation operated on behalf of the Police Service of Northern Ireland, substantially damaged on 28 October 2010. Tipped over on takeoff in the Mourne Mountains, Northern Ireland, whilst assisting in the investigation of the crash of Agusta A109A II N2NR.
	365N	<b>6009</b>	G-HEMS	PDG Helicopters / Great North Air Ambulance Service, was involved in a strange accident on 17 June 2010. Shortly after takeoff the helicopter's right rear cabin quarter-door opened. A number of items fell out, including a stationery folder that hit a person on the ground, rendering him unconscious.
	365N	<b>6131</b>	D-HJUJH	Reservation. Ex G-BLEZ.
Bell	204B	<b>2053</b>	OE-XBT	Heli Austria, St. Johann im Pongau, cancelled in October 2010. DBR in a crash at Maria Alm, Hintertal, on 23 July 2010.
	206B3	<b>4054</b>	OH-HKH	Helikopterikeskus Helsinki cancelled on 21 September 2010. To G-RUCK.



	206B3	<b>4410</b>	D-HRFI	Rotorflug, Friedrichsdorf. CofA for export to Russia issued on 19 May 2010.
	206L1	<b>45375</b>	N429ZA	Dodson International Parts, Rantoul (KS), registered on 9 November 2010. Ex YU-BEL.
	206L4T	<b>52032</b>	OM-ZIU	Regional Heli Service, Zilina, cancelled in November 2010.
			OK-ZIU	Alfa-Helicopter, Brno, registered on 3 November 2010.
	212	<b>30818</b>	EC-HFV	FAASA Fumigación Aérea Andaluza, cancelled in November 2010. To CC-ACS.
	222B	<b>47154</b>	LN-OEI	Eide Marine Services, Hølandbygd, registered on 1 October 2010. Ex D-HELB.
	407	<b>53895</b>	YR-TXA	ICCO Energy Supply, registered in August 2010. Ex N364BD.
	407	<b>53943</b>	G-IMBL	Northern Flights, Farnham, registered on 8 October 2010. Ex O.S. Hamren-Larsson, Windsor.
BK	430	<b>49042</b>	D-HBRD	Permit to fly for testflights only. Will go to Russia in December 2010. Ex TF-HMK.
	117B2	<b>7022</b>	D-HTIB	ADAC Luftrettung. Offered for sale by ADAC Luftfahrt Technik.
	117B2	<b>7245</b>	D-HSSS	DRF Luftrettung, cancelled on 14 June 2010. To OY-HLT.
	117C1	<b>7528</b>	D-HDRI	DRF Luftrettung, reservation. Still registered as I-HBMC.
	117C1	<b>7540</b>	D-HDRJ	DRF Luftrettung, reservation. Still registered as I-HKAV.
BO	105CBS4	<b>S-147</b>	OE-XRM	FLYMED Dr. Günther Schamp, Oberpullendorf, registered in October 2010. Ex FLYMED Gesellschaft, Oberpullendorf.
	105CB	<b>S-249</b>	PH-RPV	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105CB	<b>S-250</b>	PH-RPW	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105C	<b>S-355</b>	PH-RPS	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105C	<b>S-356</b>	PH-RPR	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105CBS4	<b>S-414</b>	EC-HNT	TAF Helicopters, cancelled in November 2010. To CC-ACM.
	105CBS4	<b>S-425</b>	PH-RPX	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105CBS4	<b>S-544</b>	PH-RPY	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105CBS4	<b>S-577</b>	PH-RPZ	B M Aviation, Amstelveen, registered on 5 November 2010. Ex KLPD Dienst Luchtvaart Politie. Stored at the Heli Holland heliport near Emmen.
	105CBS4	<b>S-672</b>	EC-HPB	TAF Helicopters, cancelled in November 2010. To CC-ACN.
	105CBS5	<b>S-761</b>	D-HGSV	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-918</b>	D-HGSK	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-919</b>	D-HGSL	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-921</b>	D-HGSN	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-922</b>	D-HGSO	Eurocopter Deutschland. CofA for export to the USA on 16 April 2010. Cancelled on 19 May 2010. To PR-OMC.
	105CBS5	<b>S-923</b>	D-HGSP	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-924</b>	D-HGSQ	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-927</b>	D-HGST	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
	105CBS5	<b>S-928</b>	D-HGSU	Eurocopter Deutschland. Cancelled as exported on 21 September 2010.
EC	120B	<b>1092</b>	HB-ZCA	Héli-Lausanne, Lausanne, registered on 1 November 2010. Ex O.H. Finanz, Risch.
	120B	<b>1341</b>	SE-JNG	Finans Norge Sverige filial, reservation on 30 June 2010. Still registered as EI-DDB.
	120B	<b>1375</b>	D-HCMV	Registered on 15 September 2010. Ex YR-MBT.
	120B	<b>1571</b>	HB-ZMA	Helipool Europe, Paspels, registered on 22 November 2010. Ex (HB-ZRH), N120RZ.
	120B	<b>1593</b>	HB-ZIX	Airport Helicopter Basel, Basel, as operator and Own-A-Heli as owner, registered on 23 November 2010. Ex Europavia (Suisse), Bern.
	130B4	<b>4346</b>	N171DW	N171DW, Wilmington (DE), registered on 8 September 2010. Ex (SE-JLR), PH-ECQ.
	135T1	<b>0022</b>	N313LP	Helicorp, Las Piedras (PR), cancelled on 26 October 2010. To Austria.
	135T1	<b>0042</b>	D-HEUR	ADAC Luftrettung. Offered for sale by ADAC Luftfahrt Technik.
	135T1	<b>0044</b>	D-HJAR	ADAC Luftrettung. Offered for sale by ADAC Luftfahrt Technik.
	135T2+	<b>0145</b>	D-HVBA	Bundespolizei, modified from EC135 T2 to T2+. Recertified on 4 August 2010.
	135T2+	<b>0264</b>	D-HVBP	Bundespolizei, modified from EC135 T2 to T2+. Permit to fly on 6 May 2010. Recertified on 19 May 2010.
	135T2+	<b>0341</b>	G-CGPI	Bond Air Services, Staverton, registered on 15 November 2010. Ex Bond Aviation Leasing. Will be operated on the Northern Lighthouse Board (NLB) contract.
	135T2	<b>0473</b>	D-HBNY	New Yorker Group Services Intl, registered on 1 September 2010. Ex F-HCDF.
	135P2+	<b>0866</b>	RP-C8788	TDG Asia, registered on 16 June 2010. Ex D-HCBI.
	635T2+	<b>0869</b>	D-HTSE	Eurocopter Deutschland. Seen at Manching on 11 November 2010. Destined for Iraqi Air Force as YI-270.
	135P2+	<b>0890</b>	N951AE	American Eurocopter, registered on 25 October 2010. Ex D-HCBE.
	135T2+	<b>0899</b>	RA-04090	Gazpromavia. Flew Donauwörth-Bydgoszcz on delivery to Russia on 26 October 2010. Ex D-HCBY. Equipped with emergency floats.
	135T2+	<b>0904</b>	RA-04091	Gazpromavia. Flew Donauwörth-Bydgoszcz on delivery to Russia on 26 October 2010. Ex D-HCBX. Equipped with emergency floats.
	135T2+	<b>0906</b>	RA-04093	Gazpromavia. Flew Donauwörth-Poznan on delivery to Russia on 17 September 2010. Ex D-HECX.
	135P2+	<b>0908</b>	N953AE	American Eurocopter, registered on 29 October 2010. Ex D-HCBH. Was destined for Russia.
	135P2+	<b>0913</b>	N960AE	American Eurocopter, registered on 1 November 2010. Ex D-HECQ.
	135P2+	<b>09..</b>	D-HECF	Eurocopter Deutschland, seen at Donauwörth on 11 November 2010. Destined for Lotnicze Pogotowie Ratunkowe - Polish Medical Air Rescue, Warsaw.



In May 1999, Eurocopter EC155B c/n 6545 was registered D-HLRZ with Bundesministerium des Innern o/b Bundesgrenzschutz. EC155B D-HLRZ entered service with BGS-Bundesgrenzschutz at Bonn-Hangelar. In October 2004, the Bundesgrenzschutz was renamed Bundespolizei. Since, the D-HLRZ is operated by the Bundespolizie-Fliegerstaffel-Blumberg. This Fliegerstaffel was born on 3 October 1990 as part of the Bundesgrenzschutz, and was with seven helicopters stationed at Berlin-Tempelhof. Today, the Bundespolizie-Fliegerstaffel-Blumberg operates 17 helicopters with Blumberg as operational base. Due to 20-years Bundespolizie-Fliegerstaffel-Blumberg, EC155B D-HLRZ received special colours. (Dresden, 23 October 2010, Edward Kleizer)

	145	<b>9052</b>	M-ONDE	Peyton, Douglas, registered on 18 October 2010. Ex P4-LGB.
	145	<b>9212</b>	TC-HLC	DHMI, Ankara, registered on 23 October 2010. Ex D-HADA.
	145	<b>9246</b>	D-HMBF	Eurocopter Deutschland, returned from Ukraine. CofA for export to Malaysia issued on 10 May 2010.
	145	<b>9344</b>	D-HADW	Eurocopter Deutschland, cancelled. To Gendarmerie Royal Marocco as CN-BZE.
	145	<b>9382</b>	TC-HLD	DHMI, Ankara, registered in November 2010. Ex D-HMBF.
	146	<b>9002</b>	D-HADJ	Eurocopter Deutschland. Permit to fly issued on 22 September 2010. D-HADJ is also known as X5 and is an EC145 modified into an AAS72X Fenestron testbed.
	225LP	<b>2750</b>	LN-ONF	Bristow Norway, Sola, as operator and Skandinaviska Enskilda Banken as owner, registered on 15 October 2010.
	225LP	<b>2759</b>	EC-LEN	Cuerpo Nacional de Policia-Helicópteros, temporarily registered in October 2010. Ex EC-091, F-WWOF.
	225LP	<b>2773</b>	G-LCAS	CHC Scotia, Aberdeen, registered as chartered on 26 October 2010.
Enstrom	280C	<b>1050</b>	G-MOTR	Vehicle Provider, Worksop, registered on 29 October 2010. Ex Motor Provider, Sheffield.
	280C	<b>1104</b>	G-BEYA	P. George, Plymouth, registered on 3 November 2010. Ex Hovercam, Plymouth.
	480B	<b>5055</b>	G-RRAK	B. Satherley, Wantage, registered on 28 October 2010. Ex R.A. Kingston, Hythe.
Hughes	269C	<b>1084</b>	CS-HAZ	Escola de Aviaco Aerocondor, Cascais. On 15 November 2010, ferried by road to Portugal after maintenance by Heli Holland Technics in Emmen.
	369HS	<b>940649S</b>	G-LEEJ	L. Jones, Ellesmere, registered on 22 November 2010. Ex N9216F.
MD	369E	<b>0325E</b>	HB-ZUN	Robert Fuchs AG. Fuchs Helikopter, Schindellegi, as operator and Loxia Swiss, as owner, cancelled on 19 November 2010.
			G-MUDD	Derwen Plant Company, Neath, registered on 24 November 2010.
	900	<b>900-00026</b>	D-HSDD	DRF Luftrettung / HSD Luftrettung, cancelled on 16 June 2010. To EC-LHT.
	900	<b>900-00029</b>	D-HITH	HSD Luftrettung, DBR in a crash at Hannover-Langenhagen on 11 March 2005.
			"LX-LARS"	Luxembourg Air Rescue, in use as a simulator at Luxembourg airport.
	902	<b>900-00085</b>	N3ND	Action Aviation MD902 U085 Trustee. On 29 October 2010, seen as airfreight in Saudi Air Ambulance colours at Amsterdam Schiphol Airport.
Robinson	R44 I	<b>0463</b>	PH-WSW	Helicon, Bergen op Zoom, cancelled on 1 November 2010. To Germany.
	R44	<b>0656</b>	PH-ELI	Lelykopters, Lelystad, cancelled on 11 November 2010. Exported to the UK. On 19 November noted as a night-stopper at Bonn-Hangelar, and was the next day placed on a car.
	R44 I	<b>0785</b>	PH-HEW	R.J. Everett, Sproughton Ipswich, UK. After the CofA expired over a year ago, cancelled by the Dutch CAA (IVW) on 8 November 2010.
	R44 I	<b>1192</b>	PH-AJR	W.F.R. Eikelboom, Gorinchem, cancelled on 9 November 2010.
			G-CGRL	A. Williamson, York, registered on 9 November 2010.
Sikorsky	S-76B	<b>760395</b>	N57RD	Aircraft Guaranty Corp. Trustee, Onalaska (TX), registered on 27 September 2010. Reservation for D-HHNN.
	S-76C+	<b>760506</b>	M-AKAR	Starspeed, Blackbushe, registered on 29 October 2010. Ex VP-BNI.
	S-76C	<b>760768</b>	N889BG	Bristow US, New Iberia (LO), cancelled on 3 November 2010.
			G-CGRK	Bristow Helicopters, Aberdeen, registered as chartered on 4 November 2010.
	S-92A	<b>920090</b>	N921AL	Bristow US, New Iberia (LO), cancelled on 27 October 2010. To Norway.

Credits: Air Britain News, Austro Control, Aviation Letter, BAZL, John van Boven, CAA – Norway, CAA - UK, Eurocopter, IVW, Kees van der Mark, Dominique Roosens, Jos Stevens / Rotorspot, Dave Verkaik, Henk Wadman / Airnieuws, Copters-list, Mercure-online.de, Radio Köln, Scramble Messageboard, www.avia-dejavu.net, www.dgualdo.it, www.FlugzeugForum.de, www.HeliHub.com, www.helionline.de, www.swissheli.com

## Soviet Updates

For full known histories, including additional information on crashes, colour schemes etc. go to <http://www.scrumble.nl/sovdb.htm>.

To get the most from this extensive database consider using the advanced search options.

Near the bottom of the same page there is a link to the Soviet Transports downloads page featuring a newly illustrated guide to ST construction numbers. It can be downloaded free of charge together with renewed production lists and a list of abbreviations and translations.

An-2	<b>1 51 473 06</b>	"02" red	Russian Air Force	12jul09	stored at Tomsk Golovino
An-2T	<b>1G27-21</b>	HA-ANC	Bács-Kiskun A.C.	15oct10	at Cuatro Vientos with wings removed
An-2	<b>1G40-16</b>	CCCP-42615	AFL/Komi-SCW	w/o 29aug67	crash-landed on trees in the taiga
An-2	<b>1G48-24</b>	RF-00373 (1)	ROSTO	Khb oct10	dismantled; see c/n 1G235-27
An-2R	<b>1G120-08</b>	CU-C1106	not reported	20nov06	in official document
An-2R	<b>1G120-09</b>	CU-C1114	not reported	20nov06	in official document
An-2R	<b>1G128-15</b>	UR-VIA	Vin Avia, n/t	Vns 31jul10	canx 08oct10; ex CCCP-70606
An-2P	<b>1G141-18</b>	RA-70364	UVAU GA	Che 05jun10	in MARZ ROSTO at Fedurnovo (Chornoye)
An-2T	<b>1G168-02</b>	OM-RST	Natali Air	KSC 23oct10	in grey camo c/s with fake Soviet markings
An-2R	<b>1G180-19</b>	RA-56389	Aviakhim	28jan10	in yellow c/s at Kursk-Khalino
An-2R	<b>1G192-09</b>	RA-84691	red/white c/s, n/t	BQS 02nov10	
An-2R	<b>1G192-30</b>	UR-84712	Universal Avia	SIP 21may98	l/n UMY 12oct07 n/t; canx 08oct10
An-2R	<b>1G200-45</b>	UR-71202	no titles	Dnp 07sep09	canx 08oct10
An-2R	<b>1G210-18</b>	RA-18001	Sever, Primore	BQS 11nov10	white top, red stripe and blue belly
An-2R	<b>1G213-34</b>	RA-40627	YaTEK	trf 10apr08	seen in red/white c/s, n/t BQS 02nov10
An-2R	<b>1G213-53</b>	RA-40646	Altai Airlines	Che 05jun10	in MARZ ROSTO and l/n there 24sep10
An-2R	<b>1G218-32</b>	RA-33045	Aviakhim	29jan10	in yellow c/s at Kursk-Khalino
An-2R	<b>1G218-57</b>	RA-33070	Dauriya logo, n/t	HTA 19oct10	wfu
An-2R	<b>1G220-33</b>	RA-40243	2nd Arkhangelsk	trf 21apr94	f/n Verkhnyyay1 Zalotista operational, n/t
An-2R	<b>1G221-48</b>	RA-40312	Orenburg Airlines	Che 05jun10	fuselage only seen in MARZ ROSTO in old c/s, photo with c/n <b>1G139-23</b> painted on freshly painted in new c/s, photo with c/n <b>1G221-48</b> painted on, composite airframe ?
		RA-40312	Orenair	Che 24sep10	seen flying OSI 11nov10; ex 9A-BZB
An-2R	<b>1G225-40</b>	YU-BSA		OSI 10nov10	in MARZ ROSTO at Fedurnovo (Chornoye)
An-2R	<b>1G227-22</b>	RA-33416		Che 06jun10	in official document
An-2R	<b>1G232-06</b>	CU-T1171	not reported	20nov06	in official document
An-2R	<b>1G232-09</b>	CU-A1186	not reported	20nov06	in official document
An-2R	<b>1G232-15</b>	CU-A1181	not reported	20nov06	in official document
An-2T	<b>1G235-27</b>	RF-00373 (2)	DOSAAF	rgd 23dec09	opb Barnaulski ASK at Lesnoi
An-2	<b>1G238-32</b>	UR-02255	not reported	SIP 21may98	seen titleless UMY 12oct07; canx 08oct10
An-2	---	RF-00477	green c/s, n/t	12jul09	stored at Tomsk Golovino
An-2	---	RF-01217 (2)	green c/s, n/t	12jul09	active at Tomsk Golovino
An-2	---	FLARF-02055	Starodub	photo 2010	at Starodub (Bryansk region)
An-2R	---	CU-E1026	not reported	20nov06	in official document
An-2R	---	CU-C1027	not reported	20nov06	in official document
An-2	---	CU-C1055	not reported	20nov06	in official document; and to, see next line
		CU-C1056	not reported	20nov06	in official document
An-2	---	4L-NAT	Service Air	no reports	in register nov10
An-3T	---	UR-AAF		GML 10nov10	exact same c/s as UR-AAR!
An-12B	<b>00 34 72 01</b>	UR-LTG	Volare	NDJ 14aug09	canx 08oct10
An-12B	<b>02 34 81 06</b>	UR-CCY	Aero Service	FJR 08oct10	stored; canx 08oct10
An-24B	<b>0 73 059 10</b>	ST-ARQ	TARCO Air	w/o 11nov10	crashed on landing at Zalingei
An-24B	<b>0 73 064 08</b>	UR-47278	South Airlines	IEV 02oct10	stored, no engines; canx 08oct10
An-24RV	<b>5 73 103 08</b>	UR-47308	South Airlines	IEV 04oct10	wfu; canx 08oct10
An-26	<b>27 06</b>	UR-CHF	Meridian	GML 03oct10	canx 08oct10
An-26B	<b>78 08</b>	UR-UDS	Ukraine Cargo Aw	OZH 05oct10	canx 08oct10
An-26	<b>95 10</b>	HK-4730	Aer Caribe	RGD 11nov10	ex EK-26510
An-26	<b>103 09</b>	808	Civ Avn Adm China	02nov10	in China Aviation Museum at Shahezhen
An-26B	<b>133 10</b>	UR-CFX	blue/white c/s	GML 03oct10	canx 08oct10
An-26B	---	RF-26310	FSB/Border Guards	ROV 26oct10	in basic Aeroflot c/s
An-26	---	4L-ZUR	all white n/t	LFW 27oct10	"operated by .....", name ??, on the nose
An-28	<b>1AJ 004-14</b>	3C-JJI	Guinea Equat Al	w/o 29dec99	c/n now known, ex UR-28765
An-28	<b>1AJ 005-19</b>	3C-DDB	Mavivi Air	GOM apr10	dumped; c/n now known, ex CCCP-28786
An-28	<b>1AJ 009-14</b>	J2-MAT	Djibouti Air Force	JIB may01	c/n now known, ex YL-KAA
M28	<b>AJE 003-07</b>	P-4204	Indonesian Police	w/o 27oct10	crashed near Wami
An-32B	<b>33 06</b>	FAM-3101	Mexican Air Force	w/o 24nov10	crashed on take off at Monterrey
An-74	<b>365 470 95 898 ?</b>	UR-74009	Gosnii GA	17nov10	reportedly flew GML-DME
An-124-100	<b># 3 7 32033</b>	RA-82013	Russian AF/AFL c/s	h/o 21sep10	to 566 vtap and flew to Syoshcha
An-148-100	<b>41-01</b>	--	Myanmar Air Force	Vox 13nov10	primer, no marks
Il-12B	<b>8 301 29 ..</b>	CCCP-L1731	AFL/Uzbekistan	w/o 23dec48	collided 6 km south-east of VKO in bad visibility with TS-62 CCCP-L861
Il-12	---	CCCP-L1317	AFL/Moscow	w/o 01jul47	on take off from VKO
Il-12	---	CCCP-L1427	Aeroflot/BShVLP	w/o 09sep48	on training flight fr. Buguruslan-Baimakovo
Il-12	---	CCCP-L1465	AFL/Moscow	w/o 01sep48	on take off from Novosibirsk-Severny
Il-12	---	not known	Chinese Air Force	photo 2008	preserved at N30.989484 E103.92746
Il-14P	<b>1460 001 01</b>	CCCP-61706	AFL/Komi-SCW	SCW 1973	in document 01apr59; canx 1973
Il-14M	<b>1460 010 08</b>	CCCP-61630	AFL/Komi-SCW	01apr59	reported in a document
Il-14P	<b>1460 010 24</b>	CCCP-61648	AFL/Komi-SCW	01apr59	in a document; cvt to Il-14M; canx jun75

II-14M	<b>1460 010 35</b>	CCCP-61696	AFL/Komi-SCW	w/o	20jul60	on flight from Leningrad-Smolnoye to SCW
II-14T	<b>1480 019 09</b>	PK-MZA	Indonesian AF	no	reports	c/n in document as '1909'
II-14T	<b>1480 019 10</b>	PK-MZB	Indonesian AF	no	reports	c/n in document as '1910'
II-14T	<b>1480 019 11</b>	PK-MZC	Indonesian AF	no	reports	c/n in document as '1911'
II-14T	<b>1480 019 12</b>	PK-MZD	Indonesian AF	no	reports	c/n in document as '1912'
II-14T	<b>1480 019 17</b>	PK-MZE	Indonesian AF	no	reports	c/n in document as '1917'
II-14T	<b>1480 019 18</b>	PK-MZF	Indonesian AF	no	reports	c/n in document as '1918'
II-14T	<b>1480 019 19</b>	PK-MZG	Indonesian AF	no	reports	c/n in document as '1919'
II-14T	<b>1480 019 20</b>	PK-MZH	Indonesian AF	no	reports	c/n in document as '1920'
II-14T	<b>1480 019 21</b>	PK-MZI	Indonesian AF	no	reports	c/n in document as '1921'
II-14T	<b>1480 019 22</b>	PK-MZJ	Indonesian AF	no	reports	c/n in document as '1922'
II-14M	<b>4 34 05 06</b>	CCCP-L5062	Aeroflot	no	reports	and became, see next line
		CCCP-91484	AFL/Centr.Reg.-BKA	BKA	09sep80	preserved in front of terminal
Av-14M	<b>7 34 24 01</b>	CCCP-91587	AFL/Komi-SCW		01apr59	in a document; canx dec73
II-14M	<b>7 34 25 09</b>	CCCP-52083	AFL/Komi-SCW		01apr59	in a document; canx may75
II-14M	<b>7 34 27 03</b>	CCCP-91567	AFL/Komi-SCW		01apr59	in a document; canx 1974
II-14	<b>7 34 29 05</b>	CCCP-L2091	Aeroflot	mfd	1957	confirmed became, see next line
II-14		C/P-52091 (1)	AFL/Komi-SCW	w/o	04dec60	on a flight from Syktyvkar to Moscow
II-14M	<b>7 34 36 09</b>	CCCP-52058	AFL/Komi-SCW		01apr59	in document; w/o nr Pechora 16feb66
Av-14(P)	<b>024 703102</b>	CCCP-52011	AFL/Komi-SCW		01apr59	in a document; canx summer 75
Av-14(P)	<b>067 805110</b>	CCCP-91607	AFL/Komi-SCW		01apr59	in a doc.; dam Ust'-Tsylna dec76; canx
Av-14-32A	<b>089 806112</b>	OK-MCT	CSA	rgd	19jul58	i/s 22jul58; w/o 10sep62; not c/n <b>807103</b>
Av-14	<b>090 806113</b>	PK-MZL	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14	<b>091 806114</b>	PK-MZM	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14	<b>092 806115</b>	PK-MZN	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14	<b>093 806116</b>	PK-MZO	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14	<b>094 806117</b>	PK-MZR	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14	<b>095 806118</b>	PK-MZP	Indonesian AF	d/d	jun58	presumably delivery reg only
Av-14(M)	<b>096 807101</b>	PK-MZS	Indonesian AF	d/d	jul58	presumably delivery reg only
Av-14	<b>097 807102</b>	PK-MZT	Indonesian AF	d/d	jul58	presumably delivery reg only
Av-14	<b>098 807103</b>	PK-MZU	Indonesian AF	d/d	jul58	presumably delivery reg only
Av-14T(M)	<b>147 911110</b>	OK-BYW	CS-Gvt (LSFMV)	rgd	23feb60	photo Malmo-Bulltofta jul69; canx 05feb73
		OK-NCB	CSA	rgd	16mar73	canx 22jul77; both regs confirmed!!
II-18B	<b>188 0008 01</b>	CCCP-75479	AFL/Moscow	canx	30nov78	correction of year in c/n
II-18V	<b>182 0046 01</b>	LZ-BEL	Balkan	w/o	dec76	destr. by fire in the Tashkent overhaul plant
II-20M	<b>176 0117 07 ?</b>	RF-75931	Russian Air Force	Pus	11nov10	in all grey c/s with small 'VVS Rossii' titles
II-28	<b>5 40 06 35</b>	"21" blue	Soviet Air Force		29oct10	part of new aviation museum in Kirovograd
II-76TD	<b>00534 58741</b>	RA-76628	Polet	no	reports	in fleet list and a photo exists in full c/s, but



Mi-2 OM-KJP has been preserved between Nizne Kamence and Terchova in Slovakia since September 2010, when Miroslava Kudelova photographed it. It used to be preserved on top of the Regional Heli Service building at Zilina hospital. Unfortunately it shows signs of vandalism.



Ton Jochems photographed Mi-26T RA-06293 of Rostvertol Avia at Antalya on 21 October 2010.

IL-76TD	<b>00734 75268</b>	3X-GFK	no titles	NLV	02nov10	serial cannot be read ferried NLV-SHJ 13nov10 with Air Guinée call sign; ex UR-76727
IL-78	<b>00734 76277</b>	R10-002	Pakistan Air Force		29oct10	arrived Chaklala Air Base; ex 76730
IL-76MD	<b>00734 79394</b>	UR-UCA	Ukraine Cargo Aw	OZH	05oct10	canx 08oct10
IL-76TD	<b>10234 11363</b>	7T-WIM	Algerian Air Force	Bou	aug10	first sighting!
IL-78MKI	<b>10634 20681</b>	RK3448	Indian Air Force		05oct03	c/n and line # 93-01 confirmed; fate?
IL-78MKI	<b>20434 25845</b>	RK3449	Indian Air Force	h/o	28feb03	c/n and line # 97-02 confirmed
IL-78MKI	<b>20434 25852</b>	RK3450	Indian Air Force	d/d	apr03	c/n and line # 97-03 confirmed
IL-78MKI	<b>20434 25855</b>	RK3451	Indian Air Force	d/d	early04	c/n and line # 97-04 confirmed
IL-78MKI	<b>20434 25860</b>	RK3452	Indian Air Force	d/d	early04	c/n and line # 97-05 confirmed
IL-78MKI	<b>20434 25862</b>	RK3453	Indian Air Force	d/d	sep04?	c/n and line # 97-06 confirmed
IL-78MKI	<b>20434 25868</b>	RK3454	Indian Air Force	d/d	dec04	c/n and line # 97-07 confirmed
IL-114	<b>10238 23024</b>	RA-91014	Vyborg		oct10	reported at Pskov to be used by Pskovavia
IL-114	<b>10338 28025</b>	RA-91015	Vyborg		oct10	reported at Pskov to be used by Pskovavia
Ka-26	<b>74 045 01</b>	UR-19510	Spets-Avia	KBP	05apr08	canx 08oct10
Ka-26	<b>77 060 18</b>	RA-24316	Gazpromavia	trf	21apr94	f/n ROV 17nov10
Ka-26	<b>77 063 02</b>	UR-19675	Mykolayiv-Aero	KHU	18jun09	derelict; canx 08oct10
Ka-26	<b>77 063 04</b>	UR-19677	Mykolayiv-Aero	NLV	26may02	titles not read off; canx 08oct10
Ka-32T	<b>9002</b>	UR-CIO	no titles	ROV	09aug10	ex RA-31078
Ka-27PL	<b>---</b>	"0909" black	Russian Navy	ROV	03sep10	large code on engine inlets
Ka-32	<b>5504</b>	EX-03201	all white, n/t	PDV	06nov10	ex LZ-RMC
L-410A	<b>73 03 01</b>	5Y-GNT	Blue Sky Aviation	MBA	08oct10	fuselage only
L-410A	<b>73 03 02</b>	5Y-ENT	Eagle Aviation	MBA	08oct10	fuselage only
L-410UVP	<b>81 07 05</b>	UR-VTV	Ukr. Pilot School	Kch	02oct10	stored; canx 08oct10
L-410UVP	<b>83 10 20</b>	CCCP-67392	AFL/Kazakhstan	WIL	05oct10	fuselage only
L-410UVP	<b>84 13 31</b>	D6-CAN	Comores Aviation	WIL	08oct10	under maintenance
L-410UVP	<b>85 14 11</b>	OK-PDO	Olimex		31oct10	destroyed at Otrokovice by arson
L-410UVP-E3	<b>89 22 40</b>	RF-892240	Russian Air Force	photo	15oct10	with Russian stars and 'VVS Rossii' titles
L-410UVP-E3	<b>89 23 30</b>	RF-892330	Russian Air Force	photo	15oct10	with Russian stars and 'VVS Rossii' titles
L-410UVP-E3	<b>89 23 35</b>	3D-AFH		rgd	sep10	ex ES-PLC
L-410UVP-E20	<b>27 25</b>	OK-SDU	Aircraft Industr.	rgd	20sep10	f/n UHE oct10 in basic 'Petropavlovsk-Kam- chatskoye aviapredpriyatiye'-c/s no titles to be delivered to Russia
L-410UVP-E20	<b>27 33</b>	OK-AIT	all white, n/t	UHE	nov10	
L-410	<b>---</b>	LY-ARR		mfd	28apr90	CofA expired 09dec99
L-410	<b>---</b>	LY-AZB		mfd	06jun86	CofA expired 20apr00
L-410	<b>---</b>	LY-AZC		mfd	15may86	CofA expired 27apr00
L-410	<b>---</b>	LY-AZD		mfd	30may86	CofA expired 04aug99
L-410	<b>---</b>	LY-AZE		mfd	20jun86	CofA expired 04aug99
L-410	<b>---</b>	LY-AZF		mfd	jan86	CofA expired 22oct99
L-410	<b>---</b>	LY-AZG		mfd	08may86	CofA expired 07sep99
L-410	<b>---</b>	LY-AZH		mfd	28oct86	CofA expired 25sep99
L-410	<b>---</b>	LY-AZJ		mfd	jan88	CofA expired 22oct99
L-410	<b>---</b>	LY-AZL		mfd	29feb88	CofA expired 24sep99
L-410	<b>---</b>	LY-AZS		mfd	20sep90	CofA expired 14may00
L-410	<b>---</b>	LY-AZT		mfd	29may00	CofA expired 09jun00
Li-2	<b>184 226 07</b>	not known	AFL/Yakutiya	w/o	22mar46	on a flight from Anadyr to Uelkal



Li-2	---	CCCP-L4138	AFL/Ukraine	w/o	21jun47	on a flight over the Black Sea
Li-2	---	CCCP-L4275	AFL/Tajikistan	w/o	18nov48	on a flight from Stalinabad to Leninabad
Li-2	---	CCCP-L4498	AFL/Moscow	w/o	04sep48	on take off from Bykovo
Li-2	---	CCCP-51186	Soviet Air Force	rgd	jan61	for full details see website
Li-2	---	CCCP-51190	Soviet Air Force	rgd	jan61	for full details see website
Li-2	---	CCCP-51191	Soviet Air Force	rgd	jan61	for full details see website
Li-2	---	CCCP-511..	Soviet Air Force	rgd	jan61	for full details see website
Li-2	---	01	Laos Air Force	photo	feb62	for full details see website
Li-2	---	02	Laos Air Force	photo	dec61	for full details see website
Mi-2	<b>51 0608 018</b>	0608	Polish Air Force		nov09	private collection at Drzewce
Mi-2	<b>55 2028 101</b>	2028	Polish Navy		17oct10	preserved at Powodowo
Mi-2	<b>56 2131 121</b>	2131	Polish Air Force		nov09	private collection at Drzewce
Mi-2	<b>51 3307 123</b>	SP-WXH	Polish Air Rescue		jul10	preserved in the PALIS Foundation Athens
Mi-2	<b>56 4411 105</b>	94+57	German Air Force		17oct10	preserved Neukirchen NVA serial '348' on port, and GAF serial 94+57 on starboard
Mi-2	<b>54 7219 071</b>	--	Karpati Avia MNS	VIN	nov10	reported ex UR-20261 reg not painted on
Mi-2	<b>54 8241 073</b>	UR-14322 (1)	Smilyanske	GML	11nov10	active! in blue c/s, no titles
Mi-2	<b>5210005 106</b>	UR-15620	Carpaty Avia	UDJ	mar07	canx 08oct10
Mi-2	<b>5410023 116</b>	RA-15747 (2)	A.N. Lichnikov AON	BQS	02nov10	in blue c/s, n/t
Mi-2	<b>5210303 067</b>	RA-23247	Amur Avia	Che	05jun10	in MARZ ROSTO at Fedurnovo (Chornoye)
Mi-2	<b>5411007 079</b>	RA-23703	Krechet	rgd	18apr96	f/n no titles Yelizovo-Avachinsky 02jul10
Mi-8T	---	4L-TUS	Tusheti	no	reports	in register nov10
Mi-8T	<b>51 09</b>	RA-25851	Aeroflot	photo	2010	sat wfu at Starodub
Mi-8T	<b>79 63</b>	RA-22616	UTair	Tjp	30apr07	l/n Vankor-Cargo 25sep10
Mi-8	<b>85 51</b>	25399	SibNIA	OVB	31oct10	blue/white c/s with Russian Navy flag
Mi-8PS-7	<b>86 37</b>	RA-24297	Vityaz Aeri	YKS	12oct10	
Mi-8PS-7	<b>86 51</b>	RA-24298	Yamal		12jul10	Krasnoselkup with titles and 'Mi-8P' on nose
Mi-8T	<b>9 75 49 43</b>	EX-803	Silk Way Air	TII	12jun09	l/n MZR nov09; canx 25jun09
Mi-8T	<b>9 81 57 02</b>	RA-24642	Novy Urengoi AE	NUX	17sep10	with Novourengoiskeyi OAO titles
Mi-8T	<b>9 82 03748</b>	RA-25317	Uraivavia		05nov10	at Mezhdurechenskiy; basic Naryan-Mar c/s
Mi-8T	<b>9 83 15099</b>	RA-22793	KrasAvia		28oct10	at Vankor-Cargo
Mi-8T	<b>9 84 15921</b>	RA-22883	Novy Urengoi AE	NUX	17sep10	with Novourengoiskeyi OAO titles
Mi-8T	<b>9 85 22168</b>	RA-24523	Aero Bratsk	UKX	16oct10	
Mi-8T	<b>9 86 25167</b>	RA-24407	Yamal	photo	04apr08	at Tarko-Sale in full c/s with titles
Mi-8T	<b>9 86 25391</b>	RA-24422	ChukotAvia	PWE	06oct09	was already reported in JP06
Mi-8T	<b>9 87 30791</b>	RA-24239	Novy Urengoi AE	NUX	18sep10	with Novourengoiskeyi OAO titles
Mi-8T	<b>9 87 34203</b>	RA-24267	KrasAvia		25sep10	at Vankor-Cargo
Mi-8T	<b>9 89 43692</b>	RA-24191	Turukhan Avn.Ent.		28oct10	at Vankor-Cargo
Mi-8T	<b>9 89 43803</b>	RA-24196	Yamal	Krk	21jul10	in full c/s with titles
Mi-8T	<b>9 89 43961</b>	RA-06145	Yamal	rgd	25may00	f/n NOJ 18jul10 in full c/s with titles
Mi-8T	<b>9 90 47492</b>	RA-25139	UTAir	UKX	16oct10	
Mi-8T	<b>9 90 47897</b>	RA-25160	Yamal	photo	25sep10	at Vankor-Cargo in full c/s
Mi-8T	<b>9 93 57595</b>	RA-22152 (2)	Yamal	Krk	24jul10	in striking red c/s with titles
Mi-8T	<b>9 82 33110</b>	UR-CEI	Carpaty Avia	canx	08oct10	
Mi-8T	<b>9 3186</b>	EX-804	Silk Way Air	MZR	oct09	already canx 25jun09 !; c/n rep as '3186'
Mi-8MT	<b>9 4549</b>	"01" red	Russian Air Force	Akt	23may09	photo with this c/n in www.rusplanes.net
Mi-8MT	<b>9 4708</b>	UR-HLG	Ukrainian Helicopters	Kch	19nov10	active
Mi-8MTV-2	<b>9 5341</b>	EX-920	no titles	cur.	25nov10	as not airworthy; ex "70" yellow
Mi-8MTV-1	<b>9 5617</b>	EX-921	all white, n/t	cur.	25nov10	as not airworthy; ex ST-BDH
Mi-171V	<b>9 5643</b>	MR-358	Mexican Navy	VEZ	11mar03	correction to the c/n, became AMHT-210
Mi-8MTV-1	<b>9 5719</b>	RA-25103	Skol	Ror	28oct10	l/n Rostov-na-Donu North-East 12nov10
Mi-171V	<b>9 5882</b>	MR-363	Mexican Navy	ACA	mar02	correction to the c/n, became AMHT-206
Mi-171V	<b>9 6020</b>	MR-367	Mexican Navy		photo	correction to the c/n, became AMHT-209
Mi-171V	<b>9 6034</b>	AMHT-204	Mexican Navy	cur.	sep10	c/n now known; ex MR-351
Mi-171V	<b>9 6039</b>	AMHT-217	Mexican Navy	cur.	sep10	c/n now known; ex MR-356 (did not crash!)
Mi-171V	<b>9 6041 ?</b>	MR-353	Mexican Navy	MEX	sep94	sole one not re-serialled; prob crashed
Mi-171V	<b>9 6042</b>	MR-352	Mexican Navy	photo	photo	corr. previous c/n info, became AMHT-205!
Mi-171E	---	E-487	Ecuador Army	photo	21jul10	seen test flying at the Ulan Ude factory
Mi-8MTV-2	<b>9 6172</b>	"104" blue	Kyrgyz Air Force		2010	in Tyan-Shan mountains; c/n now known
Mi-171V	<b>9 6640</b>	AMHT-221	Mexican Navy	cur.	sep10	c/n now known
Mi-171C	<b># 06643 2107</b>	RA-22447 (2)	Rosneft	photo	21jul10	at Vankor-Cargo in full c/s
Mi-171C	<b># 64308 3603</b>	RA-22432 (2)	Scorpion	Ror	28oct10	all white, UN, c/s with titles
Mi-8AMT	<b># 64308 4006</b>	RA-22482 (2)	United Nations	photo	22jul10	active at 'Vankor Cargo' coded just 'UNO-'
Mi-8AMT	<b># 64308 4203</b>	RA-22215 (2)	United Nations	OMS	29jul10	with large "17 orange" on rear fuselage
Mi-8AMT	<b># 64308 4204</b>	RA-22216 (2)	United Nations	OMS	29jul10	no coded painted on
Mi-8T	---	RF-20442	VeltalAvia	photo	08aug07	at Helicopter platform "Yasny" (Noyabrsk)
Mi-8AMTSh	---	RF-23108	FSB/Border Guards	RTW	18nov10	
Mi-8T	<b>10606</b>	606	Polish Army	w/o	14nov84	burnt remains only to Lodz museum
Mi-8T	<b>10609</b>	609	Polish Army	dam	09feb75	which caused it to be wfu
Mi-8T	<b>10623</b>	623	Polish Army	w/o	23mar76	at Leczyca
Mi-8T	<b>10945</b>	EX-508	United Nations	KDH	01mar09	canx 31jul09; ex Montenegro AF 12303
Mi-8T	<b>10948</b>	EX-507	AeroStan	KBL	23sep09	canx 02apr10; ex Montenegro AF 12302
Mi-8T	<b>10977</b>	EX-506	AeroStan	KDH	15nov09	canx 02apr10; ex Serbian AF 12410
Mi-8T	<b>20251 ?</b>	852	Chinese Army	photo	30sep10	in white c/s with blue lines
Mi-17	---	SM-38	Algerian Air Force		photo	
Mi-171	---	SM-43	Algerian Air Force		photo	





This Yak-40 UR-SAN looks like it could fly away within an hour, but it has been preserved at the State Aviation Museum in Kiev since last summer. Its certificate to fly was suspended in October 2006. (18 September 2010, Michael Prophet)

Mi-171	---	SM-51	Algerian Air Force	DJG	22nov09	
Mi-171	---	SM-95	Algerian Air Force	DJG	22nov09	
Mi-17V-7	---	LH93721	Chinese Army	photo	04oct10	opb Army Avn Brigade; photo in Pakistan
Mi-17V-7	---	CUA74	Chinese Army		aug07	opb 3rd Rgt?; without roundel; l/n 30sep10
Mi-17V-7	---	CUA82	Chinese Army		aug07	opb 3rd Rgt?; without roundel; l/n 30sep10
Mi-8T	---	"06" yellow	Transnistrian AF	photo	18aug07	at Tiraspol
Mi-8PS	---	UR-AAV	no titles	Vas	14aug10	same c/s as ER-MGP; l/n BML 11nov10
Mi-24	---	5U-MHC	Niger Air Force		photo	only carried 'HC' as serial'
Mi-26	<b>34001212007</b>	"07" yellow	Soviet Air Force	Msb	06sep10	code is based on the last two c/n digits
Mi-26T	<b>34001212107</b>	RA-06004	UTair	rgd	29jan08	f/n Tazovskiy 30oct10
Mi-26	<b>34001212168</b>	RA-06011	United Nations	UKX	16oct10	
Mi-26T	<b>34001212405</b>	RA-06029	United Nations	RTW	12oct10	carried an unknown UNO- code on the nose
Mi-26T	<b>066 217</b>	not known	North Korean AF ?	not	delivered	became c/n <b>34001212603</b> RA-06282
Mi-26	---	RF-06050	FSB/Border Guards	Ror	29oct10	camo c/s, white stripe on rear fuselage
Mi-38	<b>OP-2</b>	RA-38012	Euromil	KZN	10sep10	f/f planned for late 2010
SW-4	<b>60 03 23</b>	B-7790	THXAC	rgd	29oct10	ex SP-SWV (3)
SW-4	<b>60 03 24</b>	B-7791	THXAC	rgd	29oct10	ex SP-SWV (4)
Tu-134A-3	<b>23252</b>	RA-65855	Aeroflot c/s, n/t	photo	2003	preserved at N43.316706 45.013623E)
Tu-134A-3	<b>48540</b>	RA-65033	UTair Express	AER	09oct10	
Tu-154	<b>73A049</b>	CCCP-85049	Soviet AF/AFL c/s	photo	2009/10	stored at Akhtubinsk with Aeroflot titles
Tu-154B-2	<b>79A353</b>	CCCP-85353	Soviet PVO/AFL c/s		28oct10	not present at Klin and has been broken up
Tu-154B-2	<b>80A448</b>	CCCP-85448	AFL/Urals		1981	dbr by fire during refuelling at Tashkent
Tu-154B-2	<b>82A561</b>	UR-UCZ	U.C. Airways	KBP	04oct10	canx 08oct10
Tu-154M	<b>92A917</b>	RA-85735	Russian MVD/VV	Ckl	02nov10	still in full Aeroflot Russian Airlines c/s
Tu-154M	<b>92A922</b>	RA-85135 (2)	Russian MVD/VV	Ckl	31oct10	still in full Aeroflot Russian Airlines c/s
Yak-18T	<b>22202040318</b>	UR-81350	Kirovograd FS	KGO	30oct09	canx 08oct10
Yak-18T	---	RA-3628K	black c/s		06sep10	with red lightning flash on fuselage
Yak-18T	---	UR-FLAO		IEV	29oct10	
Yak-40	<b>9 04 10 15 ?</b>	"05" red	Soviet Air Force		24sep10	seen preserved Akhtubinsk
Yak-40K	<b>9 33 18 30</b>	RA-87849	AK Bars Aero	PEZ	09nov10	l/n PEZ 19nov10
Yak-40	<b>9 41 09 33</b>	RA-87397	AeroBratsk	Len	27oct10	all white with titles
Yak-40	<b>9 44 12 37</b>	UR-YNA	no titles	WAW	26jun08	c/n conf. by Ukrainian CAA; not UR-YVS!
Yak-40	<b>9 52 14 40</b>	UR-87512	Constanta Airlines	OZH	06oct10	canx 08oct10
Yak-40	<b>9 54 18 43</b>	UR-YVS	no titles	WAW	26jun08	c/n conf. by Ukrainian CAA; not UR-YNA!
Yak-40	<b>9 63 04 50</b>	5U-ACK	no titles	ROV	23nov10	ex RA-88218
Yak-40	<b>9 73 10 55</b>	UP-Y4013	Zhezkazgan Air	ALA	20jun10	no titles; l/n TSE 24jun10
Yak-40	<b>9 73 12 55</b>	UR-AKW	East Clipper	IFO	11nov10	ex YU-AKW
Yak-40	<b>9 82 08 58</b>	UR-87965 (1)	no titles	DNK	04oct10	canx 08oct10
Yak-42	<b>11 14 06 04</b>	UR-42540	Lviv Airlines, n/t	LWO	oct10	canx 08oct10
Yak-42D	<b>4520424811442 ?</b>	CU-T1709	Cubana	ODS	17aug10	delivered via YHZ 19aug10; l/n HAV nov10
Yak-42D	<b>4520423304016</b>	UR-42426	Dniproavia	DNK	oct09	stored; canx 18oct10
KJ200	<b>20 18 01</b>	30171	Chinese Air Force		12nov10	Y8 'Balanced Beam' AWACS version
Y8	---	20145	Chinese Air Force	ZUH	18nov10	
KJ200	---	9371	Chinese Navy		12nov10	at the factory airfield at Shaanxi

## PH register

### Newly registered aircraft:

PH-EHI	Jabiru J430	<b>336-14915</b>	Holterman, J.H.	Delden	07652	15nov10
PH-FZF	Fokker 50	<b>20122</b>	SAMCO Aircraft Maintenance BV	Maastricht-Airport	07648	03nov10
PH-OWL	Piper PA-28-181	<b>2843654</b>	O'Regan, D.P.F.	's-Gravenhage	07651	15nov10
PH-RED	Piper PA-18-125	<b>18-568</b>	Flight Systems Holland BV	Geldrop	07650	05nov10
PH-SAM	Piper PA-44-180	<b>44-7995150</b>	Stella Aviation Charter BV	Teuge	07647	02nov10
PH-XRC	Boeing 737-7K2	<b>29347</b>	Transavia Airlines CV	Schiphol	07646	02nov10
PH-ZFD	Fokker 50	<b>20177</b>	SAMCO Aircraft Maintenance BV	Maastricht-Airport	07649	04nov10
PH-4H5	Aveko VL-3A-3	<b>77</b>	Beek, J. van der	Middenmeer	21012	26oct10
PH-8P6	FlyProduct Trike Flash	<b>M2740</b>	Meijering, J.	Zeerijp	21015	29oct10
PH-8P9	PAP ROS 125 GB	<b>219</b>	Bergen, R.C.M.van	Baarlo Lb	21016	09nov10
PH-8Q5	FlyProduct Race C 130	<b>62132</b>	Zijlema, A.M.	Middelstum	21011	26oct10
PH-8Q6	Fun-Simonini 125	<b>206253</b>	Harbers, M.J.W.	Rijssen	21014	28oct10
PH-8T8	FreshBreez Snap 120	<b>326</b>	Breijjs, K.W.P.	Uden	21013	26oct10
PH-1473	Schempp-H Ventus 2cT	<b>107</b>	Maarschalkerweerd, R.V. van der	Ede Gld	07653	16nov10

### Change of ownership:

PH-EGC	Piper PA-34-220T	<b>34-8133115</b>	J.T. van der Pal Beheer BV	Alkmaar	03481	15nov10
PH-FCH	SOCATA TB-9	<b>1300</b>	AIS Activa BV	Lelystad	06494	09nov10
PH-LNE	Fokker 100	<b>11322</b>	Mass Jet Lease BV	Mijdrecht	07217	28oct10
PH-NAM	CZAW SportCruiser	<b>07SC047</b>	Schilling, R.	Neustadt-am-Rübenberge (D)	07123	26oct10
PH-RPR	Bölkow 105C	<b>S-356</b>	B.M. Aviation BV	Amstelveen	02827	05nov10
PH-RPS	Bölkow 105C	<b>S-355</b>	B.M. Aviation BV	Amstelveen	02918	05nov10
PH-RPV	Bölkow 105CB	<b>S-249</b>	B.M. Aviation BV	Amstelveen	02388	05nov10
PH-RPW	Bölkow 105CB	<b>S-250</b>	B.M. Aviation BV	Amstelveen	02389	05nov10
PH-RPX	Bölkow 105CBS-4	<b>S-425</b>	B.M. Aviation BV	Amstelveen	06669	05nov10
PH-RPY	Bölkow 105CBS-4	<b>S-544</b>	B.M. Aviation BV	Amstelveen	06662	05nov10
PH-RPZ	Bölkow 105CBS-4	<b>S-777</b>	B.M. Aviation BV	Amstelveen	06873	05nov10
PH-VLH	Revolution Mini 500	<b>145</b>	Nitzinger, H.O.	Westerstede (D)	06426	25sep09
PH-9C4	Fun-Simonini 125	<b>PS200208SiNL</b>	Feggelen, R. van	Heerwaarden	20871	15nov10
PH-9M2	Fresh Breez Snap 120	<b>38</b>	Geijbels, A.	Oisterwijk	20772	04nov10
PH-9Z6	FlyProduct Race C	<b>8224</b>	Kamp, J. van de	Empe	20938	16nov10
PH-620	Eiri PIK-20D	<b>20625</b>	Arends, W.A.J.	Elst Gld	03822	18nov10
PH-1360	Schempp-H Ventus cT	<b>124</b>	Wolters, D.N.	Apeldoorn	06860	26oct10

### Reservations:

PH-BCA	Boeing 737-8K2	<b>37620</b>	KLM NV			01sep10
PH-CXN	Fokker 100	<b>11333</b>	SAMCO Aircraft Maintenance BV	Ex XA-SHK.		22sep10
PH-FLA	Dynamic WT9	<b>392/2010</b>	Cycloon Holland			21jul10
PH-HSD	Boeing 737-8K2	<b>39260</b>	Transavia Airlines CV			10sep10
PH-HSE	Boeing 737-8K2	<b>39259</b>	Transavia Airlines CV			10sep10
PH-IRM	Aero Designs Pulsar I	<b>143</b>	Rond, B.J.			03may10
PH-OYE	Boeing 767-304ER	<b>28979</b>	TUI Airlines Nederland BV	Ex G-OBYE.		07apr10
PH-OYJ	Boeing 767-304ER	<b>28979</b>	TUI Airlines Nederland BV	Ex G-OBYJ.		07apr10
PH-UHN	Cozy Classic Canard	<b>Cc1002</b>	Huhn, W.E.			14sep10
PH-4H6	Specek SD-1 Minisport	<b>15</b>	Jacob Kessel BV			27jul10
PH-1467	Schleicher ASH 31Mi	<b>31014</b>	Service Center Terlet			15jul10
PH-1469	Schleicher ASK 21	<b>21054</b>	Vliegclub Teuge			sep10
PH-1470	Schleicher ASH 31Mi	<b>31030</b>	Versteeg, A.F.			30sep10

### Cancelled from the register:

PH-AJR	Robinson R44	<b>1192</b>	Eikelboom, W.F.R.	To G-CGRL.	06219	09nov10
PH-DAY	Ultravia Pelican PL	<b>637</b>	Bron, W.	W/o.	05561	04nov10
PH-DMU	DHC-8-315	<b>568</b>	Air Nostrum Lineas Aereas	To N568AW.	06096	12nov10
PH-ELI	Robinson R44	<b>0656</b>	Lelykopters BV	To the UK.	05787	11nov10
PH-HEW	Robinson R44	<b>0785</b>	Everett, R.J.	CofA expired.	05906	08nov10
PH-HSA	Boeing 737-8K2	<b>34171</b>	Transavia Airlines CV	To 9Y-TJS.	07450	08nov10
PH-HSW	Boeing 737-8K2	<b>37160</b>	Transavia Airlines CV	To 9Y-TJR.	07544	27oct10
PH-NAT	SMAN Pétrel	<b>O-55</b>	Piepers, J.	To New Zealand.	07139	10nov10
PH-OFD	Fokker 100	<b>11259</b>	KLM Cityhopper BV	Wfu.	06448	02nov10
PH-WSW	Robinson R44	<b>0463</b>	Helicon BV	To Germany.	07578	01nov10
PH-ZZY	MS893E	<b>12704</b>	Warriner, M.L.B.	CofA expired.	06596	02nov10
PH-1X6	Sky-Walker II	<b>239</b>	Rumph, A.J.	To Germany.	20242	04nov10
PH-2P6	Cosmos BI 90	<b>21034</b>	Gijssels, F.J.M. van	CofA expired.	20897	08nov10
PH-3N6	Zenith CH-601 UL	<b>6-9096</b>	Briehard, F.E.J.	To France.	20609	18nov10
PH-9A7	Air Mantis 3 W130	<b>JB 1961</b>	Harten, P.A.R. van	CofA expired.	20895	04nov10
PH-9E1	FlyProduct Race C	<b>SG 39-431-34596</b>	Hagen, B.W.J.	CofA expired.	20896	04nov10
PH-1175	Schempp Ventus 2cM	<b>74</b>	Mol, L.J.	To Germany.	05823	04nov10
PH-1230	Centrair 101D	<b>101D-0512</b>	Roon, E. van	To Belgium.	06728	15nov10

### Additions, corrections and news:

PH-DAY	Ultravia Pelican PL	<b>637</b>	Crashed near Rottevalle, 14 March 2010.		
PH-EHI	Jabiru J430	<b>336-14915</b>	Ex G-EHIH.		
PH-FZF	Fokker 50	<b>20122</b>	Ex OO-VLK, PH-FZF, OE-LFA, PH-EXG.		
PH-OWL	Piper PA-28-181	<b>2843654</b>	Ex I-MACA, N10733.		

PH-OYI	Boeing 767-304	<b>29138</b>
PH-RED	Piper PA-18-125	<b>18-568</b>
PH-SAM	Piper PA-44-180	<b>44-7995150</b>
PH-XRC	Boeing 737-7K2	<b>29347</b>
PH-ZFD	Fokker 50	<b>20177</b>
PH-3N6	Zenith CH-601 UL	<b>6-9096</b>
PH-1473	Schempp-H Ventus 2cT	<b>107</b>

Ex G-OBYI.  
 Ex OO-OAA, (OO-OOA), R-213, 51-15682, N7197K.  
 Ex G-BRUI, N2230E, G-BRUI.  
 Ex OY-TDZ, PH-XRC.  
 Ex OO-VLX, PH-ZFD, EI-FKC, PH-EXC.  
 Was already flying with French call sign F-JRDY on fuselage.  
 Ex G-CJKR, BGA5478/JKR, RAFGSA R12.

Credits: IVW, airnieuws.nl.

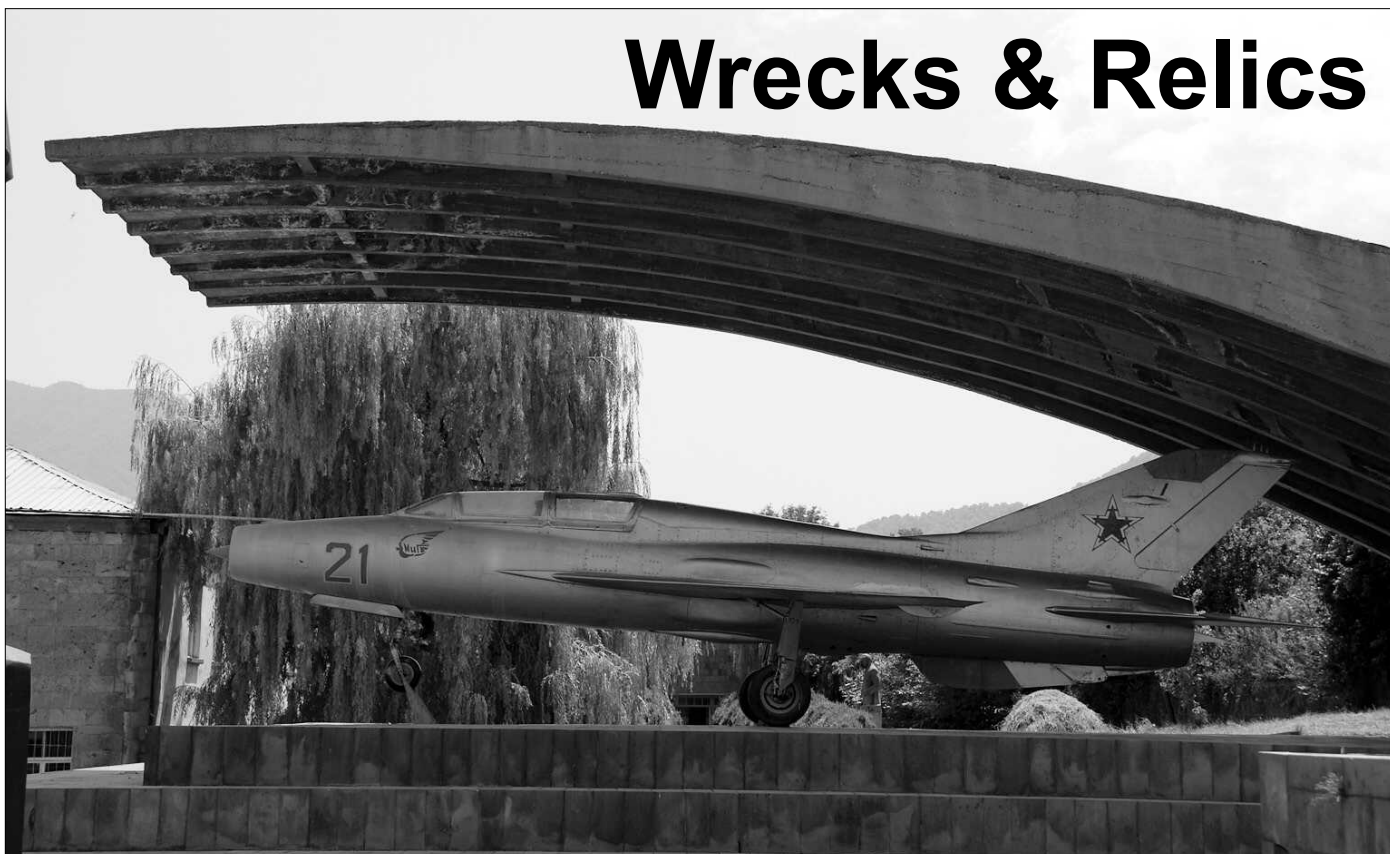


Comco Ikarus C42 PH-4G9 is a recent addition to the Dutch civil aircraft register. Jack Wolbrink made this photo while it was parked at Stadskanaal on 10 October 2010.



This winter three Transavia Boeing 737-800s will fly for AeroMéxico. One of them is PH-HZD which departed to Mexico on 12 November. (Amsterdam-Schiphol, 11 November 2010, Gerrie Stigter)

# Wrecks & Relics



This MiG-21U-400 21 blue is preserved in Sanahin, a village in the north of Armenia. The aircraft is located at the Mikoyan Brothers Museum, named after the brothers Anastas Mikoyan (born in Sanahin) and Artyom Mikoyan, the famous aeronautical engineer. (8 July 2010, Sjoerd Lagarde)

## Netherlands

### Soesterberg

D-8266 F-104G stored, ex Texel **8266** nov10  
On 27 September the Starfighter from the museum at the airfield on the Texel island has been placed in storage at Soesterberg.

## Belgium

### Kleine Brogel (arr 14Feb80)

FX-39 F-104G stored **9079** oct10  
After more then 30-years (it arrived 14feb80) as instructional airframe duties the Starfighter was relocated on 5 October 2010 from Saffraenberg to Kleine Brogel.

## Czech Republic

### Zruc

1201 MiG-21MA pres, ex Prelouc **961201** sep10  
3051 MiG-21UM pres, ex Prelouc **516913051** sep10  
4401 MiG-21MF pres, ex Prelouc **964401** sep10  
5101 MiG-21UM pres, ex Prelouc **516923001** sep10  
Four ex Slovak Republic MiG-21s have been added to the collection a Zruc.

## Finland

### Turku

DK-208 SAAB 35S pres **35214** nov10  
The stored Draken has been placed at the Kaarmekallio roundabout on the approach road to the airfield.

## France

### Bordeaux (33)

50 Br1050 pres **50** nov10  
The former Nîmes-Garons Alizé has joint the collection of the Conservatoire de l'Air et de l'Espace d'Aquitaine.

### Lorient - Lann Bihoué (56)

148 SA321G pres **148** May10  
The Super Frelon will be preserved on the base.

### Lyon Corbas (69)

36 Etendard 4M pres, ex Hyeres **36** sep10  
167/F-RAEB Falcon 20C pres, ex Chateaudun **167** sep10  
E30 Jaguar E pres, ex Rochefort sep10  
335 Mirage 3R pres, ex Cazaux **335** sep10  
All are new with the EALC, the Espaces Aéro Lyon Corbas. The museum should be open Tuesday till Saturday between 14:00 and 18:00. The Musée de l'Air from Le Bourget offered them to loan a Vampire, Mirage 3R, Meteor NF11 and T-33A. These might come to Lyon in the near future. The EALC declined the offer for a Neptune as it was too big to accomodate.

### Peyrehorade (40)

486/312-UE EMB312F instr **312486** jun10  
The Tucano is in use with the local Lycée Technique.

### Saint Yan (71)

206 CM170 F-WMDM, restoration **206** jul10  
187/CAN-21 MH1521M stored **239** jan10  
68 MS733 F-BLEV **68** jan10  
147 MS733 F-AZRP **147** jan10  
55 N262A stored, ex Istres **55** jul10  
123 N3400 F-AZIV, restoration **123** jul10  
(40156) Aero 3F F-AZEB, restoration jul10  
40174 Aero 3F F-AZJE, ex Mâcon jan10  
The airfield was checked twice this year, most aircraft are with Nostalgic Aéro. The Fouga will become F-AZZS.

## Germany

### Berlin (BE)

4502/M8+ZE Bf109E-2 stored **4502** sep10  
D71 Halberstadt CL.IV stored sep10  
(2527)/6N+NH He111 stored, fuselage sep10  
A.10B-60/214-60 HA200D stored **20/66** sep10  
The Deutsches Technik Museum storage and restoration facility at the Kopenhagener Strasse 35 was checked and found a surprise arrival in the form of the the Spanish, ex Salteras Super Saeta. It arrived on 16 July 2010. Also here is the rear fuselage of a Pfalz D.VIII D191/18.

### Cottbus (BB)

821 MiG-21PFM pres **760604** sep10  
 584 MiG-23MF pres **0390213098** sep10  
 Both new additions to the museum came from Peenemünde. The MiG-21 from the museum and the MiG-23 from the airfield.

### Heidi (SH)

BR+362 G91R/4 pres, as 35+41 **0124** nov10  
 73+09 UH-1D pres **8429** nov10  
 Both are still present and were seen during a visit inside the Wulf Isebrand Kaserne. The Gina is not visible from outside.

### Kalkar (NW)

29+05 F-104F pres **5054** nov10  
 33+10 G91R/3 pres **581** nov10  
 Both are still present and were seen during a visit inside the Von Seydlitz Kaserne. Just like the Gina, the one over here is not visible from outside either.

### Schwabach (BY)

MAR reports that G91R/3 30+10 which has gone from the garage at Sontheim an der Brenz was reported to have gone to Schwabach near Nürnberg.

### Wernigerode (ST)

91+88 P149D restoration **272** sep10  
 The Piaggio in under restoration with the Museum für Luftfahrt und Technik.

## Greece

### Athina

	F-104	pres, cockpit		jul10
5709	MiG-21UM	pres, ex Buk	<b>09695157</b>	jul10
1920	TS-11	pres, ex Malbork	<b>3H-1920</b>	jul10
3909	Su-22M-4	pres, ex Powidz	<b>23909</b>	jul10
	J-22	pres, ex Serbia		jul10
ZD991/722	Harrier T8	pres	<b>212044</b>	jul10
ZH809	Sea Harrier FA2	pres		jul10
SP-WXH	Mi-2	pres	<b>513307123</b>	jul10

The PALIS foundation has set up a private military collection. The building on the pictures of their website [www.palisfoundation.com](http://www.palisfoundation.com) do not look the same as the building of their mentioned address of Ippokratous 9, Athens. The collection may be elsewhere. Their website also show several aircraft in storage/preparation, all looking like they are already in Greece.

___210	A-7	stored, nose		10
	F-84E/G	stored, dismantled		10
	F-86	stored, dismantled		10
/FT	Jaguar GR3	stored		10
	Scout AH1	stored		10
SP-(ZXP)	Mi-2	pres	<b>515020116</b>	10

Three more aircraft are pictured, but these were not taken in Greece, Dominie T1 XS729/G (picture from Cosford, a/c is now in Spain), XS886/27 Wessex HAS1 (picture from Honeybourne) and a Jaguar two-seater (one in camo, one in grey colours). These may be future arrivals.

### Tatoi

4120	Do28D-2	stored, white c/s	<b>4120</b>	oct10
6681	F-104G	stored	<b>6681</b>	oct10

The Starfighter has been removed from the Army Park in Athens. It was damaged due to vandalism. It is now in storage with the museum. The Do28 arrived for the museum on 28 October.

## Poland

### Buk (WKP)

9298	MiG-21UM	stored	<b>516999298</b>	oct10
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With this addition from Malbork there were only seven aircraft left at the dealer; TS-11 W1741, an unknown Il-14, MiG-15UTI 301/805, Lim-2 1978/1229, MiG-21PF 2002/2408 and MiG-21-UM 9311.

### Mirowslawiec (ZPM)

001	Su-22UM-3K	pres	<b>17532369001</b>	oct10
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A Su-22 has been displayed beside a tank in the village of Morislawiec (N53.34300, E16.08962).



HA200 A.10B-60 is here seen just before it was lifted onto a transport truck to bring it to Berlin. It is currently in the storage and restoration facility of the Deutsche Technik museum. This aircraft is the first of the four stored aircraft at Salteras in Spain to have found a new home. The Do27 55+81/D-EDRL and CASA 127 U.9-7 have gone to Germany, while talks about the sale of another Saeta (A.10B-75/793-67) are underway. (Salteras, 15 July 2010, Juan Ortega)



### Mragowo (WMZ)

8745 MiG-21bis pres **75078745** jan10  
9345 MiG-21bis pres **75089345** oct10

The MiG-21s can be found at the military Wojskowy Osrodek Szkoleniowe Kondycyjny training area. A picture on Google Earth at N53.86052, E21.32083 shows the 8745, while the website of the unit itself shows the 9345 with a different background. The 9345 is here since at least 2006.

### Olesnica (DLS)

1209 TS-11 pres **3H-1209** apr10

The cockpit of this Iskra (ex Jankow Przygodzki) has been sold to a private collector.

### Powodowo (WKP)

2028 Mi-2RM instr, ex Darlowo **552028101** oct10  
2004 TS-11 1024, instr **3H-1024** oct10

Both are at the technical school behind the ultra light hangar. They also have the damaged EC120B SP-HIT.

### Rosnowo (ZPM)

1906 MiG-21M pres, as 5202 **961906** oct10

The MiG-21 is preserved along the main road at N54.06533, E16.29845. It was previously Koszalin and Zegrze Pomorskie.

### Rogowo (ZPM)

103 I-22/M92 pres, ex Mielez **AN001-03** oct10  
1806 TS-11 pres, ex Kolobrzeg **3H-1806** oct10  
1807 TS-11 pres, ex Kolobrzeg **3H-1807** oct10

The Muzeum Lotnictwa i Techniki Militarnej has now officially been opened at the old airfield of Fort Rogowo (N54.14864, E15.33198). There was no sign of the German Alouette 2 which was shown on their old website.

## Romania

### Bucuresti

50 L-29 pres **395099** nov10

According to the museum the hulk of Mi-4 127 has been removed, it could not be used. It has been replaced by two other examples for which no serials are yet known.

## Turkey

### Ankara

6063 C-47A pres **13737** aug10  
69-7503/1-7503 RF-4E pres, ex Etimesgut aug10  
64-13349 F-5A pres, on pole **N6118** aug10  
63-8105 F-104G pres **8105** aug10  
14116 T-33A pres, ex Eskisehir aug10  
10070 Do28D-2(EW) pres **4132** aug10  
(10128) Bellanca 7GCBC TC-THK, pres aug10  
(11164) U-17A TC-CDL, pres **0860** aug10  
E-2119 SA318C pres **2119** aug10

All aircraft are with the Bilim Müzesi (Science Museum) at N39.90142, E32.77242. Only the Alouette is inside. The Bellanca carries callsign 13052 on the dashboard and is ex Etimesgut

### Ankara Etimesgut

4014 NF-5B pres **4014** jul10  
TCB-663 S-2E pres **196C** jul10

These are two new additions to the museum. Also noted was RF-4E 69-7503, a month later this was seen with the Science Museum (see above).

## Slovak Republic

### Nizne Kamence

The all white Mi-2 which was reported here as stored is not the mentioned ex Czech B-2929, but is the civil OK-KJP. This is confirmed by its c/n plate. B-2929 was removed from the lake at Borek and has gone to a compound at Morkysov-Breziny (Czech Republic), although it has not yet been seen there.

## United Kingdom

### Bruntingthorpe, Leicestershire

(XR541) Gnat T1 **FL552** oct10

Adding to last month, another Gnat arrived by road on 3 October 2010 to take up residence. It is marked as *PF179*, a refer-

ence to its use by the Painting and Finishing School at St Athan many years back.

### Elvington, North Yorkshire

VP967 Devon C2 (G-KOOL) **04220** oct10

A new exhibit for the Yorkshire Air Museum arrived from Redhill on 7 October 2010.

### Hendon, London

ZE887/GF Tornado F3 **AS092** oct10

An F3 arrived at the RAF Museum on 18 October 2010. It has been placed on display in the Bomber Hall.

### Manston, Kent

(ZA325) Tornado GR1 **BT005** nov10

The RAF Manston History Museum has acquired a Tornado cockpit from St Athan. The rear fuselage is now in store at RAF Shawbury.

### Newark, Nottinghamshire

WH779 Canberra PR7 **71251** nov10

Another Canberra cockpit for the Newark Air Museum arrived from East Midlands on 7 November 2010. It is on loan from its owner and is likely to be present for at least 8 months.

### Prestwick, Scotland

XX612 Bulldog T1 (G-BZXC) **260** oct10

A Bulldog (coded 03 and A) arrived by truck from the Carnegie College at Dunfermline on 14 October 2010. It is on Apron E behind ATC, still dismantled.

### Queensbury, North Yorkshire

ZA353 Tornado GR1 **BS006** sep10

A Tornado arrived by road from Boscombe Down during September for Jet Art Aviation.

### Weston-super-Mare, Somerset

MM81205/GF-128 Agusta A109A **7336** oct10

An ex Guardia di Finanza Agusta has arrived at The Helicopter Museum.

### Woodley, Berkshire

XP849 Scout AH1 oct10

A Scout AH1 marked XP849 arrived from Boscombe Down on 13 October 2010 for display at the Museum of Berkshire Aviation. It is a composite of XP854 and XP895, although which is the major donor is currently the subject of debate.

### Wycombe Air Park, Buckinghamshire

T7793 Tiger Moth **84166** oct10

Having been auctioned on Ebay, a Tiger Moth arrived at the Parkhouse Aviation yard from Croydon on 6 October 2010. It will no doubt be moving on shortly.

## Civil Wecks & Relics, Dutch Caribbean

### Oranjestad - Reina Beatrix (Aruba)

N101AW L-1329 stored **5103** jul10

N5239A Ce310 stored jul10

P4-TIC Sh360 stored jul10

P4-DCA DC-9-32 stored **47638** jun09

On the way to the general aviation area of the international airport of Oranjestad, is this old Air Aruba DC9 in a backyard.

PT-KUD C-47A pres. **19778** feb06

Near the airport on a traffic junction there is this old Dakota. Sadly the aircraft is in a bad shape due to vandalism and weather influences. (N12.50707, W70.00876).

### Willemstad (Curaçao)

P4-YSA YS11A pres. **2131** jul10

This old Air Aruba YS11 is used as a Restaurant near the Breezes Resort. (N12.09193, W68.90073).

### Philipsburg (Sint Maarten)

PJ-WIK YS11-111 pres. **2025** 09

**Credits:** Phil Adkin, Baptiste Aubertel, Howard Curtis, Steve Darke, Thomas Hirt, Vaclav Kudela, Arnold van Leuveren, Juan Ortega, Yucca Palm, Patrick van Stiphout, Pete Smith and all the Internet forums.

# Warbirds



*Sometimes things are not what they look. This looks like an average Spitfire Mk.IX, but is actually a Tr.IX trainer with its rear cockpit hood removed. It is seen here still at Oshkosh but has found its way to Germany since then. Starting of 15 November it has been brought back to its original two-seat configuration at Meier Motors, of Bremgarten. (Oshkosh, 29 July 2010, Platinum Fighter Sales)*

## Australia

After two years of restoration at Precision Aerospace of Wangaratta, Hawker Fury FB10 VH-ORN (**37534/ISS13**) has made its first flight and is now for sale through Platinum Fighter Sales in the USA. For a mere \$ 1.3 million you can be the new owner of this land based (Iraqi) version of the Sea Fury. And although it was restored 'down under', the aircraft is an old acquaintance. As G-BTTA it was owned by the British Old Flying Machine Company and flown in an incorrect Royal Netherlands Navy colour scheme as '115'. Later it was done justice when it was finished in its original Iraqi Air Force colours with true serial 243. From 2001 to 2008 the Fury was flown in South Africa as ZU-SEA, in Royal Navy colours representing Sea Fury VW238 '105/R'. VH-ORN is one of the few remaining Fury's powered by a Bristol Centaurus engine and 5 bladed propeller.

## Canada

For 22 years Lockheed Hudson Mk.VI FK466 was kept in open storage at the Atlantic Canada Aviation Museum in Bedford, without any attempt to preservation. Fortunately this former RCAF Sea Air Rescue version of the Hudson bomber (with a life boat mounted underneath its fuselage) is now heading for the RCAF Museum at CFB Trenton for future restoration. The Mk.VI Hudson was the Royal Air Force designation for the Lend-Lease model Lockheed A-28A 42-47022 light bomber and maritime reconnaissance aircraft. FK 466, built as 42-47022, (**414-6942**) was one of over 2000 Hudsons delivered to the RAF/RCAF during W.W. II. It was taken on strength during 1944 and served with No. 1 Composite Squadron, RCAF, stationed at Torbay Newfoundland. Its gun turret was removed, and it was equipped with a lifeboat for rescue missions. It participated in the successful rescue of a downed B-24 crew in 1945. The fuselage was found languishing in a scrap yard and is believed to be the only surviving Mk.VI in existence in Canada.

## Germany

By the end of October Meier Motors revealed the new matt black colours of their Chance Vought F4U-5NL F-AZYS. It has now been finished in its original colours of BuNo 124541 of VMF-513, 'Flying Nightmares'. As such it saw action over Korea in 1952. F-AZYS is now for sale: hopefully the Corsair will stay in Europe.

Another project for Meier Motors is the rebuilding of Spitfire N8R (**CBAF.7269**). This aircraft was built as MJ772, a single-seater LF MkIX but rebuilt as a TrIX trainer in 1950. Registered

'159', it served the Irish Air Corps from 1951 to 1963. After its withdrawal the Spitfire trainer was sold on the civilian market. As G-AVAV it was one of the camera ships in the film 'The Battle of Britain' in 1968. After a four year period at the Strathallan collection in Scotland, the plane was sold to the Champlin Fighter Museum in Mesa (AZ) and rebuilt as a single-seat fighter. As N8R 'NL-R' it made its first post restoration flight in October 1985. After some years N8R was sold to the Museum of Flight in Seattle (WA). Since 2004 the aircraft is on static display in the EAA Air Venture at Oshkosh (WI), on loan from the Museum of Flight. All components, including the rear cockpit hood, of the TrIX are still around and Meier Motors will bring MJ772 (once again) back into its trainer configuration. The aircraft is owned by a German individual.

On 15 November a container was delivered at Bremgarten, with yet another project: North American TF-51D, 44-63473 N551TF. The Mustang arrived in a completely dismantled state, looking like a life-size aircraft construction kit. But an expensive kit, as the project was offered for sale for \$ 1.69 million. As some parts are missing, these will have to be custom made. Restoration of the existing components has already commenced. It is expected that the first stage of assembly will soon start, with a possible first flight somewhere down 2011. As with the Spitfire, the new owner of the aircraft is German. He plans to have his Mustang D-registered. N551TF is recorded as a composite restoration project. It started as the restoration of 44-73117 (**122-39576**) N251SQ, but in 2004 its owner R. Nathan Davis of Tipton (IN) decided to give the aircraft the identity of another project he was working on: it became N5437V (**122-31199**), which was being restored to be a TF-51D. From 2 May 2005 the registration N5437V changed into its current, N551TF.

## Malta

The country may be small but the people have a sense for aviation. The Malta Aviation Museum acquired De Havilland DH82A Tiger Moth G-ANFW (**3737**) as a restoration project in 2000. And although the fuselage and engine were complete, both wings were missing. These were reconstructed with the help of Vintage Fabrics of Saffron Walden in the United Kingdom. On 23 September the Tiger, registered as 9H-RAF, made its first flight since the restoration started. It was flown by Vintage Fabrics' Clive Denney and Malta Aviation Museum' David Palidano. 9H-RAF is finished in wartime RAF trainer colours and its original serial DE730.

## Netherlands

The replica of a Fokker C-X biplane at the VTOC Fokker technical school at Schiphol Oost is gradually taking shape. During our last visit on 8 October the Fokker's tailplane had been fabric covered and painted in red primer. The observation / light bomber aircraft of the thirties is built by former Fokker employees. The remains of Bristol Pegasus engined C-X 'FK-98', on loan from the Finnish Air Force Museum, serves as a mould for the construction of the replica. Unfortunately the project is due to be mothballed, as VTOC will move to a new location in nearby Aalsmeer in 2011. It is unlikely that the new school will have enough space available. At the aircrafts final destination, the Militaire Luchtvaart Museum at Soesterberg, the space is also limited, so let's hope for the best.

## United Kingdom

Engineers of the Battle of Britain Memorial Flight have made considerable progress in the restoration of Spitfire LF MkXVI TE311 (**CBAF.IX4497**). And where a 'normal' MkXVI is nothing more than a Spitfire MkIX driven by a US built Packard Merlin, instead of a genuine Rolls Royce Merlin engine, TE311 is a very rare low back variant. It has an interesting history: it served as a gate guard at RAF Tangmere from 1955 to 1967, and became a movie star in 'The Battle of Britain' in 1968. From 1994 it was loaned to the museum of Bayeux in France, before returning to the RAF Battle of Britain Memorial Flight in 1996. The fighter has already been painted in the standard RAF grey-green camouflage with code '4D-V'. It is expected to fly next spring.

Folland T1 Gnat G-MOUR (FL596) has a new owner, the Heritage Aircraft Trust at North Weald. The former RAF trainer XS102 was owned by Delta Jets at Kemble, but had not flown since 2008. At North Weald a restoration was immediately started to return the all yellow ('Yellowjacks' demoteam colours and serial 'XR991') Gnat to airworthy status. Its first flight is expected in the spring of next year. Then G-MOUR will be a nice addition to the red Gnats G-RORI (FL549) and G-TIMM (FL519) already owned by the Heritage Aircraft Trust.

After a major overhaul which started in the spring, Peter Teichman / Hangar 11's Spitfire PR.XI G-MKXI is back in the air since 26 November. It has its fully restored original 1945 Merlin 70 engine back in place. The Spit, PL695 (6S/504719) is an old

acquaintance to some Dutchmen: it served as an instructional airframe at R.Neth Air Force Deelen airbase before it was donated to the warmuseum at Overloon. It was returned to airworthy condition in the Eighties.

Another one back in the air is Hawker Nimrod I G-BWWK S1581 / '573' owned by the Fighter Collection at Duxford. It made its first flight since long on 24 November from its homebase. It is the next of the collection to return to its element after the British authorities grounded TFC's fleet in 2009 mainly because of the fact that some paperwork accompanying the aircraft was not complete. G-BWWK (41H-43617) now again is the only airworthy survivor of its kind in the world.

## United States

Lewis Aeronautical owned TB-25L Mitchell 44-30456 (**108-33731**) has received a new registration. The bomber which was fully restored by Aero Traders in Chino, used to be N125PF, but, after its CoA was renewed on 7 May this year, now flies as N747AF. It is finished in a rare, authentic (but not for this machine) Russian Air Force colour scheme, as carried by Lend-Lease Mitchells. N747AF is based at San Antonio (TX).

Since January this year, engineers of the Vintage Aircraft Organisation have been working on Lockheed PV-2D Harpoon N6657D (**15-1606**). The former Tanker 101, owned by a company called Quarry Products, had been lying derelict at Johnson's Ranch (CA) since 1994. As the ground on which it was sleeping, was sold, the vintage Navy bomber had to go or be scrapped. It was salvaged by Taigh Ramey (from Everts Air Fuel) and his Vintage Aircraft Organisation team. They prepared the Harpoon for its ferry flight to Stockton (CA) on 3 October. N6657D will be fully restored there into its original Navy configuration.

A very rare Potez 25A2 biplane was discovered at Houston Hobby on 31 October. The fuselage of F-AJDX (1520) seems to be intact and nice candidate for restoration to flying condition. The Potez 25 is a fighter bomber of the Thirties of which some two and a half thousand were built. They were used by numerous air forces of which the French and Polish Air Forces used the majority. F-AJDX served as a mailplane flown by the 'Flota de Aeroposta Argentina SA.



Unfortunately this page of Scramble is still printed in black and white, otherwise you could enjoy the bright colours of this former RAF Folland Gnat G-MOUR. Although it served as XS102, a Gnat T1 trainer, it was painted as 'XR991' of the Yellowjacks demoteam. Unlike the Red Arrows, who used the Gnat too, the 'Yellowjacks' was a rather short-lived team. But at North Weald, its new homebase it will keep the memory to the team alive. (Kemble, 8 September 2009, Gert Jan Mentink)

# Dustpan & Brush



Even though this month's Dustpan & Brush features only military mishaps, we publish a Boeing 737 of English charter airline Thomson due to a lack of available military pictures (related to the featured mishaps). The Boeing was in the news recently after it could not stop in time after landing on Newcastle's runway 07, and subsequently overran said runway. It remained on paved surface though, and all passengers were bussed to the terminal. The airport was closed for a couple of hours while the Boeing was removed. Flight BY1445 had originated from Lanzarote-Arrecife and that happens to be where Kees van Boven took this picture. However, while the Boeing had the incident on 25 November, the picture was taken two months earlier, on 26 September.

Due to ongoing computer problems we are unable to present a regular Dustpan & Brush section. This month we only publish military mishaps, next month we hope to be up and running again with some catching up from the last few months.

## Additions & Corrections:

08nov89 786/CT DHC-6-300 AdIA/ET65 **786** dam  
This French air force DHC-6 Twin Otter of ET65 crashed at El Gorah in the northeastern Sinai desert in Egypt, at approximately sixteen kilometers from the Israeli border and 37 kilometers south east of the town of El Arish. The aircraft was recovered and is still in use as an instructional airframe. See Scramble 284.

14nov06 J7 Chinese AF w/o  
A Chinese Air Force J7 jet fighter, based at the Dingxin airbase in the Gan Su Province in the Lanzhou Military Region of China, crashed during the approach after colliding with a flock of pigeons. The jet crashed 600 meters from the end of the runway. Colonel Li Jian Ying, (callsign 639 according to a news release) did not eject and was killed. On 21 December 21 2006 he was posthumously awarded a first-class merit and a gold medal for pilots, the highest honor a for a pilot as he avoided villages during the attempt to belly land his stricken jet. See Scramble 333.

28aug08 L-809 SA342L Lebanese AF/8sq w/o  
This Lebanese Air Force helicopter was hit by gunfire, killing one crew member and injuring others, forcing the heli to make an emergency landing. At the time of the incident the helicopter flew over the village of Sejoud, in southeastern Lebanon, 20 kilometers north of the Lebanese - Israeli border. The area where the gunfire took place is a Hezbollah stronghold. It has become known that a member of Hezbollah, who was later turned over to the government forces, fired at the helicopter and shot it down. The helicopter was recovered and is now displayed as a museum exhibit at Rayak airbase. See Scramble 354 and 353.

21aug09 622 Mi-17 Grupo Aéreo 3 **226M51** w/o  
See also Scramble 366.

03feb10 87-24621 UH-60A 1-214th AVN **70-1149** w/o  
This US Army UH-60A of 1-214th AVN crashed into a forest in heavy rain close to a junction on the A67 motorway between

Lorsch and Viernheim, south of Frankfurt, in the Hesse region of Germany, killing the three crew members. The Black Hawk was en route from Mannheim to Coleman Barracks in Mannheim to conduct pilot proficiency training. The helicopter came down northeast of Mannheim, five and a half miles from its destination, striking the trees, with an average height of about 100 feet, at more than 160 miles per hour. According to the US Army investigation the crew did not receive proper authorization for the flight, flew with an expired weather brief, and loaded the aircraft with more fuel than was authorized (200 gallons for each external tank instead of the authorised 100 gallons). Shortly after takeoff, the crew radioed in that they were encountering icing and were authorized to lower their altitude. It is thought that all of these factors contributed to this crash. See Scramble 370.

06may10 XV304/304 Hercules C3A LTW **4272** w/o  
See Scramble 373.

22jun10 221 Jaguar S 8/20sq **250/S(O)17** w/o  
See Scramble 373.

23jul10 188738 CF-188 CAF/425sq **275/A221** w/o  
A Canadian Forces CF-188 from 425sq crashed while training over the Lethbridge County Airport in Alberta, Canada for an international air show. During the practice the CF-188 was flying in the way specifically used for air shows, in a high-angle pass, at very low speed, and fairly close to the ground, when a popping sound was heard, sparks came out of one engine and the aircraft started to sink and banked over to the side due to the loss of power of the right-hand engine. After applying full afterburner on both engines the aircraft continued to tilt and roll. At that moment the pilot ejected safely, but was dragged several hundred feet unconscious along the ground. He was taken to hospital where he was treated for scraped-up arms and compression fractures in three vertebrae. The aircraft went nose down into the ground, exploding in a ball of fire. See Scramble 375.

24aug10 CE.16-08/11-77 EF2000(T) Ala 11 **ST008** w/o  
See Scramble 376.

## New Accidents:

21sep03 413 F/A-18C **1136** w/o  
This Kuwait Air Force F/A-18C from 9sq crashed near Ahmed

Al Jabar in south central Kuwait. The pilot was able to eject, but was killed in the follow-up. The cause of the accident is still unknown.

14dec08 1019 Hawk Mk63C 3C003/417 w/o  
This UAE Air Force Hawk Mk63C from 63 squadron was destroyed in a landing accident at Al Ain Air Base in the eastern UAE, near the Omani border. After experiencing an engine failure the crew attempted to make a dead-stick landing, but lost control of the aircraft during the last stage of the landing. One of the two pilots ejected, while the other stayed with the aircraft. Both were injured during the accident.

. . may10 EA-6B w/o  
This USMC EA-6B from VMAQ-2 was noted cannibalized for spare parts at Bagram Air Base in Afghanistan during mid May. The aircraft was one of five that were deployed to Afghanistan in late April and must have suffered some kind of damage which made it unworthy for repair. No other information is known at this time.

04sep10 A-160T dam  
An unknown US Army A-160T engaged in trials for the US Special Operations Command crashed at Central Farm airfield in Belize when it returned from a mission.

23sep10 108 MiG-21bis 75002150 w/o

23sep10 120 MiG-21bis 75079157 w/o  
Two of a flight of four Croatian MiG-21s (serial 108 and 120) were involved in a mid-air collision during a military exercise at the Eugen Kvaternik training ground outside near the town of Plaski in central Croatia, while preparing to fire rockets the aircraft collided. Both pilots were able to eject from their aircraft and were taken to hospital. A woman was also injured as the result of the impact of debris and was taken to a local hospital.

26sep10 1643/GHW SA341F 1643 w/o  
This ALAT SA341F, probably from the EA-ALAT, crashed during flight training into a field near the village of Plaisance-du-Gers near the town of Pau in the Department Pyrénées-Atlantiques in southern France. None of the crew were injured in the accident.

28sep10 F-16 w/o  
A Jordanian Air Force F-16 crashed during an exercise at an unknown location in Jordan, killing the pilot. It was stated by the Ministry of Information that the crash had been caused by a technical malfunction.

30sep10 069 AH-64D SN020 w/o  
A Republic of Singapore Air Force AH-64D from 120sq crashed on an open field along Woodlands Avenue in northern Singapore while conducting a routine maintenance flight. The two crew members remained uninjured, and there was no injury or damage reported of civilians or to civilian property. During the crash the helicopter was badly damaged, amongst others the tail boom was completely severed and came to rest about 60 meter from the aircraft. It later appeared that the Anti-Ice and Start Bleed Valve (AISBV) in each engine was found to be internally corroded. The AISBV valve has a dual function of preventing ice formation and maintaining air pressure at low engine speeds. This valve is connected to guide vanes which channel air into the engine and ensures that the air flows at the correct angle and velocity over the engine blades for a desired flight condition and engine setting. A corroded valve would lead to malfunctioning of the guide vanes and this in turn would disrupt air flow into the aircraft's engine. This will slow down the rotation of engine blades, which then leads to the engine losing power. If the helicopter is flying at low level, as in this case, the time frame to complete a successful autorotation would have been very small, leaving the helicopter to strike the ground hard.

30sep10 FAC3005 Kfir TC12 B09 w/o  
This Colombian Air Force Kfir TC12 from Escuadron de Combate 111 crashed into a hill, while on a reconnaissance mission to discover illicit crops, in the municipality of Galán, near the town of Galán located in the Santander department of northern Colombia. Both crew members ejected and were picked-up uninjured by a SAR group. The aircraft experienced a technical problem, forcing both crew members to eject.

01oct10 RA-25455 Mi-8MTV-1 95595 dam  
While making a humanitarian relief flight to deliver food to flood victims, this United Nations Mi-8MTV-1 crashed in the Dadu area of southern Pakistan. Several of the twelve occupants were wounded in the crash, and were flown to hospital in a rescue helicopter. The helicopter was badly damaged in the crash.

02oct10 AMP-162 Lancair Super ES w/o  
This Mexican Navy Lancair Super ES experienced an engine failure during a reconnaissance flight, and crashed on the beach of the Gulf of Mexico, near the towns of Santa Clara and Dzilam Bravo in the state of Yucatan of Mexico. During the crash the engine was ripped from the aircraft, and the right hand wing was twisted upwards. The three crew members were taken to hospital with unknown injuries.

03oct10 41720/MH UH-1 1H120 w/o  
A UH-1 helicopter of the Japanese Ground Self Defence Force's Central Army Aviation Group crashed while hovering at the garrison in the city of Yao in the Osaka prefecture of Japan, during a test flight after receiving maintenance. During the hover, at a height of about ten meters, the helicopter began shaking and yawing, before crashing and rolling onto its starboard side. Of the four occupants, two pilots and two engineers, the co-pilot was seriously injured and the other three escaped with slight injuries.

03oct10 UH-1H w/o  
This Paraguayan Air Force UH-1H of GATE crashed near the town of General José Eduvigis Díaz in southern Paraguay after experiencing a bird strike shortly after takeoff. The three occupants of the aircraft were only slightly injured.

06oct10 Mi-8 w/o  
A Mi-8 of the Tajikistan National Guard crashed in the Rasht valley of eastern Tajikistan, and 180km east of the capital Dushanbe, after striking a power line. As far as known a total of 27 soldiers died in the accident, thirteen from a special task force and seven from the National Guard, six are still missing and one soldier survived the crash. Sources ruled out the possibility of an attack, saying the crash had been an accident.

06oct10 2568 PC-7 511 w/o  
A Mexican Air Force PC-7 from EA.204 crashed into the Pacific Ocean while conducting an anti-drugs operation. The pilot indicated that an emergency situation occurred while flying at 1,000 feet, after which the aircraft went down into the sea. The bodies of the two crew members were recovered from the aircraft.

08oct10 F-16 dam  
A USAF F-16 ran off the runway at Bagram airfield in the Parvan province of central eastern Afghanistan. The pilot discovered brake problems during the landing and then attempted to engage the arresting cable, which failed, and shut down the engine. The aircraft exited the runway, crossed a road and went down an embankment before coming to a full stop during which the undercarriage collapsed. The damage caused to the aircraft is unknown at the moment. It is also unknown if the pilot received any injuries.

09oct10 8074 TZ-23 w/o  
A Brazilian TZ-23 / LET L-23 Super Blanik glider of the Escola de Aeronáutica Flying Club, was destroyed in an accident near Pirassununga Air Force Base in the State of São Paulo, Brazil. The accident occurred during a training flight involving two Air Force Academy cadets, both being killed.

12oct10 92-00291 CH-47D M3432 dam  
After landing at an outpost in the Kunar province of northeastern Afghanistan and close to the Pakistani border, this US Army CH-47D was attacked by insurgents who fired an RPG into the cargo bay. At the time of the attack troops were being off-loaded by way of the rear cargo door when the shot was fired, killing one Afghan interpreter and wounding seven ISAF troops and one member of the Afghan Border Police.

15oct10 N96MP Bell 206B w/o  
This Missouri State Highway Patrol Bell 206B suffered an in flight emergency and crashed on Horseshoe Ridge Road near Spirit of St. Louis airport (MO), killing its pilot.



16oct10 AF215 Y12-II **0088** w/o

This Zambia Air Force Y12-II from 22sq crashed during the landing at the Mukinge airstrip in the Kasempa District of the North Western Province of Zambia. The aircraft's pilot delayed his descent, and as a result of this landed too far down the runway. He applied emergency brakes and lost control of the aircraft, which then crashed past the end of the runway. As far as known all the occupants, amongst them the Zambian Finance Minister, the Works and Supply Minister, and the Community Development Minister, escaped without injuries.

18oct10 KH19-33/39 / 40315 F-16A **HN-09** w/o

A Royal Thai Air Force F-16A from 403sq, one of a flight of four, crashed into a mountain near the Den Mai Sung village in the Ban Tak district of the Tak province in northern Thailand and exploded. All three other aircraft landed safely. The pilot of the aircraft was killed in the crash, which occurred during bad weather. This was the first F-16 crash within the Thai air force.

22oct10 MQ-1 dam

A USAF MQ-1 UAV from the 6th Reconnaissance squadron crashed on landing at Holloman AFB (NM) after a training mission, when the UAV left the runway.

27oct10 MQ-9 w/o

A USAF MQ-9 from 29 Attack sq, crashed while landing at Holloman AFB (NM), after completing a training mission. This is the second UAV to have crashed at Holloman in a weeks time.

27oct10 P-4204 M28-05 **AJE003-07** w/o

This Indonesian Police M28-05 crashed near Wami town in the province Papua on the island of Irian Jaya in Indonesia while returning to Jakarta after delivering relief goods to the town. All five occupants: two pilots and three passengers were killed. It is unknown what caused the crash.

28oct10 F-GJFJ AS350B3 **4312** w/o

An Institut Polaire Français AS350 crashed 100 kilometres from the French research station Dumont-d'Urville in southeast Antarctica, killing all four occupants: a pilot, a mechanic and two researchers. At the time of the crash the helicopter was flying in bad weather conditions and low visibility between the research station and the French research and supply vessel "l'Astrolabe". The cause of the crash is still unknown.

28oct10 G-SEWP AS355F2 **5480** dam

An AS355F2 of the Police Service of Northern Ireland crashed in the Mourne mountains in County Down, at a beauty spot in between the Rostrevor and Hilltown villages, referred to locally as the Leitrim Lodge, and close to the location where another helicopter crashed five days previously. At the time of the crash the weather consisted of thick fog and heavy rain. The four occupants of the police helicopter, consisting of a pilot, a photographer, an observer and an officer from the police emergency team were slightly injured.

01nov10 329 MiG-21 Lancer-B **516999329** w/o

This Romanian Air Force MiG-21 Lancer-B from Baza 71 Aeriana crashed, while on a weather reconnaissance flight, near the town of Câmpia Turzii in the Cluj district of the Transylvania region of Romania, killing both pilots.

02nov10 UAV w/o

A USAF UAV crashed in the Behsud district of the province of Nangarhar in eastern Afghanistan.

02nov10 RF-28532 Mi-8MTV-2 w/o

Four people were killed when a Russian Border Guards Mi-8-MTV-2 crashed and exploded on touching the ground of Sakhalin Island in the Russian Far East. No further information as to the exact location and cause of the crash is known.

08nov10 Cheetah w/o

An Indian air force Cheetah helicopter from 114HU crashed in the Ladakh region of Jammu and Kashmir while on a flight to the Siachen glacier in north India. Both pilots survived the crash and were taken to the town of Leh for treatment, and later to Delhi. The cause of the crash is unknown, but in this region helicopters are operating at the extreme edge of their capabilities.

08nov10 62. MiG-29SE w/o

The Darfur "Justice and Equality Movement" (JEM) claims to have shot down a MiG-29 of the Sudanese Air Force, near

Majrur and about eighty kilometres northeast of the town El Obeid in central Sudan. The Sudanese government has not commented on this JEM claim, which cannot be confirmed at this time.

10nov10 480 F-16I w/o

An Israeli Air Force F-16I from 119sq crashed near Mitzpe Ramon in the southern Negev desert region of Israel, during a routine training flight. The aircraft was training near the Ramon Crater in good weather conditions when the aircraft came down from a height of about 13,000 ft without giving any indications of an on board emergency. The crew of another aircraft observed the fall but did not realize that the aircraft would crash.

10nov10 MiG-27 w/o

An Indian Air Force MiG-27 from 32 Wing crashed fifteen minutes after takeoff in the village Mandawas near Jodhpur in Rajasthan India, while on a routine sortie. The pilot was able to eject and landed safely, and reported that he had experienced a problem.

10nov10 MiG-21 w/o

A Yemen Air Force MiG-21 crashed near Hudaydah airport in west Yemen while on a training flight. The pilot of the aircraft remained uninjured.

12nov10 RF-4C w/o

This ROKAF RF-4C from 131TRS crashed into a mountain near the city of Jeonju in the North Jeolla Province of central South Korea and 240 kilometres south of Seoul. Both crew members were killed in the crash.

16nov10 F-22A w/o

A USAF F-22A from 3rd Wing 525FS, one of a flight of two aircraft, crashed near the Denali National Park in a creek bed between two mountains and about 160 kilometres north of Anchorage (AK), after completing a night training mission. The pilot was killed in the accident. The reason for the crash is still unknown.

17nov10 188789 CF-188 **606/A512** w/o

This Canadian Forces CF-188 from 409sq crashed, while taking part in a night flying exercise, into a field about thirteen kilometres from Cold Lake CFB in the province of Alberta, Canada. The pilot was able to eject from the aircraft, and was picked up two hours later by a military helicopter and taken to hospital from where he was released some time later.

18nov10 C-130H dam

A Yemeni C-130H from 115sq left the runway at Sana'a airport during the landing. The aircraft slid on one of its wings, which caused a fire that was quickly extinguished. As far as known there were no injuries to the crew. The extend of damage caused to the aircraft is unknown.

19nov10 Mi-17 w/o

All twelve occupants of an Indian Army Mi-17 were killed when, after an onboard explosion, the aircraft crashed a few minutes after takeoff from the Tawang helipad in the state of Arunachal Pradesh in northeastern India. The helicopter came down in the Bomdir area that borders China, killing all twelve occupants.

19nov10 18 blue MiG-31 w/o

A Russian Air Force MiG-31, probably from 764 IAP, crashed in an uninhabited area of the Perm region of the Volga-Ural Military District in central Russia. Both pilots were able to eject and were taken to hospital with unknown injuries. The cause of the crash is unknown.

19nov10 7T-WHA C-130H-30 **4997** dam

This Algerian Air Force C-130H-30 of 2ETTL was damaged during the landing at Paris-Le Bourget, when it left the runway and ended up on its port side. As far as known only the port wing and the aircraft's belly were damaged. None of the nine occupants received major injuries.

22nov10 Hawk w/o

A UAE Air Force Hawk crashed during a routine training mission near Wadi Al Bih in the emirate of Ras al-Khaimah, killing the pilot.

# Scramble Intelligence Service



Around 400 F-16s have been delivered to Israel over the years. One of the older ones still in service is 004, an F-16B. The Hebrew name for the F-16A/B is "Netz", meaning Hawk. The aircraft flies with 116sq "Defenders of the South", based at Nevatim air base. (Decimomannu, 17 November 2010, Daniele Faccioli)

## Upcoming exercises

### TLP 10-6

By the time you read this, TLP 2010-6, the third TLP held at Albacete this year, will have ended. The course ran from 8 October until 3 December. Participating units / aircraft types were:

4x F-16AM/BM	Esk 727/730
2x Mirage 200-5F	EC01.002
2x Tornado IDS	JBG33
2x AMX	51°St
2x EF2000	36°St
2x Tornado IDS	6°St
2x F/A-18A	Ala 46
4x Tornado GR4	31sq
4x F-16CJ	480th FS

Next month we will provide the serials of the aircraft that made the trip to Spain.

### TLP schedule 2011

In Scramble 376 we published the dates for the first three TLPs of 2011. Now the complete schedule for all six TLPs planned has been made public:

17jan	- 11feb	TLP 11-1
07mar	- 01apr	TLP 11-2
02may	- 27may	TLP 11-3
27jun	- 22jul	TLP 11-4
12sep	- 7oct	TLP 11-5
7nov	- 2dec	TLP 11-6

### Red Flag Alaska schedule 2011

This exercise (RF-A) is the "polar" counterpart of the Red Flag exercises that are staged out of Nellis AFB in the hot Nevada desert. RF-A is organised by PACAF. The participating aircraft usually operate out of Eielson AFB and Elmendorf AFB. The schedule for 2011 is as follows:

14apr	- 29apr	RF-A 11-1
07jul	- 22jul	RF-A 11-2
11aug	- 26aug	RF-A 11-3

### Flying schedule Swiss Air Force 2011

Flying times for the Swiss air force are usually daily from 08:00-12:00hrs and from 13:30-17:00hrs.

### **Alpnach**

09may	- 27may	Wiederholungskurs LTSt 6
09may	- 27may	Wiederholungskurs LTSt 8

### **Dübendorf**

17jan	- 04feb	Wiederholungskurs LTSt 3
17jan	- 04feb	Wiederholungskurs LTSt 4

### **Emmen**

04apr	- 29apr	no fighter movements
04jul	- 29jul	runway closed
19sep	- 23sep	no fighter movements
15dec	- 30dec	no flying activity

### **Meiringen**

24jan	- 28jan	no fighter movements
07feb	- 04mar	F-5 flying activity
21mar	- 01apr	no fighter movements
09may	- 20may	no fighter movements
04jul	- 26aug	no fighter movements
26sep	- 14oct	Wiederholungskurs FIST 8
26sep	- 14oct	Wiederholungskurs FIST 11
24oct	- 04nov	flying F-5 flying activity
28nov	- 09dec	no fighter movements
16dec	- 30dec	no flying activity

### **Payerne**

17jan	- 04feb	Wiederholungskurs FIST 17
08aug	- 02sep	runway closed
26sep	- 14oct	Wiederholungskurs LTSt 3
26sep	- 14oct	Wiederholungskurs LTSt 4
14nov	- 25nov	no fighter movements
19dec	- 30dec	no flying activity

### **Sion**

07feb	- 18feb	F-5 flying activity
14mar	- 01apr	WK FIST 18
14mar	- 01apr	WK FIST 19
11apr	- 13may	F-5 flying activity
20jun	- 01jul	F-5 flying activity
04jul	- 29jul	diversion airfield
01aug	- 26aug	runway closed for jets
29aug	- 09sep	F/A-18 flying activity

7oct - 28oct F-5 flying activity  
07nov - 11nov F-5 flying activity  
14nov - 25nov F/A-18 flying activity

Credit: www.luftwaffe.ch

## Special events

It is inevitable, Scramble turns tabloid! On 23 November it was announced that HRH Prince William of Wales, second in line to the British throne, will marry his fiancée Catherine Middleton on 29 April 2011. The royal wedding will take place in Westminster Abbey, London. A lot of dignitaries from around the world are sure to attend this royal event. Rumour has it that President Obama has already invited himself to the party. So even if you're not into royalty, it might be worthwhile to keep an eye on the various airfields around London for some interesting VIP-aircraft. \_

### Centennial of Naval Aviation

In 2011 the United States celebrate 100 years of naval aviation. It all started on 26 January 1911 with the flight of a seaplane in San Diego, a century later we have got the Super Hornet... To mark this occasion, special attention will be given to naval aviation at various events all over the United States. Below is a selection of US Navy-related events where you can count on being reminded of the proud history of the most powerful navy to sail the seven seas. The kick-off for the celebrations takes places 10-13 February at the USS Midway Museum in San Diego with the official opening ceremony and an aerial review. On 3 December is the closing gala in Washington DC.

### **March**

19-20 Keesler AFB, Angels over the bay air show & open house  
26-27 NAS Meridian, air show

### **April**

09-10 NAS Corpus Christi Salute to 100 Years of Naval Aviation  
15-17 NAS Ft. Worth JRB Air Power Naval Air Station  
30 MCAS Beaufort, air show

### **May**

01 MCAS Beaufort, air show  
03-09 NAS Pensacola, Centennial of Naval Aviation Week Pensacola  
05-11 JRB New Orleans, Navy Week & 'Nawlins Air Show  
13-15 MCAS New River, Air Show  
20-22 Andrews AFB, DoD Joint Services Open House  
22-02jun Jones Beach State Park, NYC, Fleet Week & air show

### **June**

04-05 Chicago Rockford IAP, AirFest 2011  
25-26 Quonset Point State Airport, air show

### **July**

11-17 Greater Rochester IAP, Rochester Navy Week & air show  
18-24 Detroit Navy Week & Thunder over Michigan Air Show Willow Run Airport  
31-08aug Seattle, Fleet Week & SeaFair South Lake

### **August**

08-14 Hector IAP, Fargo Navy Week & air show  
26-27 NAS Brunswick, air show

### **September**

03-04 NAS Patuxent River, NAS Pax River Air Expo '11  
19-02oct San Diego, Fleet Week  
23-25 NAS Oceana, air show  
30-02oct MCAS Miramar, air show

### **October**

07-12 San Francisco, Fleet Week  
15-16 NAS Lemoore, air show  
17-23 El Paso, Navy Week & Amigo Air Show Fort Bliss

### **November**

05-06 NAS Jacksonville, Birthplace of the Blue Angels Air Show  
11-12 NAS Pensacola, Blue Angels Homecoming

## Exercises

### **Europe**

#### Geilenkirchen Tanker Deployments

In last month's issue we ended with the arrival of three KC-135s of the 108th ARS, 126th ARW, Illinois ANG. Serials were 59-1466 (19oct-22oct), 64-14839 (from 18oct) and 59-1522 (from 25oct). On 29 October they departed again, to be replaced on 2 November by KC-135Ts 58-0045 and 58-0112 of the 171st ARW, Pennsylvania ANG. The former stayed until 22 November, the latter until 5 November. This one was replaced by KC-135T 58-0099, that remained at Geilenkirchen from 8 until 19 November.

Credit: Spotting Group Maastricht

#### Eagle Talon

This was a small-scale 2-day exercise held at Mirolawiec air base, Poland. Unfortunately there is no information available on the how and why of this event. Next to Polish Su-22s and Mig-29s, two Slovak Mig-29s took part. The exercise was scheduled



One of the Israeli fighters that made the trip to Decimomannu for exercise Vega 2010 was F-15D "Baz" 979. Baz means Eagle in Hebrew. This particular aircraft belongs to the inventory of 106sq, which is based at Tel Nof air base, southeast of Tel Aviv. (17 November 2010, Luciano Bertolini)



Shown here is one of two G550s on strength with 122sq of the IDF/AF. This particular version of the Gulfstream V is used in the AEW mission. The Hebrew name for this aircraft is "Nachshon Aitam", a Nachshon being a bird species with a long, snake-like neck. Kind of like a Heron. (17 November 2010, Luciano Bertolini)

to be held on 8 and 9 September, but due to bad weather only on 9 September missions were flown.

105, 111	Mig-29A	1.elt
4101, 4104 +2	Mig-29G	41.elt
3304, 3508, 3509	Su-22M-4	nn
3713, 3817, 3819	Su-22M-4	nn
8101, 8308, 8816	Su-22M-4	nn
0619, 1303*	Mig-29AS/UBS*	ZmK

support:

017	C295M	13.elt
1623	TS-11	nn
2718	L-410UVP-E20	DK

Thracian Star 2010

From 1-22 October, Graf Ignatievo air force base in Bulgaria played host to exercise Thracian Star 2010. This exercise was organised between USAFE and the Bulgarian air force. It is yet another in a line of exercises staged in Eastern Europe in countries that want to confirm their friendship with the United States. For this exercise no less than 16 Spangdahlem-based F-16s deployed to the Bulgarian airfield. The aim of the exercise was to share knowledge and experience between pilots and ground crew alike, to build partnership and to train on basic fighter maneuvers. Maintainers exchanged information on weapons, electronics, avionics and engine maintenance. For the USAFE pilots the exercise provided them with dissimilar air combat training against various types of the Bulgarian air force. Pilots from both air forces had the opportunity to fly in the back seat of each other's aircraft. One of the advantages of training in Bulgaria is the fact that the airspace there is less restricted than in Western Europe. This fact was used to hone the USAFE pilot's low-level flying skills. Not only basic fighter maneuvers and dissimilar air combat training were part of the syllabus. Basic and advanced weapons delivery, defensive and offensive counter-air, SEAD and CAS were carried out as well. Of note is the fact that one of the Spangdahlem-based F-16s carried full 480th FS markings on the tail. The 480th FS stood up last summer, after the 22nd and 23rd Fighter Squadrons were disbanded and their personnel was merged together to form a new squadron. The F-16s still sported the red and blue tailband associated with the 22nd and 23rd FS though. Thanks to Anton Balakchiev, who was present at Graf Ignatievo on several days during the exercise, we can provide an overview of the participants.

F-16CJ/DJ\* 480th FS/52nd FW "SP"  
90-0827 rd, 90-0833 nn, 91-0342 rd, 91-0343 rd

91-0351 rd, 91-0358 rd, 91-0360 nn, 91-0403 bl  
91-0407 bl, 91-0418 bl, 91-0472\* bl, 91-0481\* bl  
92-3918 rd, 96-0083 bl  
91-0352 rd/yw, marked "52 FW" on tail  
91-0366 rd, marked "480 FS" on tail

Bulgarian participants

027	C-27J	16.TrAB
114, 243, 294, 427	Mig-21bis	3.IAB
16, 17, 24, 37, 39	Mig-29A	3.IAB
12, 14	Mig-29UB	3.IAB
002*, 195, 246	Su-25K/UBK*	22.ShtAB

There was also a VIP-demonstration, in which some helicopters took part:

418, 419	Mi-17	24.VAB
701, 711	AS532AL	24.VAB

Visit

055	An-30	16.TrAB
LZ-OOI	Falcon 2000	Aviootryad 28
84-00157	C-12U-3	nn
84-0110	C-21A	76th AS

HWIC 2010

From 1-12 November a small contingent of Royal Netherlands Air Force helicopters deployed to Carlisle airport in the United Kingdom. The deployment was part of the so-called Tac Blaze part of the Royal Netherlands Air Force Helicopter Weapons Instructor Course. Missions were flown over the Spadeadam electronic warfare range. On the way over there and on the return trip a fuel stop was made at RAF Lakenheath. The helicopters that took part were:

Q-19, Q-22, Q-29	AH-65D	301sq
S-442, S-444, S-453	AS532U2	300sq
D-665	CH-47D	298sq

Vega 2010

Vega 2010 was held at Decimomannu, Sardinia. This exercise ran from 15-26 November and saw participation of the IDF/AF with five F-15Ds, five F-16Bs and a Gulfstream 550 for AEW-purposes. Next to these, the Italian air force was present with Tornados, Typhoons, F-16s and AMXs. Missions were flown twice a day.

701, 715, 733, 970, 979	F-15D	106sq
004, 993	F-16B	116sq
001, 006, 981	F-16B	140sq
537	G550	122sq
272	KC707	120sq
MM7129/32-13, MM7192/32-02	AMX	32°St

MM7173/51-63, MM7190/51-57	AMX	51°St
MM7270/4-1, MM7273/4-10	EF2000	4°St
MM7276/4-21, MM7281/4-14	EF2000	4°St
MM7285/4-16	EF2000	4°St
MM55095/4-23	EF2000(T)	4°St
MM7239, MM7241, MM7242	F-16A-ADF	37°St
MM7244, MM7262	F-16A-ADF	37°St
MM7019/50-05, MM7052/50-02	Tornado ECR	50°St
MM7055/50-42, MM7062/50-44	Tornado ECR	50°St

## Summary

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

c=conference    d=deployment    e=exercise  
 p=port visit    r=rotation    s=special event    v=visit

### 2010

29nov-10dec	UN Climate Change Conf.	c	Cancun
29nov - 17dec	134th ARW TN ANG	d	Geilenkirchen
13dec	EU Foreign Affairs Council	c	Brussels
13dec - 24dec	no jet flying activities		Meiringen

### 2011

14jan- 28jan	Green Flag	e	Nellis AFB
17jan- 04feb	Wiederholungskurs LTSt 3	e	Dübendorf
17jan- 04feb	Wiederholungskurs LTSt 4	e	Dübendorf
17jan- 04feb	Wiederholungskurs F1St 17	e	Payerne
17jan- 11feb	TLP 11-1	e	Albacete
19jan- 05feb	Red Flag 2011-2	e	Nellis AFB
26jan- 30jan	World Economic Forum 2011	c	Davos
31jan	EU Foreign Affairs Council	c	Brussels

19feb- 12mar	Red Flag 2011-3	e	Nellis AFB
21feb	EU Foreign Affairs Council	c	Brussels
07mar- 01apr	TLP 11-2	e	Albacete
14mar- 01apr	Wiederholungskurs F1St 18	e	Sion
14mar- 01apr	Wiederholungskurs F1St 19	e	Sion
21mar	EU Foreign Affairs Council	c	Brussels
28mar- 08apr	Joint Warrior 111	e	Scotland
14apr- 29apr	Red Flag Alaska 11-1	e	Eielson AFB
02may- 27may	TLP 11-3	e	Albacete
09may- 20may	Tiger Meet 2011	s	Cambrai
09may- 27may	Wiederholungskurs LTSt 6	e	Alpnach
09may- 27may	Wiederholungskurs LTSt 8	e	Alpnach
09jun- 24jun	Northern Edge	e	Alaska
13jun- 24jun	Anatolian Eagle 2011	e	Konya
27jun- 27jul	TLP 11-4	e	Albacete
07jul- 22jul	Red Flag Alaska 11-2	e	Eielson AFB
11jul- 25jul	Red Flag 2011-4	e	Nellis AFB
11aug- 26aug	Red Flag Alaska 11-3	e	Eielson AFB
22aug- 05sep	Red Flag 2011-5	e	Nellis AFB
12sep- 22sep	Brilliant Arrow 2011	e	Germany
12sep- 07oct	TLP 11-5	e	Albacete
14sep- 23sep	TDPU 2011	e	Kleine Brogel
16sep- 17sep	Luchtmachtdagen 2011	s	Leeuwarden
26sep- 14oct	Wiederholungskurs F1St 8	e	Meiringen
26sep- 14oct	Wiederholungskurs F1St 11	e	Meiringen
26sep- 14oct	Wiederholungskurs LTSt 3	e	Payerne
26sep- 14oct	Wiederholungskurs LTSt 4	e	Payerne
26sep- 21oct	Joint Warrior 112	e	Scotland
12oct- 13oct	Fliegerschiessen Axalp	e	Axalp
07nov- 02dec	TLP 11-6	e	Albacete



Thracian Star is another exercise that aims to strengthen the ties between the United States and its newest allies in Eastern Europe. The Mi-17 pictured here, 419, did not take part in the actual exercise, but flew as part of a demonstration for VIPs.

(Graf Ignatievo, October 2010, Anton Balakchiev)

**Vacancy for a website coördinator.**

**Take a look at [www.scramble.nl/viewtopic.php?t=68930](http://www.scramble.nl/viewtopic.php?t=68930)**





We open this photo page dedicated to the Tiger Meet 2010 at Volkel air base with F-16D 93-0696 of 192 Filo. The photos on this page bear witness to the fact that in October you can have sunny days in the Netherlands! (11 October 2010, Hans Heemskerk)



You can trust the French to appear in a spectacular colour scheme for the Tiger Meet. This year they came with a full colour Tiger Mirage 2000C. 80/103-LI belongs to EC 01.012, the unit that will host the 2012-edition of the Tiger Meet at its home base, Cambrai. (11 October 2010, Jochem Manders)



And last, but not least, the Tiger-bird of the host unit, F-16AM J-055 of the resident 313sq. In order to please the photographers present, some of the aircraft banked slightly to the right immediately after take-off, like this one, offering a view on the upper wing surface instead of just the side of the aircraft. (13 October 2010, Niels Hoogenboom)



# Military News & Updates

Bell 412EP 1210/N354FH (cn 36539) will soon be delivered to the Mexican Air Force.  
 (Fort Worth Alliance Airport (TX), 14 October 2010, Reinold Kalsbeek)

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

## Europe

### Netherlands

#### Koninklijke Luchtmacht (AF)

1(NL) ATF = 1(nl) Air Task Force, Afghanistan  
 PAF = Project Afstoting F-16

#### CH-47D

D-103 298sq ex 1(NL) ATF **M4103** oct10  
 Correction from Scramble 378 - Page 82. D-103 returned from ATF-operations instead of the afore mentioned D-106.

#### F-16AM

J-019	306sq Det	to Tucson (AZ)	<b>6D-175</b>	oct10
J-138	PAF	to Chile as 757	<b>6D-128</b>	nov10
J-192	PAF	to Chile as 752	<b>6D-99</b>	nov10
J-198	PAF	to Chile as 753	<b>6D-105</b>	nov10
J-207	PAF	to Chile as 755	<b>6D-114</b>	nov10
J-366	306sq Det	to Tucson (AZ)	<b>6D-123</b>	nov10
J-510	306sq Det	to Tucson (AZ)	<b>6D-149</b>	nov10
J-864	PAF	to Chile as 747	<b>6D-81</b>	nov10
J-868	PAF	to Chile as 749	<b>6D-85</b>	nov10

On 4 November, the first six F-16s of a batch of eighteen left Leeuwarden for their new home in Chile as NAF81-86. All were wearing Chilean Air Force colours with taped over new identities but Dutch registrations still visible. A 334sq KDC10 and a VDA IL-76 conducted support. The 306sq Falcons are among the first transferred from Springfield, Ohio to their new training base in Tucson, Arizona. On 29 October 210, J-019 (no markings) was first to arrive, together with another Viper. J-366 carries 322sq markings; J-510 carries 306sq markings plus a red/yellow checkerboard tail.

#### Fokker 60 UTA-N

U-02 334sq to Peruvian Naval **20324** nov10

U-04 334sq to Peruvian Naval **20329** nov10  
 After the good impressions of the earlier two Fokker 60's, the remaining two are also being prepared for transfer to the Peruvian Navy. U-04 has already performed a number of test runs and will perform her first flight after storage in the last days of November. U-02 is still in the engine test run stage but will follow shortly.

#### NH90-NFH

N-088 Agusta trials **NNLN01/1088** okt10  
 On 29 October, the third NH90-NFH flew in from AgustaWestland as N-088/CSX81697. This airframe will perform a number of torpedo trials for certification and is expected to return to Italy afterwards due to a shortage of spare parts. After solving this problem, the deliveries will continue, but for now only one NH90 remains operational.

Further Unit update; all NH90s will be housed in 860sq and 7(training)sq will use the NH90s from 860sq, instead of using their own.



The Dutch are back in Tucson! F-16AM J-647, together with J-019, arrived at its new homebase. Both F-16s will join the local 148th FS which unfortunately is saying goodbye to the UAE F-16s. (Tucson IAP, 29 October 2010, Peter Steendam)

## Bulgaria

### Bulgarski Voенно-Vuzdushni Sili (AF)

A recent press release reports the delivery of the twelfth AS532AL Cougar for the BVVS. The helicopter was withheld by Eurocopter following the failure of the Bulgarian authorities to pay for the helicopters. The helicopter involved, serial 712 (**2717**) was first noted at Marseille in February 2009, and has been in storage ever since. The Cougar arrived at Krumovo on 19 November 2010. Remarkably, the press release reports the delivery of eleven Cougars and three Panthers before deliveries were halted. To our knowledge, none of the six Panthers on order have been delivered. The delivery of the last Cougar became possible after funds were made available by the Bulgarian fiscal reserve.

## Czech Republic

### vzdušných sil (AF)

In a very surprising move, the Czech Prime Minister Petr Necas has stated that a new tender will be issued once the current lease contract for the air forces fourteen JAS-39 Gripens expires in 2015, with BAE Systems-Saab only being able to participate if it makes available all details about suspected corruption surrounding the current Gripen contract. Time will tell if this strong language eventually will lead to the disposal of the Gripens.

## France

### Armée de l'Air (AF)

On 4 November, EC03.033 Lorraine was officially established at BA104 Al Dhafra (Abu Dhabi). It replaces the GC01.002 detachment and currently has three Mirage 2000-5Fs and three Rafales. These aircraft have been recoded with the new base number. The unit will lose the 2000s and gain some Rafales in the near future.

#### **Alpha Jet E**

E85/F-UGFF/9	EPAA20.300 ex 2-FF	sep10
E123/314-RM	EAC00.314 ex 8-ML	oct10
E141/120-NF	ETO00.008 ex 8-NF	sep10

#### **AS555AN**

5391/VA	ETOM00.055 ex ETM02.040	<b>5391</b> nov10
5444/VP	ETOM00.055 ex EH05.067	<b>5444</b> nov10

#### **EMB312F**

486/312-UE	instr Peyrehorade	<b>312486</b> jun10
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#### **Mirage 2000-5F**

38/102-EI	GC01.002 ex 2-EI	<b>167</b> nov10
67/104-MH	EC03.030 ex 102-MH	<b>296</b> nov10

#### **Mirage 2000D**

642/133-IE	ETD02.007 ex 3-IE	nov10
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#### **Rafale B**

310/113-HC	ETR02.092 ex 7-HD	nov10
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#### **Rafale C**

106/104-HG	EC03.030 ex 113-HG	nov10
122/113-GA	EC01.007 new	oct10

Rafale 106 carries the code for BA104 Al Dhafra, while 122 carries the first in a new batch of codes.

### Armée de Terre (AR)

#### **SA341F**

1643/GHW	EALAT	w/o 10sep10	<b>1643</b>
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## Germany

### Luftwaffe (AF)

On 22 november 2010, the Tornado recce-mission of the Luftwaffe at Mazar-e-Sharif ended. Up to six AG51 Tornados have flown with the Einsatzgeschwader Mazar-e-Sharif (EG MeS) since April 2007. Its role has been, partially, taken over by the IAI Heron.

The current delivery schedule of the A400M indicates that the first aircraft for the Luftwaffe will be delivered in November 2014, only 53 are to be received instead of the previous 60.

#### **CL-601**

12+03	to become C5-AFT?	<b>3043</b>
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#### **EF2000**

30+58	JG74	d/d 23nov10	<b>GS0042</b> nov10
30+64	EADS	f/f 12nov10	<b>GS0047</b> nov10
30+66	EADS	f/f 12nov10	<b>GS0049</b> nov10

#### **EF2000(T)**

30+54	JBG31	d/d 25nov10	<b>GT0016</b> nov10
30+59	EADS	f/f 25nov10	<b>GT0017</b> nov10

The JBG31 aircraft will eventually join JG73.

#### **Tornado IDS**

45+45	JBG33	ex JBG31	<b>613/GS193</b> oct10
45+79	JBG33	ex JBG32	<b>694/GS220</b> nov10

## Italy

### Aeronautica Militare Italiana (AF)

#### **MB339A/PAN**

CSX54508	Aermacchi	ex MM54508/61-56	<b>6722</b> nov10
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On 19 November 2010, the second MB339NAT for the UAE Air Force's new aerobatics team 'Al Fursan' (Knights) was noted



The French Air Force operates two A340-200s which are normally stationed at Paris-Charles De Gaulle. F-RAJB was pictured by Philippe Devos during take-off from Toulouse-Blagnac. (2 November 2010)

at Aermacchi Venegono. It previous served with 61°Stormo as MM54508/61-56, but was noted in storage at Lecce-Galatina (LE) and noted as such in the period 25 May 2007 until 16 May 2009.

#### **Tornado IDS (IT-MLU)**

CSX7009 Alenia ex MM7009/36-46 **125** nov10  
On 22 October 2010, Tornado IDS CSX7009 was noted at Alenia Aeronautica for the MLU program. On 12 November 2010, it suffered a little mishap at Torino-Caselle (TO) regarding the undercarriage brakes.

#### **Aviazione dell' Esèrcito (AR)**

##### **AB205A-1 (ESC-3)**

MM80706/E.I.335 21°Gr ex 2°Rgt **4238** oct0

#### **Guardia di Finanza (PO)**

##### **AW139**

CSX81750/- new **31301** oct10  
On 28 October 2010, Guardia di Finanza's second AW139 was noted as CSX81750 without code. It was seen landing at the Armed Forces arrival day at Circus Maximus (Circo Massimo) in Rome.

## **Malta**

#### **Armed Forces of Malta (AF)**

With funds of the European Union, two major upgrades were made with aircraft of the Armed Forces of Malta. Islander AS9819 was converted to turbine standard by replacing its piston engines with more powerful Rolls-Royce Allison turboprops. It also received a systems upgrade with a new navigation system, autopilot and air conditioning. On 24 September 2010, it was noted with a new coat of paint at the Malta Airshow. Alouette 3 AS9315 received a new engine to replace a time expired Turbomeca power plant. The aircraft also received a winch to bring it up to a similar standard to those already in service.

##### **Alouette 3**

AS9315 updated **2288** sep10

##### **BN-2T**

AS9819 updated ex BN-2B-26 **2156** sep10

## **Poland**

#### **Sily Powietrzne (AF)**

Effective 1 July 2010, all flying squadrons were placed under command of their respective Air Base. Previously, the Air Base (Baza Lotnictwa) was responsible for all logistic activities, with the flying squadrons being subordinate to one of the two Tactical Aviation Wings (Skrzydło Lotnictwa Taktycznego), either 1.SLT at Swidwin or 2.SLT at Poznan.

It has now been confirmed that Miroslawiec ceased Su-22 operations this summer. All 48 remaining Su-22s have now been concentrated at Swidwin. It is currently unknown if 8.elt at Miroslawiec was disbanded or that it transferred to Swidwin along with its aircraft. It is expected that Miroslawiec is to remain open, its proximity to the vast training areas in northern Poland makes it an interesting base for exercises. One such exercise took place between 7-10 September 2010, when a number of MiG-29s and Su-22s operated from Miroslawiec. See the SIS for more details.

According to the Polish Minister of Defence Mr. Bogdan Klich, the US will station F-16s and C-130s in Poland for exercises starting in 2013. According to minister the aircraft will be rotating through Poland by US based units. The aircraft will be involved in combined exercises with the Polish Air Force. It is unclear if there will be a permanent presence of US aircraft in Poland, or that they will only be deployed for exercises. It is likely that Powidz will be involved in the deployments but also other bases might be involved.

On 16 November 2010, the third C-130E Hercules arrived with 14.elt at Powidz Air Base. The aircraft involved was only marked '1272' which makes its former identity 70-1272 (**4426**). The aircraft will become 1503 in the Polish Air Force. Meanwhile, another Hercules arrived on 1 October to replace the loaned USAF aircraft (1506) which was badly damaged in Af-

ghanistan in February 2010. The new loaned aircraft is former 62-1856 (c/n **3820**) which became 1507 shortly after arriving in Poland.

Other arrivals at Powidz appear to be the aircraft and helicopters formerly based at Bydgoszcz. During a visit in October, the two M-28s as well as some Mi-2s and W-3s previously assigned to 2.elt were seen at Powidz. As there were rumours around about the closure of Bydgoszcz, it seems that this actually happened now. It is unknown to which unit the aircraft are assigned now.

#### **Lotnictwo Wojsk Ladowych (AR)**

A recent visit to Inowroclaw revealed that construction work is in progress, reportedly to accommodate the helicopters that are now based at Pruszcz Gdanski. Along with the aforementioned Miroslawiec, Pruszcz Gdanski was earmarked for closure many moons ago but, as with Miroslawiec the actual closing never materialized.

## **Romania**

#### **Fortele Aeriene Romane (AF)**

Normally we do not mention recent crashes in our military news section but we make an exception here. Last month we presented a rundown of the Romanian Lancer fleet. Shortly after Scramble went to press tragedy struck Flotila 71 Aeriana at Campia Turzii when a Lancer-B was lost in a fatal crash only eight minutes after take-off for a weather flight. Killed in the crash were two of the units most senior and highly experienced Lancer pilots, Capitan Comandor Sorin Avram and Capitan Comandor Laurentiu 'Kiru' Chirita. Especially Cpt.Cdr. Chirita was a very promising officer, being a public relations representative for the Romanian Air Force. Cpt Cdr Chirita participated in many airshows and international exercises involving Romanian MiG-21s. Also, he was the detachment commander of the Romanian detachment at Siauliai in Lithuania in late 2007. Involved in the tragic crash was Lancer-B 329 **516999329**.

## **Spain**

#### **Ejército del Aire (AF)**

LEAB = Albacete

LECV = Colmenar Viejo

##### **CN235M-100**

T.19B-05 reregistered as D.4-06 **C036**

##### **CN235MPA-100**

D.4-06 f/n ex T.19B-05 **C036** nov10

The former T.19B-05 was last noted as 35-23 with Ala 35 in January 2009. This is the sixth and probably final CN235 that has been reconfigured as marine patrol aircraft. Like the five other MPAs, the aircraft also still carries its old T.19B-serial.

#### **Fuerzas Aeromóviles del Ejército de Tierra (AR)**

##### **AS532UL**

HL.27-03/ET-670 f/n Eurocopter LEAB oct10

HT.27-14/ET-662 nn ex HU.21L-62 jun10

HT.27-17/ET-665 nn ex HU.21L-65 jun10

HU.21L-62 reregistered as HT.27-14

HU.21L-65 reregistered as HT.27-17

All four HL.27 Cougars destined for the Military Emergency Unit (UME) have now been noted. The reregistration of the other two Cougars from HU.21L to HT.27-serials was confirmed only in June this year, but dates back to longer ago. Unfortunately, their unit was not identified.

##### **UH-1H**

HU.10-30/ET-210std LECV ex BTRANS **41225** oct09

HU.10-33/ET-213std LECV ex BTRANS **41228** oct09

Both have been stored at least since October 2009.

## **United Kingdom**

EGNB = Brough EGVO = Odiham  
EGNO = Warton EGXC = Coningsby  
EGOS = Shawbury EGYM = Marham  
EGUB = Benson

22/203sq = 22sq/C Flt + 203(R)sq at RAF Valley  
CGMF = Central Glider Maintenance Flight at RAF

Syerston  
 EGUB ASF = RAF Benson Aircraft Service Flight  
 JUMP = Joint Upgrade & Modification Programme at RAF Cottesmore  
 LTSF = Long Term Storage Flight at RAF Cottesmore  
 MDMF = Merlin Depth Maintenance Facility at RNAS Culdrose  
 MTSF = Mid Term Storage Flight at RAF Cottesmore  
 SKAMG = Sea King Aircraft Maintenance Flight  
 TEF = Tornado Engineering Facility at RAF Marham  
 Vector Aerosp. = Vector Aerospace Ltd at Fleetlands  
 Westland = AgustaWestland Ltd at Yeovil

**Royal Air Force (AF)**

MAR reports that the seventh C-17A Globemaster for the RAF could be due for delivery before the end of 2010. The plane recently made its first flight at Long Beach (CA).

The Harrier Flight attached to 41(R)sq closed down on 4 November 2010. This was already announced last month, and it is a direct consequence of the SDSR. The squadron acts as the RAF Fast Jet & Weapons Operational Evaluation Unit (FJ&W OEU). Given the pending retirement of the Harrier fleet, there no longer is a need for testing and development work in support of this platform. The three Harriers on strength with the squadron made their last flight with this unit on 4 November 2010. They were joined by one of the 41(R)sq Tornado GR4 jets, and a Hawk which acted as camera ship. Flypasts were made at Waddington, Cranwell, Wyton, Farnborough and Boscombe Down. Unfortunately, the planned flypast at BAE Warton was cancelled due to bad weather. All three jets will continue to fly with the operational Harrier squadrons, until final retirement in 2011.

**C-17A**

ZZ177 Boeing as N9500B **UK-7** oct10  
 The fuselage number of this aircraft is **F-229**, and it has also been allocated USAF (FMS) registration 09-0207.

**Chinook HC2**

ZA714 nb ex 1312Fit **M7005** sep10  
 ZH775/HB EGVO Wing ex 1310Fit/HB **M4451** sep10  
 On 28 September 2010, ZA714 left RAF Brize Norton by road. Most likely it was heading for Fleetlands.

**Harrier GR9**

ZD328 std MTSF ex std EGXC **P9** sep10  
 ZD468/58 4(R)sq ex 800sq/58 **P58** sep10

ZG474/64 4(R)sq ex LTSF **P64** oct10  
 ZG477/(67) 1sq ex nb **P67** nov10

**Harrier GR9A**

ZD346 std MTSF ex 1sq/13A **P13** sep10  
 ZG511 std LTSF ex 1sq/82A **P82** oct10  
 ZG859/91A 4(R)sq ex 800sq/91A **P91** oct10

**Hawk T1A**

XX265 std EGOS ex 19(R)sq/265 **312101** oct10

**Hawk T2**

ZK019 BAE EGNO ex BAE EGNB **RT010** oct10  
 ZK020 BAE EGNO ex BAE EGNB **RT011** nov10  
 ZK024 19(R)sq ex BAE EGNO **RT015** nov10  
 ZK035 19(R)sq ex BAE EGNO **RT026** nov10  
 ZK037 BAE EGNO ex BAE EGNB **RT028** nov10

We had ZK019 down as stored at RAF Shawbury (last noted there in feb10), it looks like it was moved by road to BAE Brough for modifications, and on 25 October 2010 it was flown from there to BAE Warton.

**Merlin HC3**

ZJ120/D 28/78sq ex 1419Fit/D **RAF04** oct10  
 ZJ124/H 28/78sq ex 1419Fit/H **RAF08** nov10  
 ZJ129/N 1419Fit ex 28/78sq/N **RAF13** oct10  
 ZJ132 MDMF ex Westland **RAF16** oct10

Possibly ZJ124 will be transported to RNAS Culdrose for maintenance by the Merlin Depth Maintenance Facility. It arrived back at RAF Brize Norton during the first part of November from deployment to Afghanistan.

**Merlin HC3A**

ZJ990/AA 28/78sq ex MDMF **50089** oct10  
 ZJ994 MDMF ex 28/78sq/AC **50121** oct10

**Puma HC1**

XW201 i/a EGUB ex ?? **1054** jun10  
 XW211 33/230sq ex Westland **1106** oct10  
 ZA935 33/230sq ex EGUB ASF **1633** oct10  
 ZJ955 EGUB ASF ex 33/230sq **1363** oct10

On 11 January 2006, XW201 left RAF Benson on a low loader, we lost track of it since. In June 2010, the helicopter was reported back at RAF Benson, again where it is used for battle damage repair training.

**Reaper (MQ-9A)**

ZZ204 39sq new sep10

**Sea King HAR3**

XZ594 SKAMG ex 202sq/E Flt/J **WA860** oct10  
 XZ595/K 22/203sq, ex Vector Aerosp. **WA861** nov10



Under the recently announced defence cuts, the RAF will decommission their Shadow R1s. Ship ZZ417 is seen here on approach to RAF Coningsby. (19 October 2010, Ron Bijsterbosch)





Coningsby is the place to be for Eurofighterfans. Typhoon T1 ZJ805/BD of 29(R) Sqn also carries additional code S-RO on its tail. (20 October 2010, Ron Bijsterbosch)

#### **Tornado GR4**

ZA556	TEF	ex 31sq/047	<b>075</b>	oct10
ZA600/EB-G	41(R)sq	corr, not QinetiQ	<b>122</b>	aug10
ZD709/078	13sq	corr, not TEF	<b>324</b>	sep10
ZD740/088	31sq	ex 2sq/088	<b>360</b>	oct10
ZD745/093	2sq	ex 31sq/093	<b>373</b>	oct10
ZD793/101	15(R)sq	ex EGYM Wing/101	<b>405</b>	oct10

Here mentioned ZA600/EB-G was dispatched to QinetiQ Boscombe Down, however not for modification work as initially believed, but for a temporary detachment.

#### **Tornado GR4A**

ZA369/003	2sq	unit confirmed	<b>166</b>	aug10
ZA404/013	2sq	ex 14sq/013	<b>214</b>	oct10

#### **Typhoon F2**

ZJ931/DA	3sq	ex XI(F)sq/DA	<b>BS022</b>	oct10
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#### **Typhoon T3**

ZJ802/BB	29(R)sq	unit confirmed	<b>BT003</b>	sep10
ZK379	EGXC	ex BAE EGNO	<b>BT024</b>	oct10

#### **Typhoon FGR4**

ZJ916/QO-U	3sq	ex 29(R)sq/QO-U	<b>BS007</b>	oct10
ZJ933/DF	3sq	ex XI(F)sq/DF	<b>BS024</b>	oct10
ZJ937/QO-W	3sq	ex XI(F)sq/QO-W	<b>BS028</b>	nov10
ZJ947/EI	6sq	ex 6sq/DN	<b>BS040</b>	oct10
ZK310	EGXC	ex BAE EGNO	<b>BS063</b>	oct10

#### **Vigilant T1**

ZH144/TR	645VGS	ex 635VGS/TR	<b>6525</b>	oct10
ZH193/UF	631VGS	ex CGMF	<b>6544</b>	oct10
ZH205/UL	645VGS	ex ACCGS/UL	<b>6549</b>	oct10

#### **Army Air Corps (AR)**

##### **Gazelle AH1**

XX378	std EGOS	ex i/a Gosport	<b>1258</b>	oct10
XX403	std EGOS	ex i/a Gosport	<b>1333</b>	oct10
XX447	std EGOS	ex i/a Gosport	<b>1439</b>	oct10

##### **Islander AL1**

ZG847	std EGOS	ex 651sq	<b>2196</b>	oct10
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##### **Lynx AH7**

XZ185	9Regt	ex 847sq	<b>069</b>	oct10
XZ679	9Regt	ex Vector Aerosp.	<b>247</b>	oct10

##### **Lynx AH9A**

ZG886	9Regt	ex Westland	<b>348</b>	oct10
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ZG886 was most likely delivered to 9Regt in the second part of

September 2010. The regiment did not operate this helicopter, very long since it transferred to 847sq on 7 October 2010.

#### **Wildcat**

ZZ401	Westland	f/f 15oct10	<b>463/T102</b>	oct10
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#### **Fleet Air Arm (NY)**

All four Royal Navy Jetstream T3 aircraft have been offered for sale by tender on 29 September 2010. Three of these aircraft have been stored at RAF Cranwell since September 2008: ZE438/(5)76, ZE439/(5)77 and ZE441/(5)79. The fourth aircraft has been stored at RAF Shawbury since August 2006: ZE440/(5)78. The closing for bids was 1 November 2010.

On 7 October 2010, four Lynx AH9A helicopters were delivered to RNAS Yeovilton for usage by 9Regt. These helicopters were previously used by 9Regt at Dishforth. The reason for this transfer is that 847sq will deploy to Afghanistan in 2011. This will be done using the modified and improved AH9A version of the Lynx. The four aircraft which now have been delivered will be used in the work up period prior to the actual deployment.

#### **Harrier GR9**

ZD470	std EGDx	ex 800sq/60	<b>P60</b>	nov10
ZG862/94	800sq	ex 4(R)sq/94	<b>P94</b>	oct10

On 10 November 2010, ZD470/60 performed an emergency landing at Cardiff after a bird hit. It was transported by road to MoD St.Athan on 18 November 2010.

#### **Harrier GR9A**

ZD351/18A	800sq	ex JUMP	<b>P18</b>	sep10
ZD470/60	800sq	ex 4(R)sq/60	<b>P60</b>	sep10

#### **Hawk T1A**

XX330/330	FRADU	ex repairs	<b>312154</b>	oct10
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Back in July 2008, XX330 was damaged in a bird strike. It underwent repairs with FRADU itself at RNAS Culdrose. On 23 June 2010, it was flown to RAF Valley where the Hawk Service Flight (HSF) performed maintenance. By October 2010, it had finally returned into service with FRADU.

#### **Lynx HAS3S**

XZ237/305	702sq	ex Vector Aerosp.	<b>019</b>	oct10
XZ727/307	815sq	ex Vector Aerosp.	<b>199</b>	oct10

Here mentioned XZ237 still carries its old 815sq/HQ Flt code ("305"), it is expected to be recoded soon.

#### **Lynx HMA8SRU**

XZ698/CM-348	815sq	ex Vector Aerosp.	<b>153</b>	oct10
XZ726/411	815sq	ex 815sq/302	<b>195</b>	sep10

XZ731/332	815sq	ex Vector Aerosp.	<b>204</b>	oct10
ZD566/407	815sq	ex 815sq/328	<b>317</b>	oct10

#### Lynx AH9A

ZF539	847sq	ex 9Regt	<b>331</b>	oct10
ZG884	847sq	ex 9Regt	<b>346</b>	oct10
ZG886	847sq	ex 9Regt	<b>348</b>	oct10
ZG888	847sq	ex 9Regt	<b>351</b>	oct10

#### Merlin HM1

ZH851	824sqs	ex MDMF	<b>RN31</b>	sep10
ZH862	Westland	ex 824sq/(5)87	<b>RN42</b>	sep10

At Yeovil, ZH862 will be converted to HM2 standard.

#### Sea King HC4

ZF121	SKAMG	ex 846sq/(V)T	<b>WA968</b>	oct10
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#### Sea King HC4+

ZA295	SKAMG	ex 846sq/(V)U	<b>WA909</b>	oct10
ZD477	SKAMG	ex 846sq/(Y)E	<b>WA932</b>	oct10

#### Sea King ASaC7

XV664/(1)90	854sq	ex Vector Aerosp	<b>WA652</b>	sep10
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## Africa

### Chad

#### Escadrille Nationale Chadienne (AF)

##### Su-25

TT-QAO	f/n	nov10
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### Egypt

#### al Quwwat Al Jawwiya Il Misriya (AF)

Egypt has signed a contract with Airbus Military for the acquisition of three C295 aircraft. The aircraft are to be delivered from 2011 onwards and will be used to increase the Egyptian Air Force's capacity in tactical and logistic transport.

### Morocco

#### al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

##### F-16C-52

08-8001	for EdC	f/n	<b>MR-1</b>	oct01
08-8002	for EdC	c/n update	<b>MR-2</b>	
08-8003	for EdC	c/n update	<b>MR-3</b>	
08-8004	for EdC	c/n update	<b>MR-4</b>	
08-8005	for EdC	c/n update	<b>MR-5</b>	
08-8006	for EdC	c/n update	<b>MR-6</b>	
08-8007	for EdC	c/n update	<b>MR-7</b>	

08-8008	for EdC	c/n update	<b>MR-8</b>
08-8009	for EdC	c/n update	<b>MR-9</b>
08-8010	for EdC	c/n update	<b>MR-10</b>
08-8011	for EdC	c/n update	<b>MR-11</b>
08-8012	for EdC	c/n update	<b>MR-12</b>
08-8013	for EdC	c/n update	<b>MR-13</b>
08-8014	for EdC	c/n update	<b>MR-14</b>
08-8015	for EdC	c/n update	<b>MR-15</b>
08-8016	for EdC	c/n update	<b>MR-16</b>

F-16C 08-8001 made its first flight on 11 October 2010.

##### F-16D-52

08-8017	for EdC	c/n update	<b>MS-1</b>	nov10
08-8018	for EdC	c/n update	<b>MS-2</b>	
08-8019	for EdC	c/n update	<b>MS-3</b>	
08-8020	for EdC	c/n update	<b>MS-4</b>	
08-8021	for EdC	c/n update	<b>MS-5</b>	
08-8022	for EdC	c/n update	<b>MS-6</b>	
08-8023	for EdC	c/n update	<b>MS-7</b>	
08-8024	for EdC	c/n update	<b>MS-8</b>	

F-16D 08-8017 made its first flight late November 2010.

##### T-6C

01/TA	for EdP		nov10
02/TB	for EdP		nov10
03/TC	EdP	f/n	nov10
04/TD	EdP	f/n	nov10

### Mozambique

#### Força Aérea Moçambique (AF)

##### CeF337G

...	ex FAP 13729	<b>030</b>	nov10
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##### CeFTB337G

...	ex FAP13713	<b>014</b>	nov10
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Both former Portuguese Air Force aircraft are due to be delivered to Mozambique soon.

### Uganda

#### Uganda People's Defence Force (AF)

##### Mi-24V

AF-802	f/n	aug10
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### Zambia

#### Zambia Air Force (AF)

##### AB205A

AF772	f/n	oct10
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AS350B PN-101/F-WEVB (cn 7038) was seen at Lanseria and believed to be on delivery to the Angola Police at that time.  
(Johannesburg-Lanseria, 30 October 2010, Morné Booij-Liewes)



The Republic of Yemen Air Force has two bases that operate the MiG-21; Hodeidah hosts the Al Hudaydah Air Brigade and 6sq, while Taiz has a detachment of 26sq. This MiG-21bis 2232 was seen at the Odessa Aircraft Repair Facility. (Patrick Roegies)



A new sighting for our Egyptian Air Force database was this MiG-21MF 8360. We believe it is based at Al Mansurah and belongs to the 104th Fighter Brigade. (Odessa, Patrick Roegies)



Not much is known of the strength of the Angolan Air Force. Over the last years several MiG-23s have been seen at the Odessa Aircraft Repair Facility. Currently, both I-29, I-30 and this I-31 are present in Odessa; all MiG-23UBs. (Odessa, Patrick Roegies)

## Asia

### China

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

**CJ7**  
01 AVIC f/n 01 nov10

**J8A**  
30253 24th Div f/n photo

**J10AY**  
01 Ba Yi **J10AY0508** nov10  
02 Ba Yi **J10AY0509** nov10  
03 Ba Yi **J10AY0510** nov10  
04 Ba Yi **J10AY0511**  
05 Ba Yi **J10AY0512** nov10  
06 Ba Yi **J10AY0513**  
07 Ba Yi **J10AY0514** nov10  
08 Ba Yi **J10AY0515** nov10  
09 Ba Yi **J10AY0516?**

**J10SY**  
10 Ba Yi **J10SY0508** nov10  
11 Ba Yi **J10SY0509** jul10  
12 Ba Yi **J10SY0510** aug10

Not all of the team's aircraft had been delivered by August 2010 and during the rehearsals several J10s of 24th Div were used. By October the team was complete and all aircraft were repainted in a new color scheme with darker blue colors but without English titles. During the Zhuhai Air Show, the team performed an impressive display.

**J11**  
10384 7th Div f/n nov10  
30002 19th Div f/n nov10  
40041 33rd Div f/n photo

Note that the serial of 10384 suggests that a new Regiment is flying with J11/Su-27. One option is that the J7G Regiment at Yangqing is upgrading.

**KJ200**  
30171 26th Div f/n **201801** nov10

**Q5J**  
30094 28th Div/82nd Reg f/n photo  
Now that the twin-seat attack version is entering front-line Q5/JH7 Regiments, the days of operational JJ6 aircraft are getting numbered. As with the JJ6, the Q5J is a derivative of the MiG-19, though with a cockpit lay-out in line with nowadays fighters. It is believed that the aircraft are re-build Q5 aircraft.

**Y8C**  
20145 13th Div/37th Reg f/n nov10  
A Google Earth image of 17 November 2006 reveals interesting scratchmarks on Mother Earth at Dingxin, starting at the southern touchdown point of the main runway, and continuing on the northern side of the runway, until the third intersection, where things broke up and fire marks are still visible. Even a salvage team is still present.

Although not confirmed, the Dustbin database contains a crash of a single-engined fighter on 14 November 2006 after a belly landing was made following a mid-air with a flock of pigeons. The pilot, Colonel Li Jian Ying, unfortunately died. Around the time of the incident, J7 and J10 single engine fighters were being tested at Dingxin.

**Z9WE**  
6190 15th AC f/n nov10

#### People's Liberation Army (AR)

**Mi-171**  
LH96776 6th Reg f/n photo

**Mi-17-V5**  
CUA78 f/n photo

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

**JH7A**  
82659 5th Div/14th Reg f/n oct09  
82757 5th Div/14th Reg f/n oct09

**H6M**  
872 SAC f/n oct09  
The second prototype of the H6M version was noted at naval base Yantai Laishan.

**KJ200**  
9371 1st Indep. Div f/n nov10  
This first KJ200 for the Navy was noted at the factory at Shaanxi, together with a second example. The air Force already operates at least seven examples.

### Indonesia

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

On 10 November, Embraer confirmed that it had won a competition held by the Indonesian Ministry of Defense to supply eight EMB-314 Super Tucano light attack turboprops to the Indonesian Air Force, as a replacement for the OV-10F. The deal includes ground support stations and an integrated logistics package, and represents the debut of the Super Tucano in the Asia Pacific region. Deliveries will begin in 2012, with possibly eight more to be bought for a total requirement of sixteen aircraft. The Super Tucano has been chosen to replace the Broncos because of its flexibility to perform a broad range of missions, including light attack, surveillance, air-to-air interception and counter insurgency. The Korea Aerospace Industries KA/KT-1, of which eleven are in service as basic trainers, was the losing contender.

According to details revealed at the tri-service Indo Defence Expo & Forum in Jakarta, Indonesia should make a decision on a mid-life upgrade for its Lockheed Martin F-16A/Bs in 2011 or 2012, but could also buy an additional batch of six F-16C/D Block 50/52 fighters to get a full squadron of sixteen operational aircraft. If the upgrade takes place it will extend the service life of the current fleet from 4,000 to 8,000 flight hours, and make them as capable as new-build models. An upgrade of all ten aircraft is likely to cost around \$150 million. Modernisation work would take one year per aircraft, with the work to be conducted in Indonesia, using kits provided by Lockheed. The air force also wants to acquire Falcon Star and Falcon Up upgrades for its current fighters. Another option, albeit less likely, would be for the nation to replace its current F-16s with ex-US Air National Guard Block 50/52 airframes. However, these would have a remaining service life of only 1,500 hours each and be less compatible with the US Air Force's support system for the type. Indonesia is also in discussions with Lockheed about a possible service life extension programme for its C-130B/H transports, although the fighter upgrade has the higher priority. A total requirement for thirty C-130s exists; 22 for supporting two infantry regiments, two VVIPs, two tankers and four in maintenance. That leaves the TNI-AU nine aircraft short at this time. The C-130J is a possible addition to the force, but a minimum of twelve would have to be bought.

A decision to upgrade both the C-130 and the F-16 would be consistent with plans to modernise the military. In October 2010, defence minister Purnomo Yusgiantoro said about 150 trillion rupiah (\$16.8 billion) is needed over the next five years to support the process. During the Cold War, Washington considered Indonesia a key ally. That changed when a US arms embargo was imposed in 1992 after Indonesian soldiers killed East Timorese pro-independence demonstrators. The restrictions were tightened in 1999 after a crackdown in an unsuccessful attempt to prevent East Timor's independence. The embargo resulted in the grounding of most of the F-16s, until it was lifted in 2005 when Washington began to view Indonesia as a model of a majority-Muslim country that is also a secular democracy. Relations have steadily improved, underlined by US President Barack Obama's visit to Indonesia on 9-10 November 2010, and his offer of a grant of 24 F-16C/D Block 32s. Indonesian Military chief Admiral Agus Suhartono said he has been studying the offer. He said, although it was a grant, he had to calculate the cost of maintaining the 24 aircraft. Indonesia-US ties were also a consideration. The Obama administration lifted the military embargo on Indonesia in July 2010, due to improvements on human rights. Indonesian Vice Marshal Eri Biatmoko, assistant for planning to the Air Force Chief of Staff, said the military needed three squadrons of fighter jets for air



security. The House's commission on defense will support the government as officials evaluate whether or not to accept a US grant for free F-16s. The grant must not burden the state budget, and the government should purchase new aircraft if the budget allowed.

Surprisingly, a requirement for aircraft carriers to support humanitarian missions during disasters has also been revealed recently. For 2011, the TNI-AU wants to buy six C-27J Spartans to replace the fleet of Fokker 27s. Another candidate is the EADS CASA C-295, but a total of twelve would have to be bought in order to allow production to be transferred to PT Dirgantara Indonesia in Bandung. The Eurocopter EC-725 Cougar is another type on the wish list, to be bought directly from Eurocopter in France. In the meantime, three Super Pumas will be completed by PT DI in 2011. A replacement for the F-5E/F has yielded three contestants; the Su-35, JF-17 and JAS-39. A decision is expected in 2013-2014 as the F-5s have a useful lifetime until 2018. Finally, on 23 November the TNI-AU announced a limited tender for the procurement of a replacement of the AS-202 Bravo and T-34C trainer aircraft, to be funded by the Export Credit Facility Fiscal Year 2010. The tender closes on 10 December 2010.

**Pusat Penerbangan Angkatan Darat (AR)**

**EC120B**

HL-4150	Pus. Pend. Penerbad	nov09
HL-4151	Pus. Pend. Penerbad	nov09

By April 2009, the army's pilot training centre *Pusat Pendidikan Penerbangan* had become the third Indonesian user of the Colibri, after the Air Force's Skadron Udara 7 and RON200 of the Navy. Two helicopters have been noted so far, both in a striking dayglow colour scheme.

**Mi-35P**

HS-7129	Skuad 31	d/d 15sep2003	oct07
HS-7130	Skuad 31	d/d 15sep2003	sep09
HS-7153?	Skuad 31	d/d 23sep2010	oct10
HS-7154	Skuad 31	d/d 23sep2010	oct10
HS-7155?	Skuad 31	d/d 23sep2010	oct10

On 23 September 2010, Russia delivered three new Mi-35P helicopters to Indonesia. Flight testing of the Mi-35Ps started on 12 October at the Technical Squadron 021, located at Halim Perdanakusuma Air Base in Jakarta. The helicopters used flight-test serials HX-3503 to HX-3505. The first test flight was

undertaken by HX-3503, with Russian pilot Valery Kalashnikov and Indonesian co-pilot and maintenance test pilot LtCol. CPN Made Ardana of the Army Aviation Centre. Hand-over was on 20 October at the Army Aviation base in Pondok Cabe. With the arrival of the three additional Mi-35Ps, squadron 31 now has five helicopters. So far, only army serial HS-7154 has been confirmed.

**Polisi Udara (PO)**

**PZL M28.05**

P-4202	Polri	w/o 02nov09	<b>AJE003-04</b>
P-4204	Polri	w/o 27oct10	<b>AJE003-07</b>

So far, the Police have had little luck with their Skytrucks received in late 2004. Two out of four have been lost in fatal crashes.

**Japan**

Three trip reports; all made in October, account for the large amount of updates this issue. Two of the trips also visited various W & R locations, thus confirming the existence of much obsolete military hardware. A temporary change in the on-line database is the removal of most coordinates for these W & R locations from the remarks field. In the near future, the coordinates will become available in another form, so do not stop sending in your GoogleEarth discoveries.

**Nihon Koku-Jieitai (AF)**

For the first time since 1955, domestic production of jet fighters will stop after delivery of the last F-2A aircraft in 2012. The Japanese Ministry of Defence has determined that ordering more F-2's as a stopgap measure is not functional from the standpoint of deterrence and cost. This plan was considered because the aging Phantom fleet needs to be replaced, but the development of the F-35 is delayed. Budget requests for fiscal 2012 have been prepared and is to contain procurement costs for the F-35. Major problems, however, are the price tag and availability of the F-35. Priority will be placed on producing aircraft for the nine countries jointly developing the fighter, and Japan is not one of them. It is clear the Ministry of Defence strongly favours the F-35, as they are not able to procure the F-22, but unknown is if the other contenders are officially out of the running. Also unknown is whether the future fighter will be bought off the shelf or manufactured under licence.

A joint Japan-US exercise was held at Chitose, bringing twelve



Kawasaki has developed the C-2 as replacement for the C-1 operated by the JASDF. XC-2 08-1201 is the first prototype. (Gifu, 24 October 2010, Frits Jongerman)





Dino van Doorn witnessed these four F-15Js taxiing to the runway at Hyakuri

(October 2010)

Kadena F-15's to Japan's most northern fighter base. These exercises used to be at Okinawa, but were relocated to different Japanese bases, thus reducing the impact on the communities surrounding Kadena. Of course labour unions near Chitose objected and staged a rally, but to no avail.

As the Chinese are intensifying their activities in the waters near Japan, more specifically around the disputed Senkaku Islands, Japan plans to increase the number of Eagles at Naha from 20 to 30 and adding another Hikotai. Most probably, an F-15 Hikotai will be relocated from mainland Japan to Okinawa and my money is on 304 or 305 Hikotai.

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|-----------------------------------|-----------------------|
| RJAH = Hyakuri                    | RJCJ = Chitose        |
| RJFA = Ashiya                     | RJFF = Fukuoka/Kasuga |
| RJFN = Nyutabaru                  | RJNA = Komaki         |
| RJNG = Gifu                       | RJNK = Komatsu        |
| RJTJ = Iruma                      | RJTU = Utsunomiya     |
| ROAH = Naha                       |                       |
| ADC = Koku Sotai Shireibu Hikotai |                       |
| ADTW = Hiko Kaihatsu Jikkendan    |                       |
| AGG = Hiko Kyodotai               |                       |
| ARS = Kyunantai                   |                       |
| FTS = Kyoiku Hikotai              |                       |
| FTW = Hiko Kyoikudan              |                       |
| HAS = Herikoputa Kuuyutai         |                       |
| N-ADF = Hokubu Shien Hikohan      |                       |

**C-1**  
68-1018 o/h RJNG nmks, ex 403 Hik **8018** oct10

**C-130H**  
85-1086 o/h RJNG nmks? **5435** oct10

**E-2C**  
44-3462 o/h RJNG nmks? oct10

**F-2A**  
63-8501 o/h RJNA? ADTW **1001** oct10  
03-8505 8 Hikotai ex 8 o/h **1005** nov10  
03-8509 o/h RJNA nmks, ex 8 Hik **1009** nov10  
83-8544 ADTW ex 3 Hikotai **1044** nov10  
13-8559 MitsubishiHI f/n to be 03-8559? **1059** nov10  
13-8560 MitsubishiHI f/n **1060** nov10

The first single seat F-2 is reported to be with Mitsubishi for overhaul, still in the red/white test colours. Maybe 544 is its temporary replacement. 509 was seen test flying, so should be

with an operational unit by now. 559 and 560 are first notes and scheduled to be delivered in 2011, however the test program for 559 is going very smoothly and rumours are delivery will be before year's end and the serial will be changed to 03-8559.

**F-4EJ Kai**

47-8328	ADTW	ex o/h	<b>M028</b>	oct10
47-8329	RJFN	std, 301 Hik mks	<b>M029</b>	oct10
47-8334	RJFN	std, 301 Hik mks	<b>M034</b>	oct10
47-8342	RJAH	std, 302 Hik mks	<b>M042</b>	oct10
67-8381	RJAH	std, 302 Hik mks	<b>M081</b>	oct10
77-8394	o/h RJNA	nmks	<b>M094</b>	nov10
07-8435	o/h RJNA	nmks, ex 302 Hik	<b>M135</b>	nov10

Two more Spooks have been reported in storage at Nyutabaru, maybe seen at the platform near the QRA. A few of the others reported earlier at this location were not seen, only the one in cocoon. Phantom 394 was seen departing Komaki to an as yet unknown unit, most probably to its former owner, 302 Hikotai.

**RF-4EJ Kai**

77-6392	501 Hikotai	ex o/h	<b>M092</b>	oct10
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**F-15DJ**

12-8075	o/h RJNA	ex AGG		nov10
72-8090	o/h RJNA	nmks		nov10
82-8093	306 Hikotai	ex 305 Hikotai		oct10

Eagle 075 was seen with green slats and tanks in October but in was all grey in November and later reported to be at Komaki for overhaul. 090 was seen departing in the opposite direction, however we have not received any sightings yet.

**F-15J**

22-8813	203 Hikotai	ex 303 Hikotai	<b>013</b>	nov10
62-8868	204 Hikotai	ex 306 Hikotai	<b>068</b>	oct10
02-8918	203 Hikotai	ex o/h	<b>118</b>	nov10
02-8920	306 Hikotai	ex o/h	<b>120</b>	oct10
12-8924	304 Hikotai	ex 305 Hikotai	<b>124</b>	nov10
42-8944	o/h RJNA	nmks, ex 204 Hik	<b>144</b>	nov10
52-8955	204 Hikotai	ex 203 Hikotai	<b>155</b>	nov10

Eagle 944 was also seen test flying in November and has joined a unit by now.

**F-86D**

04-8205	Futaba	Futaba a/p	<b>NA190-714</b>	oct10
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This Sabre was seen at the parkinglot of Futaba Airport, sadly in a bad condition. Futaba is home to the JAL ground school and a few more former military aircraft were seen.

**F-86F**

62-7516 Shizuoka-shi **NA227-76** oct10  
 92-7913 Yokohama-shi **NA256-33** oct10  
 These Sabres have also been confirmed as still around. 516 is on the roof of the Senna Kanno Hospital, the fuselage of 913 is at the Café Avion.

**F-104J**

36-8510 ex Nakafurano-cho **683B-3010** jul09  
 36-8558 Tachikawa-shi **683B-3058** oct10  
 46-8560 Futaba Futaba a/p **683B-3060** oct10  
 Starfighter 510 was preserved in a forest at a radio transmitter station, however its condition deteriorated over the years and by September 2010 it had been removed and reportedly transported to Chitose. 558 was seen at the JASDF Hospital complex near Tachikawa.

**CH-47J**

57-4493 RJTJ HAS ex ROAH **5075** oct10  
 67-4496 RJFF HAS ex o/h oct10  
 Both units were not noted and confirmed, but seen at these bases.

**UH-60J**

58-4562 RJCJ ARS? ex RJNK **2012** nov10  
 78-4584 o/h RJNA? ex RJFN **2034** nov10  
 Only a few UH-60Js are still in the original yellow/white colours, and 562 is one of them. It was seen at Chitose, unit not noted. 584 was seen flying at Komaki so could be with the training unit Koku Kyunandan as well.

**T-1A**

85-5802 rear mated with 95-5803? **JT2** nov00  
 95-5803 Kozakai-cho **JT3** oct10  
 25-5841 Utsunomiya **JT41** oct10  
 The last two were confirmed as still existing. 803 is preserved at an auto repair shop along route 1 and is thought to be a composite. It is supposed to have the rear fuselage of 85-5802. 841 is preserved at the gate of Fuji.

**T-1B**

35-5863 Oji-cho Nara Tech. School **JT63** oct10

**T-4**

96-5616 13 FTW ex o/h **1016** oct10  
 96-5624 306 Hikotai ex 303 Hikotai **1024** oct10  
 06-5644 ADC ex 303 Hikotai **1044** nov10  
 06-5646 o/h RJNG nmks, ex 201 Hik **1046** oct10  
 06-5647 o/h RJNG nmks, ex N-ADF **1047** oct10  
 16-5669 13 FTW ex o/h? 304 Hik **1069** oct10  
 16-5671 13 FTW ex o/h? 304 Hik **1071** oct10  
 36-5709 ADC ex o/h? 305 Hik **1109** nov10  
 46-5714 o/h RJNG nmks, ex 204 Hik **1114** oct10  
 96-5770 301 Hikotai ex 305 Hikotai **1170** oct10  
 06-5791 ADTW ex o/h? 8 Hik **1191** oct10  
 16-5795 13 FTW ex o/h **1195** oct10  
 16-5796 32 FTS ex 13 FTW **1196** oct10  
 16-5798 31 FTS ex 13 FTW **1198** nov10  
 16-5799 31 FTS ex o/h, ex 13 FTW **1199** oct10

There are a lot of changes around 13 Hiko Kyoikudan. New additions 669 and 671, could be still in the standard grey colours, however the last three now flying from Hamamatsu are confirmed as in the red/white scheme.

**T-6G**

72-0041 Futaba Futaba a/p **182-582** oct10  
 72-0131 Yokohama-shi **NA182-4** oct10  
 Texan 131 is preserved above the entrance of Café Avion.

**T-7**

26-5902 11 FTW red, ex 12 FTW **2** oct10  
 56-5923 11 FTW blue, ex o/h **23** oct10  
 56-5928 11 FTW blue, ex 12 FTW **28** oct10  
 66-5933 11 FTW blue, ex o/h **33** oct10  
 66-5934 12 FTW ex o/h? ADTW **34** oct10  
 66-5936 o/h RJTU nmks, ex 11 FTW **36** oct10  
 66-5938 o/h RJTU nmks? ex 11 FTW **38** oct10

The T-7 bases are not visited that often, so we have a relatively large number of updates this time. The remark "red/blue" behind the 11 FTW aircraft refers to the tail stripes, indicating the Hikotai the aircraft belongs to.

**T-33A**

61-5228 Futaba **1028** oct10  
 51-5652 Tachikawa-shi **580-9256** oct10  
 T-bird 652 has also preserved at the JASDF Hospital complex near Tachikawa.

**U-125A**

52-3003 RJFA ARS ex RJFN **258250** oct10  
 22-3020 o/h RJTU ex RJNK **258513** oct10  
 02-3027 RJFN ARS confirmed **258824** oct10

**Rikujo Jieitai (AR)**

Enstrom Helicopters has completed initial flight testing of the first Enstrom 480B for the JGSDF. It is specially modified in a 2 + 2 configuration and has dual flight controls and the instrumentation lay-out is such that the two passengers in the back also have a good view of the instruments. Only one has been funded and ordered, but it is expected that as much as thirty will be procured by 2014. Delivery of this helicopter is imminent.

RJDM = Metabaru RJNA = Komaki  
 RJNG = Gifu RJOE = Akeno  
 RJSU = Kasuminome RJTU = Utsunomiya  
 ROAH = Naha

**AH-1S**

73426 o/h RJTU no code, ex IATH **26** oct10  
 73429 VATH ex o/h? IIIATH **29** oct10  
 73460 o/h RJTU IATH code **60** oct10  
 73474 inside Hangar AB at RJOE **74** oct10  
 73477 IIIATH ex o/h, unit nn RJDM **77** oct10  
 73479 IVATH tdy RJOE **79** oct10

JG-3474 was reported inside a hangar at Akeno. This Cobra crashed in February 2004, after a collision with JG-3454, severely wounding the crew. This could be an indication the frame was not totally destroyed and deemed suitable for non flying duties but this is the first time it was seen after the crash.

**UH-1B**

41545/NH Futaba dump Futaba a/p **MH46** oct10  
 41557 Toyokawa-shi **MH58** oct10  
 41559/MH Izumi-shi **MH60** oct10  
 JG-1557 is still preserved at JGSDF camp Toyokawa and JG-1559 at JGSDF camp Shinodayama.

**UH-1H**

41631/NEH Uji-shi **41631** oct10  
 41643 Kawanishi-shi **43** oct10  
 41654 Shimotsuke-shi **54** oct10  
 41656 Kanazawa-shi **56** oct10  
 41667/XI Tsu-shi **1H67** oct10  
 41682 Izumi-shi **1H82** oct10  
 41693/MH i/a RJTU **1H93** oct10  
 41694/NH Shibata-machi, code nn **1H94** oct10  
 41696/MH Izumi-shi **1H96** oct10  
 41703/NH RJSU at gate **1H103** oct10

All have been confirmed as preserved at various JGSDF bases. As base name and nearest city sometimes differ, please refer to the remarks field in the database for the exact base name. JG-1703 replaced 41569 at the gate of Kasuminome.

**UH-1J**

41801 RJTU #801, no code **1J01** oct10  
 41807 MH tdy RJTU **1J07** oct10  
 41822 o/h RJTU no code, ex NH **1J22** oct10  
 41827 RJOE no code, ex SD **1J27** oct10  
 41838 RJTU no code, ex SU **1J38** oct10  
 41856 XI tdy RJTU **1J56** oct10  
 41870 MH or NH #870, tdy RJTU **1J70** oct10  
 41890 o/h FujiHI no code, ex NEH **1J90** oct10  
 41902 X ex XIII **1J102** oct10  
 41904 II #904, tdy RJTU **1J104** oct10  
 41905 NH #905, tdy RJTU **1J105** oct10  
 41910 XII? #10, unit nn RJNG **1J110** nov10  
 41921 Fuji HI f/n **1J121** oct10

Utsunomiya was visited a couple of times in October, so we have a lot of updates. JG-1910 was seen at Akeno in October, and was reported with code XII. However, 12 Herikopotatai is



AH-64DJP 74509 was logged during a recent trip to Japan.

(Metabaru, 22 October 2010, Fred Willemssen)

using XIIH as a code. In November it was seen overflying Gifu but the, code could not be deciphered, but it also had the white trainings #10, indicating it was on tdy at Akeno.

#### OH-6D

31127/XIII	Shibata-machi		<b>6428</b>	oct10
31133/SU	Oji-cho	Nara Tech. School	<b>6434</b>	oct10
31148/SK	Izumi-shi		<b>6449</b>	oct10
31151/SU	Futaba	dump Futaba a/p	<b>6452</b>	oct10
31157/SK	Itami-shi		<b>6458</b>	oct10
31180/S	Futaba	dump Futaba a/p	<b>6486</b>	oct10
31182/SU	Tachikawa-shi,	not seen	<b>6488</b>	mar10
31193/SU	i/a RJTU		<b>6499</b>	oct10
31226	SK	#226, ex VII	<b>6535</b>	oct10
31229	SK	#229, ex II?	<b>6537</b>	oct10
31233	II?	#33, tdy RJTU	<b>6544</b>	oct10
31236	RJTU	ex o/h, code nn	<b>6547</b>	oct10
31248	VIII	#248, at RJNG	<b>6558</b>	nov10
31253	EH	#253, at RJNG	<b>6563</b>	nov10
31278	VII?	code nn RJTU, tdy?	<b>6590</b>	oct10
31285	IV?	#85, tdy RJTU	<b>6597</b>	oct10

For the preserved helicopters, refer to the remarks underneath the UH-1H updates. 31180 has the tailboom of JG-1174. JG-1248 and JG-1253 both carried a white training number, indicating tdy at either Akeno or Kasumigaura.

#### OH-6J

31050	ex Tachikawa-shi,	removed	<b>6353</b>	oct05
31086/III	Futaba	dump Futaba a/p	<b>6390</b>	oct10
31099/II	Futaba	dump Futaba a/p	<b>6403</b>	oct10
31101/VII	Futaba	dump Futaba a/p	<b>6405</b>	oct10
31106/XIII	Futaba	dump Futaba a/p	<b>6410</b>	oct10
31108/X	Futaba	dump Futaba a/p	<b>6412</b>	oct10

Nice surprise at Futaba, all were seen here for the first.

#### CH-47J

52934	HGPV	ex o/h	<b>5049</b>	oct10
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#### CH-47JA

52957	XV?	ROAH, code nn	<b>5057</b>	oct10
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#### KV107 II-A4

51807/IIH	Izumi-shi		<b>4094</b>	oct10
51811/WH	Tsu-shi		<b>4105</b>	oct10
51812/WH	Shibata-machi		<b>4106</b>	oct10
51818/WH	Oyabe-shi	DaVinci museum	<b>4134</b>	oct10

All confirmed as being preserved at various JGSDF bases.

#### LR-1

22019	o/h RJNA	no code, ex XV	<b>463/819</b>	nov10
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This aircraft was seen making a testflight at Komaki. Unfortunately it has lost its beautiful white/orange/black colours and is now in the standard camo scheme.

#### LR-2

23057	Sendai/Jamco			oct10
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This is a new aircraft for the JGSDF. Jamco is the company preparing Beech aircraft for delivery to the JGSDF and JMSDF, and also performing the overhaul.

#### Kaijo Jieitai (NY)

According to the crew of a 205 Kokutai YS-11, retirement of its last aircraft was expected before end 2011. Both 6902 and 6903 were seen engineless at Shimofusa and 6906 will be retired by the end of 2010.

ATS	= Kyoiku Kokutai	RJNG	= Gifu
RJOS	= Tokushima	RJTU	= Utsunomiya

#### Beech 65

6715	Waki-Cho	in park	<b>LC-224</b>	oct10
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#### TC-90

6802	RJOS	i/a at firestation	<b>LJ-598</b>	oct10
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#### SH-60J

8244	RJFY	dump, ex 211 ARS	<b>1044</b>	oct10
8248	RJFY	dump, ex 211 ARS	<b>1048</b>	oct10
8254	211 ARS	ex o/h	<b>1054</b>	oct10
8258	211 ARS	ex o/h	<b>1058</b>	oct10

#### SH-60K

8404	211 ARS	ex o/h? 51 Kok	<b>5004</b>	oct10
8410	o/h RJNA	testflying	<b>5010</b>	oct10

#### TH-135

8801	211 ARS	ex 51 Kokutai		oct10
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#### P-3C

5018	o/h RJNG	nmks, ex 1 Kok	<b>9015</b>	oct10
5020	o/h RJNG	nmks, ex 3 Kok	<b>9017</b>	nov10
5021	1 Kokutai	ex 5 Kokutai	<b>9018</b>	oct10
5025	51 Kokutai	ex 5 Kokutai	<b>9022</b>	oct10
5035	51 Kokutai	ex 5 Kokutai	<b>9032</b>	oct10
5036	2 Kokutai	nmks	<b>9033</b>	oct10
5050	203 ATS	ex 1 Kokutai	<b>9047</b>	oct10
5061	o/h RJNG	nmks, ex 203ATS	<b>9058</b>	nov10
5062	3 Kokutai	ex nmks	<b>9059</b>	oct10
5066	2 Kokutai	ex 5 Kokutai	<b>9063</b>	oct10
5083	3 Kokutai	ex 1 Kokutai	<b>9080</b>	oct10

#### S-62J

8922	Matsudo-shi Trsprt.Museum	<b>M62-010</b>		oct10
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**T-5**  
 6346 FujiHI f/n, 201 ARS mks **46** oct10  
 6347 FujiHI f/n, 201 ARS mks **47** oct10

**Kaijo Ho'an Cho (CG)**

**DHC-8-315**  
 C-FXAP/MA725 for JCG as JA725A **672** nov10  
 This aircraft was seen arriving at New-Chitose with its Canadian registration. This aircraft is equipped with some sort of MAD boom.

**Malaysia**

**Tentera Udara Diraja Malaysia (AF)**

In mid November, Boeing Executive VP and Boeing Defense, Space & Security President/CEO Dennis Muilenburg visited Prime Minister Datuk Seri Najib Tun Razak and discussed efforts to boost Malaysia-US economic, political and industrial cooperation. Malaysia acquired a fleet of eight F/A-18D Hornets in the late 1990's and Boeing has offered its new F/A-18E/F Super Hornet, which offers advantages like providing enhanced inter-operability with the existing fleet and support for ground forces.

**Pakistan**

**Pakistan Fiza'ya (AF)**

Recently, two new batches of F-16C/D aircraft have been delivered to Pakistan. On 30 October 2010, three F-16s arrived at Shahbaz Air Base, followed by another six on 20 November. Rumours suggest that a follow-on order is being negotiated. This next order would consist of fourteen aircraft (ten C-models and four D-models).

On 13 October 2010, another group of K-8Ps was handed over to the Pakistan Air Force. The eleven aircraft formed the final batch of a group of 27 aircraft of the type ordered a couple of years ago. These 27 Karakorums have joined the twelve K-8 Karakorums previously ordered and delivered. The earlier aircraft are now being converted to K-8Ps as well, with at least one having been completed.

**F-16C-52-CF**

10904	5sq	d/d 20nov10	<b>JE-4</b> nov10
10906	5sq	d/d 30oct10	<b>JE-6</b> oct10
10907	5sq	d/d 20nov10	<b>JE-7</b> nov10
10908	5sq	d/d 20nov10	<b>JE-8</b> nov10
10909	5sq	d/d 20nov10	<b>JE-9</b> nov10
10910	5sq	d/d 20nov10	<b>JE-10</b> nov10

**F-16D-52-CF**

10803	5sq	d/d 20nov10	<b>JF-3</b> nov10
10806	5sq	d/d 30oct10	<b>JF-6</b> oct10

**JF-17**

09-112	26sq	f/n	nov10
10-116	26sq	f/n	nov10

The c/n's of the JF-17s (visiting the Zhuhai show) are confusing. 10-116 is reported as **FC10108**, whereas this was reported with 10-113 before. 10-113 was now reported as being **FC10105**.

**K-8**

03-02-811	f/n	nov10
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**K-8P**

06-09-815	f/n	nov10
06-09-816	f/n	nov10
06-09-818	f/n	nov10
08-09-822	f/n	nov10

**Pakistan Fauj (AR)**

**Mi-171**

58639	f/n	10
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**Mi-17-1V**

58615	photo	<b>586M15?</b>
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**Mi-17-5V**

58510	f/n	aug10
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**Philippines**

**Pilipinas Hukbong Himpapawid (AF)**

**C-130H**

.... Ex Z21011/TS-MTA, del **5020** oct10  
 According to Aviation Week & Space Technology, the Air Force is to buy a refurbished C-130H. On 11 October, the aircraft was delivered to Manilla by Derco Aerospace and following a technical inspection by the air force, it is hoped the aircraft will be added to the fleet of remaining three Herculeses, of which one is operable at the moment. It is believed the aircraft involved is the Tunisian Air Force C-130 mentioned above. To shed some light on all the older versions C-130s that were stored at the tarmac of Mactan, Google Earth shows that they have been moved to a compound away from the active areas.

**UH-1H**

On 4 November, a ship with five UH-1s left the harbour of Jacksonville (FL), heading for the Philippines. The former US Army helicopters have been bought as part of a FMS package.



The EC-135T2 will be used by the JMSDF for training under local designation TH-135. TH-135 51-8801 acts as prototype. (Kanoya, 24 October 2010, Frits Jongerman)





Like many other air forces Singapore train airmen in the USA. Their F-15SG 05-0005/MO flies from Mountain Home AFB (ID).  
(12 October 2010, Roel Reijne)

## Singapore

### Republic of Singapore Air Force (AF)

Adding to Scramble 377, ST Engineering's Aerospace Arm has been awarded a contract to procure twelve M346 aircraft and a ground based training system for the RSAF fighter pilot training in Cazaux, France. The acquisition cost of the aircraft, ground based training system and associated spares are worth S\$543 million, and delivery of the first aircraft is expected in 2012. This contract is primed by ST Aerospace, which will undertake the overall management of the programme. The M346 aircraft will be provided by Alenia Aermacchi while Boeing will supply the state-of-the-art ground based training system incorporating the first application of their revolutionary Constant Resolution Visual System in the full mission simulators. In 2008, ST Aerospace teamed with Alenia Aermacchi and The Boeing Company to form a consortium to jointly bid the M346 aircraft for the RSAF Advanced Jet Trainer (AJT) replacement programme.

## South Korea

### Han Guk Yuk Gun (AR)

In October, a report submitted by the Army for a parliamentary inspection revealed that four in ten helicopters operated by the South Korean Army have reached their lifespan of thirty years, deteriorating the service's transport and close air support capabilities. About 240 of the 590 UH-1H transport and 500MD TOW attack helicopters, or 40.7 percent, have been in operation for more than 30 years. About fifty UH-1Hs have flown for more than 40 years. The Army believes that about fifty of the forty-year-old UH-1Hs and 120 of 500MD TOWs operated for 30 years are not able to conduct missions properly. Since 1972, a total of 94 Army helicopters have crashed. Ninety of the accidents were related to the UH-1H and 500MD TOW.

The government decided in 2009 to develop a light armed helicopter, but has yet to allocate the required funds. Under the Korea Attack Helicopter (KAH) effort, the military plans to develop a helicopter gunship. A two-year exploratory development will begin in 2011, as the Defense Acquisition Program Administration requested to spend 19.2 billion won (\$17 million) on preliminary research and development. The agency made the decision after a feasibility study by the Korea Institute for Industrial Economics & Trade and the National Defense University concluded in July 2010 that the KAH should be a 5-ton helicopter gunship with seats for six to eight troops. The study suggested building 214 helicopters in several blocks after 2017 to replace the fleet of 500MD TOW anti-tank helicopters.

Under a separate plan to acquire heavy attack helicopters, dubbed AH-X, Seoul is considering buying US Apache Longbow helicopters. After one of the two US Army Apache brigades

in South Korea moved to the Middle East in 2009, Seoul considered buying 36 refurbished Block I Apaches and upgrading them to Block IIs under the AH-X effort to replace 16-year-old ROK Army AH-1S helicopters. However, the plan was halted due to disagreements over a bulk purchase of spare parts and problems with data link integration. In May 2010, then-Defense Minister Lee Sang-hee ordered a fresh feasibility study. Government sources said the state-funded Korea Institute for Defense Analyses is to issue the study's results in December 2010. The study is expected to conclude that buying AH-64D Apache Block IIIs instead of paying to develop a new Surion variant would be faster and bring more operational capability. DAPA will make a decision about the AH-X program by April 2011.

## Thailand

### Royal Thai Air Force (AF)

#### Da42M MPP

...	ex OE-VDM, OE-UDO del	<b>42M.M015</b>	del
...	ex OE-VDK, OE-UDR del	<b>42M.M019</b>	del
...	ex OE-VDO, OE-UDS del	<b>42M.M022</b>	del

All three were delivered from Wien Neustadt to 402sq at Takhli.

## Latin America

## Brazil

### Força Aérea Brasileira (AF)

#### Hermes 450

7801	GTV	f/n	dec09
7802	GTV	f/n	dec09

For want of an official designation, we previously called them VANT the Brazilian variant of the acronym UAV, we will just refer to them as Hermes. GTV stands for Grupo de Trabalho Victor; the unit is based at Santa Maria.

#### TZ-23 (L-23)

8074	CVV	w/o 09oct10
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## Chile

### Fuerza Aérea de Chile (AF)

All A-29B Super Tucanos have now been delivered. They are operated by Grupo 1 at Iquique.

Grupo 2 withdrew its Beech 99A.

After the delivery of the latest batch of Bell 412s, the five original ones have been consolidated at Punta Arenas with Grupo 6. They keep a detachment of one such aircraft in the Arctic region at Base Frei, Teniente Rodolfo Marsh Martín. Crash victim



H-41, which was severely damaged on 27 November 2004 at Antofagasta, will be repaired.

The first batch of six former RNLAF F-16s duly left for Chile on 4 November from Leeuwarden, routing through Gran Canaria and arriving at Antofagasta on 9 November. The second batch is to follow suit in January. They seem to be serialised in construction number order, the block running from 741 until 758.

**F-16AM**

747	Grupo 7	ex J-864	<b>6D-81</b>	nov10
749	Grupo 7	ex J-869	<b>6D-86</b>	nov10
752	Grupo 7	ex J-192	<b>6D-99</b>	nov10
753	Grupo 7	ex J-198	<b>6D-105</b>	nov10
755	Grupo 7	ex J-207	<b>6D-114</b>	nov10
757	Grupo 7	ex J-138	<b>6D-128</b>	nov10

**Ecuador**

**Fuerza Aérea Ecuatoriana (AF)**

The delivery schedule for the Super Tucanos is still more or less kept, although a single ship was seen at São José dos Campos that should already have been delivered. Maybe this is a straggler?

**A-29B**

(FAE1024) Embraer PT-ZXA/L Ríos **31400152** nov10

Ecuador is seeking funds to acquire two MA-60s, the deal has not yet been finalized.

**Paraguay**

**Fuerza Aérea Paraguaya (AF)**

Currently, there is some debate on required funding for new aircraft. The FAP has a cargo in the CN235/295 class on its wish list but their original budget request was cut by 60%.

The air force has taken the three army aircraft on strength.

**Beech 58**

0232 GATE ex Army, TE-02 **TH-1278** nov10

**CeU206G**

0234 GATE ex Army, TE-04 **206-05405** nov10

**Ce310R**

0233 GATE ex Army, TE-03 nov10

**Ce402C**

0222 GATE type/cn corr. **402-0524** apr07

We had this down as c/n **0052** while it was reported to be a C model before. The aircraft was checked by Paraguayan aircraft historian Antonio Sapienza and confirmed as C-model, indeed

with the c/n above, ex ZP-PVN. The Paraguayan Air Force received the first Tucanos of the barter deal. The B707 and AT-26 involved in the swap remain in Paraguay.

**T-27**

2027	GAT	del 10nov10	nov10
2028	o/o	for delivery in 2010	
2029	o/o	for delivery in 2010	

**Aviación Ejército Paraguaya (AR)**

The three remaining army aircraft have been absorbed into the air force and given serials in their range. Refer above.

**Peru**

**Fuerza Aviación Naval del Perú (NY)**

**Fokker 60UTA-N**

AE565	EHWO	ex U-02, o/o	<b>20324</b>	nov10
AE566	EHWO	ex U-04, o/o	<b>20329</b>	nov10

Some testflights were performed in the last week of November, delivery is imminent (they are probably gone by the time you read this).

**Venezuela**

**Comando de la Aviación Naval (NY)**

**AB212/AS**

AB-0308 EscAerHelic w/o 14sep10 **5210**

This corrects Scramble 377 - Page 84.

**Middle East**

**Israel**

**Heyl Ha'Avir (DF)**

US President Barack Obama has promised to donate twenty F-35 Joint Strike Fighters in exchange for a ninety-day freeze on Jewish construction in the West Bank. Obama has offered much greater military aid, should the government of Israeli Prime Minister Benjamin Netanyahu agree to a Palestinian state in the entire West Bank and parts of Jerusalem by 2012. On 15 November, Israeli Defence Minister Ehud Barak relayed the first high-level confirmation of Israeli media reports of Obama's defence package. The defence minister, regarded as the Knesset member closest to Washington, said Israel was forced to order only twenty F-35s on 7 October 2010 in a deal valued at \$2.75 billion, because of limitations in US defence aid. They wanted forty planes, but because of budget cuts could only afford twenty. The Americans are now offering to complete the deal in return for a ninety-day freeze. Furthermore, if Israel



FAC1202 KC-767 MRTT was finally delivered to Colombia on 7 November 2010 after lengthy upgrade at IAI - presented here on 8 November 2010 (Bogota - Andres Luna)

and the Palestinians reach an agreement, the US is offering a deal six or seven times larger. The United States has pledged to begin JSF delivery to Israel in 2015.

The United States has not confirmed Obama's JSF offer to Israel. Other senior Cabinet ministers disputed Barak's version, saying the JSF offer was based on full agreement with the PA rather than a mere 90-day freeze. The US State Department has also refused to confirm the JSF proposal. Israeli Infrastructure Minister Uzi Landau said he doubted whether Obama would make good on his promise. He cited pledges made by previous US administrations to Israeli leaders, including Barak himself, of extensive military aid in exchange for withdrawal. In 2000, Barak was said to have been promised \$800 million by then-President Bill Clinton for Israel's unilateral withdrawal from Lebanon. Clinton left office months later and Congress did NOT act on the presidential request.

## Jordan

### al Quwwat al-Jawwiya Almalakiya al-Urduniya (AF)

#### AS350B3

510	5sq	ex UAE	<b>3328</b>	apr10
511	5sq	ex UAE	<b>3338</b>	apr10
512	5sq	ex UAE		
513	5sq	ex UAE	<b>3367</b>	apr10
514	5sq	ex UAE		apr10
515	5sq	ex UAE	<b>3317</b>	apr10

A overview of some information we came across recently. The above second-hand Ecureuils started appearing at Mafraq, Jordan, in May 2005. A few more may have been acquired since, including **3357**.

#### AW139

...		ex ADA A6-AW	<b>41214</b>	
...		ex ADA A6-AW.	<b>41218</b>	

These two have joined the RJAF and are confirmed as former Abu Dhabi Aviation helicopters. One of the two is the former A6-AWZ that was noted in full RJAF camouflage at Abu Dhabi in August.

#### II-76EI

76 . . .	Tashkent-Vostochny	<b>.0.34 21724</b>	sep10
76954	Tashkent-Vostochny	<b>.0.34 23808</b>	sep10

These two are line number 96-01 and 96-02. 76954 was towed from the factory to Tashkent-Vostochny airfield, Uzbekistan, 17 September and performed the first flight on the last day of the same month. The two aircraft are both stretched MF variants with PS-90A76 engines but are referred to as II-76IE. Since 1991, V P Chkalov Tashkent Aviation Production Association (TAPOiCh) has produced only about ten incomplete II-76MF/TF airframes and the above two are from that lot.

## Kuwait

### Kuwaiti Government (GV)

#### A340-542

9K-GBA	ex F-WWTE	<b>1091</b>	jun10
9K-GBB	as F-WWTZ	<b>1102</b>	nov10

GBA went to San Antonio (TX) for cabin outfitting in June. Future GBB VIP Transport Flight Airbus was noted outside at Toulouse with Airbus Industries recently.

## Lebanon

### al-Quwwat al-Jawwiya al-Lubnaniya (AF)

In November, Prime Minister Saad Hariri announced that Russia will supply Lebanon a free, unconditional gift, of six Mil Mi-24 helicopters. The package also includes 31 T-72 tanks and 36 130-millimeter artillery pieces for the army. The statement came during an official meeting with Prime Minister Vladimir Putin in Moscow. The Russian deal came shortly after the US House Committee on Foreign Affairs lifted its ban on giving \$100 million in military assistance to the Lebanese army.

The UK has supposedly given approval for supplying the Lebanese Air Force with a number of former RAF BAe Hawk training jets. No further details are known at this time. The news was announced during Defense Minister Elias el-Murr's visit to the UK early November.

#### SA342L

L-809                      8sq                      w/o 28aug08                      oct10  
This Gazelle was hit by gunfire, killing one crew member and injuring others, forcing the helicopter to make an emergency landing. At the time of the incident the helicopter flew over the village of Sejoud, in south-eastern Lebanon, an Hezbollah stronghold. The helicopter now resides in the museum hangar at Rayak.

## Qatar

### Qatar Emiri Air Force (AF)

The search for a new fighter to the Qatar Emiri Air Force is now formally underway and an evaluation of candidates has begun. The goal is to make a type selection before the end of 2012. The size of the program is still under discussion, with 24 to 36 fighters likely to be acquired. The aircraft would replace the current Dassault Mirage 2000-5s. Candidates include the Lockheed Martin F-35 Joint Strike Fighter, Boeing F/A-18E/F Super Hornet and F-15, Eurofighter Typhoon and Dassault Rafale. The Saab Gripen is also a likely contender.

## Saudi Arabia

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

#### AW101-640

ZR335	Saudi Royal Flight	<b>50240</b>	oct10
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This aircraft was first noted outside at the AgustaWestland facilities Yeovil in primer on 19 October 2010.

#### Typhoon F2

310/ZK078	BAE Systems	<b>CS012</b>	oct10
311/ZK079	BAE Systems	<b>CS013</b>	nov10

310 first flew in full RSAF markings as Tarnish 9 on 12 October. 311 was seen in primer outside on 1 November and Tarnish 17 was the lucky man to have a go in the air with this machine, still in primer, on 17 November.

### Saudi Arabian Government (GV)

#### Lj35A

HZ-MS1A	to Atlanta Air Salvage	<b>35A-374</b>	
HZ-MS1B	to Atlanta Air Salvage	<b>35A-375</b>	

#### Lj60XR

HZ-MS1A	RSAFMS	ex N326SM	<b>60-370</b>	jan10
HZ-MS1B	RSAFMS	ex N4003K	<b>60-371</b>	dec09

## United Arab Emirates

### United Arab Emirates Air Force & Air Defence (AF)

#### A330-243 MRTT

...	Airbus	<b>1080</b>	
...	Airbus as F-WWYL	<b>1186</b>	nov10

These are the first two Multi Role Transport Tanker for the UAE. All three aircraft ordered by UAE will be converted in Madrid. They will be delivered from 2011. **1080** was originally destined to become a KC-30B for the USAF. **1086** was noted with Airbus at Toulouse, France.

#### AS350B3

146	to RJAF	as 511	<b>3338</b>
149	to RJAF	as 513	<b>3367</b>
151	to RJAF	as 515	<b>3371</b>
155	to RJAF		<b>3357</b>

These left storage at Al Ain, UAE, around May 2005.

#### AT-802U

.....	N4247U	<b>802-4001</b>	jul10
.....	N60019	<b>802-4002</b>	
.....	N60033	<b>802-4003</b>	
.....	N6006X	<b>802-4004</b>	
.....	N60066	<b>802-4005</b>	
.....	N6008Q	<b>802-4006</b>	

The UAE Air Force has been identified as the first customer of the Air Tractor AT-802U. They have ordered ten aircraft, the first of which was displayed at the Farnborough air show in July 2010. At that stage, Air Tractor refused to announce the identity of its launch customer. The latter five aircraft above have since been identified in the FAA register as being registered to the manufacturer. First deliveries are expected before year's end.

Air Tractor developed an armed model of the AT-802 agricultural and fire-fighting aircraft in 2008, with engine and cockpit armor, a bulletproof windscreen, self-sealing fuel tanks, and structural reinforcements. It hauls over four tons of payload and the two-seat tandem heavily armored military version, modified with sensors and reinforced for weapons carriage, has been used by the US Department of State as a delivery vehicle for herbicides and defoliants over narcotics production facilities.

**F-16E**

3028 Shaheen sq dep TUAS 06nov10 **RE-3** nov10  
 3031 Shaheen sq dep TUAS 06nov10 **RE-6** nov10

**F-16F**

3005 Shaheen sq dep TUAS 06nov10 **RF-5** nov10  
 3010 Shaheen sq dep TUAS 06nov10 **RF-10** nov10

The five former 148th Fighter Squadron Desert Falcons mentioned last month, (3012, 3013, 3032, 3033 and 3034) staged through Morón de la Frontera, Sevilla, Spain, on the way to Al Dhafra, UAE, as Retro61-65 with tanker support KC-10A Gold11 23 October 2010. The above four, again former 148th FS AZ ANG Desert Falcons, passed through Shaw AFB (SC) and Morón as Retro 21-24 at 8 November 2010.

**Hawk 102**

1052 12sq w/o 21nov10 **AT002/365**  
 Crashed in Ras al Khaimah killing the pilot.

**MB339NAT**

CSX54508 Al Fursan ex MM54508 **6722** nov10  
 Seen outside at Venegono, Italy, in full Al Fursan scheme.

**PC-21**

... Pilatus first flight 22nov10 **128** nov10  
 ... Pilatus **129** nov10  
 ... Pilatus **130** nov10  
 ... Pilatus **134** nov10

The Pilatus chief test pilot Reto Aeschlimann flew the first PC-21 for the United Arab Emirates Air Force & Air Defence from Buochs, Switzerland, for the first time 22 November 2010. The flight was one year to the day after the contract was signed. Delivery of the twenty-five PC-21 aircraft and the other components of the Pilatus training system are scheduled to commence in the first quarter 2011. The grey camouflaged

aircraft had UAE roundels, a Swiss flag on the tail and the construction number as a temporary decal sticker over the yet unknown local serial number.

**Saab 340AEW&C**

1331 UAEAF&AD ex SE-B31 **340B-431** aug10  
 SAAB Aircraft AB flew this 340 first in March 1998 and it went for a stint with the Svenska Flygvapnet as 10006 till June 2010. It now appears it went to the UAE. It was seen in the country, albeit with European test pilots recently.

**United Arab Emirates Army (AR)**

**CH-47F**

2503 Group 18/SOC aug10  
 2509 Group 18/SOC aug10  
 2512 Group 18/SOC aug10  
 2515 Group 18/SOC aug10

Further to the CH-47Fs cancelled from the FAA register mentioned in Scramble 376, N851RS **MM8870**, N852RS **MM8871**, N854RS **MM8872** and N856RS **MM8873**, the above four, non-sequential serial numbers, are now known as local serials. Most likely, these are the same aircraft. Meanwhile, during the recent Dubai Helicopter Show in early November, it was revealed the UAE is considering buying more CH-47F heavy lift helicopters. In December 2009, sale of sixteen CH-47F Chinooks to the UAE was announced.

**UH-60M**

2615 10th Army Aviation Group, f/n feb10  
 2625 10th Army Aviation Group, f/n feb10  
 2627 10th Army Aviation Group, f/n feb10

These new Black Hawks, together with 2610, passed through Prestwick on board An-124 UR-82073 on delivery to the UAE on 9 February 2010. The exact details of the UAE Black Hawk order are still not clear. By September, seventeen examples had been delivered and again the vogue is non-sequential serial numbers. We think now at least 60 UH-60s have been ordered. During the recent Dubai Helicopter Show early in November, a bit confusing press release appeared. It stated the UAE Air Force confirmed that it had signed an agreement with Sikorsky Aircraft Corporation to deliver 60 Black Hawk utility helicopters. As part of the deal, worth an estimated \$300 million, the UAE will receive an order for twenty UH-60L Black



Factory-fresh Iraq AF EC-135T2 YI-270/D-HTSE was seen on a testflight from nearby Donauwörth. (Ingolstadt-Manching, 11 November 2010, Dietmar Fenners)



Five F-16s, five F-15s and a single Gulfstream of the IDF/AF took part in the recently held exercise VEGA 2010. F-15D 701 was one of the participants. On the pictures we received, we notice that at least two of the F-15s had a modification behind the canopy. We think this is a satcom device.

(Decimomannu, 17 November 2010, Luciano Bertolini)

Hawks. The forty additional UH-60M aircraft will start to arrive in February 2011 with deliveries running through 2013. We now suspect all the earlier reported UH-60Ms (serials 2601, 2602, 2605, 2609, 2610, 2615, 2618, 2620, 2625 and 2627) are in fact late model UH-60L level 1 Battlehawks. These are weaponized Black Hawks with surveillance turrets under the nose, and can mount fixed weapons like Gatling guns, but these helicopters have no guided weapon capabilities. This is the cheapest kit conversion, and the most proven. The helicopter retains its full cabin capacity, and may retain its full soldier load, depending on the weight of the weapons fitted and ammunition carried.

#### AH-64D

050	<b>AE030/PV792</b> ex 90-0465 ex 06-06494
051	<b>AE001/PV793</b> ex 90-0466 ex 06-06465
052	<b>AE019/PV794</b> ex 90-0467 ex 06-06483
053	<b>AE017/PV795</b> ex 90-0468 ex 06-06481
054	<b>AE011/PV796</b> ex 90-0469 ex 06-06475
055	<b>AE018/PV797</b> ex 90-0470 ex 06-06482
056	<b>AE022/PV855</b> ex 92-0499 ex 06-06486
057	<b>PV856</b> ex 92-0499
058	<b>PV857</b> ex 92-0500
059	<b>AE007/PV858</b> ex 92-0501 ex 06-06471
060	<b>AE023/PV859</b> ex 92-0502 ex 06-06487
061	<b>AE012/PV860</b> ex 92-0503 ex 06-06476
062	<b>AE002/PV861</b> ex 92-0504 ex 06-06466
063	<b>AE003/PV862</b> ex 92-0505 ex 06-06467
064	<b>AE013/PV863</b> ex 92-0506 ex 06-06477
065	<b>AE004/PV864</b> ex 92-0507 ex 06-06468
066	<b>AE028/PV865</b> ex 92-0508 ex 06-06494
067	<b>AE005/PV866</b> ex 92-0509 ex 06-06469
068	<b>PV867</b> ex 92-0510
069	<b>PV868</b> ex 92-0511
070	<b>AE014/PV916</b> ex 94-0338 ex 06-06478
071	<b>AE008/PV917</b> ex 94-0339 ex 06-06472
072	<b>AE009/PV918</b> ex 94-0340 ex 06-06473
073	<b>AE020/PV919</b> ex 94-0341 ex 06-06484
074	<b>AE006/PV920</b> ex 94-0342 ex 06-06470
075	<b>AE021/PV921</b> ex 94-0343 ex 06-06485
076	<b>AE010/PV922</b> ex 93-0344 ex 06-06474
077	<b>AE024/PV923</b> ex 93-0345 ex 06-06488
078	<b>AE015/PV924</b> ex 93-0346 ex 06-06479
079	<b>AE016/PV925</b> ex 93-0347 ex 06-06480

Boeing has completed work bringing the United Arab Emirates fleet of thirty Apache attack helicopters up to AH-64D Block II configuration. The company had remanufactured all of the aircraft, which now feature the Longbow fire control radar and a new fire control system. As well as the Longbow radar, the Apache fleet now incorporates the Modernized Target

Acquisition and Designation Sight/Pilot Night Vision Sensor (M-TADS/PNVS) electro-optical fire-control system and AGM-114L3 Hellfire II laser-guided missile. The following review shows all the new numbers and as can be seen, for four we have no tie up yet. These are 06-06489 **AE025**, 06-06490 **AE026**, 06-06491 **AE027** and 06-06493 **AE029**. All but eight of the thirty have been noted back in the country since. In the meantime the US Defense Security Cooperation Agency (DSCA) has notified Congress 3 November of a possible Foreign Military Sale to the United Arab Emirates of thirty AH-64D Block II lot 10 Apache helicopters to remanufactured to AH-64D Block III configuration (the thirty above), and thirty additional new built AH-64D Block III Apache helicopters, as well as associated parts, equipment, training and logistical support for a complete package worth approximately \$5.0 billion.

## North America

### United States

#### United States Air Force (AF)

##### A-10A

78-0655/KC	303rd FS	ex NO/706th FS	<b>0275</b>	nov10
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This beast is marked '442 OG'.

##### GC-130B

58-0727	i/a Cp Bulls	ex ST/82nd TRW	<b>3522</b>	nov10
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##### C-130E

63-7805/-	Brooks AFB	ex CF0204	<b>3874</b>	nov10
63-7812	AMARG	ex 154th TS	<b>3882</b>	aug10
70-1264/RS	i/a Cp Bulls	ex RS/37th AS	<b>4417</b>	nov10

##### C-130H

74-1664	53rd AS	ex 40th AS	<b>4603</b>	nov10
74-1677	53rd AS	ex 40th AS	<b>4643</b>	nov10
86-1395	154th TS	ex 180th AS	<b>5101</b>	oct10

86-1395 went to Robins AFB (GA) on 27 October 2010 to get 'AMPed'. 92-1536 did the same at an unknown day in October.

##### C-130J-30

06-3171	317th AG	d/d	<b>5641</b>	nov10
06-3172	Lockheed	for 317th AG	<b>5642</b>	oct10
08-3173	317th AG	d/d	<b>5643</b>	nov10
08-3174	Lockheed	for 317th AG	<b>5648</b>	oct10

##### KC-135R

59-1450	197th ARS	ex 151st ARS	<b>17938</b>	oct10
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##### F-22A

09-4173	Lockheed	f/n	<b>4173</b>	
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### T-1A

90-0404/AP 451st FTS ex RA/99th FTS **TT-6** nov10  
 90-0412/AP 451st FTS ex CB/48th FTS **TT-2** nov10  
 91-0085/AP 451st FTS ex RA/99th FTS **TT-26** nov10  
 91-0101/AP 451st FTS ex RA/99th FTS **TT-42** nov10  
 92-0334/AP 451st FTS ex RA/99th FTS **TT-48** nov10  
 92-0335/AP 451st FTS ex RA/99th FTS **TT-49** nov10  
 92-0348/AP 451st FTS ex XL/86th FTS **TT-62** nov10  
 92-0353/AP 451st FTS ex RA/99th FTS **TT-67** nov10  
 92-0355/AP 451st FTS ex RA/99th FTS **TT-69** nov10  
 93-0631/AP 451st FTS ex RA/99th FTS **TT-88** nov10  
 93-0640/AP 451st FTS ex XL/86th FTS **TT-97** nov10  
 94-0115/AP 451st FTS ex VN/32nd FTS **TT-115** nov10  
 94-0120/AP 451st FTS ex VN/32nd FTS **TT-120** nov10  
 94-0129/AP 451st FTS ex VN/32nd FTS **TT-129** nov10  
 91-0085 is also '451 FTS' commander and 92-0334 is '479 FTG'

### T-6A

95-3009/AP 455th FTS ex RA/559th FTS **PT-13** nov10  
 99-3550/AP 455th FTS ex RA/559th FTS **PT-54** nov10  
 03-6201/AP 455th FTS f/n nov10  
 03-6202/AP 455th FTS f/n nov10  
 03-6303/AP 455th FTS f/n nov10  
 05-3779/AP 455th FTS ex CB/41st FTS **PT-331** nov10  
 06-3830/AP 455th FTS ex RA/559th FTS **PT-385** nov10  
 06-3864/AP 455th FTS ex VN/33rd FTS nov10  
 07-3884/AP 455th FTS ex RA/559th FTS nov10  
 07-3905/AP 455th FTS f/n **PT-464?** nov10  
 08-3939/AP 455th FTS f/n nov10  
 08-3940/AP 455th FTS f/n nov10  
 08-3942/AP 455th FTS f/n nov10  
 08-3944/AP 455th FTS f/n nov10

Aircraft 3864 was first reported as FY06, but now as FY07. 08-3944 is also marked '455 FTS'.

### United States Army Unit News

B Company 3-10th AVN at Fort Drum (NY) was the sixth unit to field the CH-47F. This happened on 30 July 2010.

### United States Army Reserves Unit News

#### UH-1V

71-20301 to N301AW ex std Temple **13125** nov10

#### CH-47D

82-23769 to CH-47F as ? **M3020** dec06

82-23776 B/2-135th AVN ex CCAD **M3027** jan08  
 87-00105 B/2-135th AVN ex F/106th AVN **M3224** dec06  
 92-00285 B/2-135th AVN ex G/131st AVN **M3426** jan08

### United States Navy (NY)

*Flight* reports about the P-3C fleet of the US Navy. One year ago, in September 2009, 49 of the 120 P-3Cs were grounded due to structural damage. Currently, 33 aircraft have been returned to service. The goal of the US Navy is to keep as many as possible P-3Cs flying up to 2019, when the successor, the P-8A Poseidon, has completely replaced the entire Orion fleet. The US Navy is still planning to keep several Orions in the air after 2019. They concern the six Special Mission aircraft and sixteen EP-3Es of which the tasks at that time cannot be taken over by the P-8A.

The Navy's current inventory of 368 Boeing F/A-18E/F Super Hornets (excluding Growlers) will grow to 506 by 2014.

The Commander Naval Aviation (CNO) published the Bureau Numbers (BuNo's) accepted in 2009:

165840	-	165843	4	MV-22B
166010	-	166014	5	T-6B
166507			1	TE-2C
166508			1	E-2C
166540	-	166567	28	MH-60R
166736	-	166747	12	MV-22B
166868	-	166872	5	F/A-18E
166886	-	166892	7	F/A-18F
166896	-	166900	5	EA-18G
166901	-	166908	8	F/A-18E
166915	-	166923	9	F/A-18F
166928	-	166933	5	EA-18G
167100	-	167106	7	T-45C
167791	-	167792	2	MQ-8B
167799	-	167806	8	UH-1Y
167809			1	AH-1Z
167824	-	167850	27	MH-60S
167902	-	167903	2	MV-22B
167927	-	167985	3	KC-130J
167986			1	MQ-8B
168245	-	168249	5	UH-72A

As all major carrier deployments of 2009 have been completed, we can now present a review:



Pilatus flew the first PC-21 for the United Arab Emirates Air Force & Air Defence for the first time exactly one year after the contract was signed for twenty-five aircraft in November 2009. 128 appears to be the construction number as an decal over the yet unknown local serial number. (Buochs, 23 November 2010, Pilatus Aircraft Ltd)





A brand new addition to the USAF inventory is this F-22A Raptor, 09-4173. Although it is still in primer, it already wears the tailcode for the intended customer, the First Fighter Wing at Langley AFB, or Joint Base Langley-Eustis, as it is called these days.  
(Nellis AFB, 18 October 2010, Reinold Kalsbeek)

**USS Nimitz (CVN-68), Carrier Air Wing 11, NH**  
Carrier Strike Group 11, WestPac  
31jul09 - 26mar10  
VFA-41, VFA-14, VFA-86, VFA-97, VAQ-135, VAW-117, HS-6,  
VRC-30/Det.3

**USS Ronald Reagan (CVN-76), Carrier Air Wing 14, NK**  
Carrier Strike Group 7, WestPac  
29may09 - 10oct09  
VFA-113, VFA-22, VFA-115, VFA-25, VAQ-139, VAW-113,  
HS-4, VRC-30/Det.1

**USS Theodore Roosevelt (CVN-71), Carrier Air Wing 8, AJ**  
Carrier Strike Group 2, Indian Ocean/Mediterranean/North  
Arabian Sea  
08sep08 - 18apr09  
VFA-31, VFA-213, VFA-15, VFA-87, VAQ-141, VAW-124,  
HS-3, VRC-40/Det.1

**USS George Washington (CVN-73), Carrier Air Wing 5, NF**  
Carrier Strike Group 5, WestPac  
10jun09 - 03sep09  
VFA-102, VFA-27, VFA-192, VFA-195, VAQ-136, VAW-115,  
HS-14, VRC-30/Det.5

**USS Dwight D. Eisenhower (CVN-69), Carrier Air Wing 7, AG**  
Carrier Strike Group 8, Mediterranean/North Arabian Sea  
21feb09 - 30jul09  
VFA-143, VFA-103, VFA-83, VFA-131, VAW-121, VAQ-140,  
HS-5, VRC-40/Det.2

**USS John C. Stennis (CVN-74), Carrier Air Wing 9, NG**  
Carrier Strike Group 8, WestPac/North Pacific  
13jan09 - 10jul09  
VFA-154, VMFA-323, VFA-146, VFA-147, VAQ-138, VAW-  
112, HSC-8, HSM-71, VRC-30/Det.4

**United States Navy unit news**

The EA-18G Growler is introduced with speed within the

US Navy, so it is time for a review of the Tactical Electronics Warfare (VAQ) Squadrons.

<b>NAS Whidbey Island (WA), COMVAQWINGPAC</b>			
VAQ-129 (FRS) <i>Vikings</i>	EA-6B	NJ-5xx	
	EA-18G	NJ-5xx	
VAQ-130 <i>Zappers</i>	EA-6B	AC-5xx	
VAQ-131 <i>Lancers</i>	EA-6B	NE-5xx	
VAQ-132 <sup>1</sup> <i>Scorpions</i>	EA-18G	NL-5xx	
VAQ-133 <i>Wizards</i>	EA-6B	NG-5xx	
VAQ-134 <sup>2</sup> <i>Garudas</i>	EA-6B	AA-5xx	
VAQ-135 <i>Black Ravens</i>	EA-18G	NH-5xx	
VAQ-137 <i>Rooks</i>	EA-6B	AB-5xx	
VAQ-138 <sup>1</sup> <i>Yellowjackets</i>	EA-18G	NL-5xx	
VAQ-139 <i>Cougars</i>	EA-6B	NK-5xx	
VAQ-140 <i>Patriots</i>	EA-6B	AG-5xx	
VAQ-141 <i>Shadowhawks</i>	EA-18G	AJ-5xx	
VAQ-142 <sup>1 3</sup> <i>Gray Wolves</i>	EA-6B	NL-5xx	
<b>NAF Atsugi, Japan COMVAQWINGPAC</b>			
VAQ-136 <i>Gauntlets</i>	EA-6B	NF-5xx	
<b>NAF Washington (MD) CTSW</b>			
VAQ-209 <i>Star Warriors</i>	EA-6B	AF-5xx	

COMVAQWINGPAC: Commander, Electronic Attack Wing Pacific

CTSW : Commander, Tactical Support Wing

FRS: Fleet Replacement Squadron

<sup>1</sup> Joint Expeditionary Squadron

<sup>2</sup> VAQ-134 will swap CVW, from CVW-1/AA to CVW-9/NG in the near future

<sup>3</sup> VAQ-142 will be transferred to CVW-11/NH in 2011 and replaces VAQ-135

VAQ-132 and VAQ-138 changed tasks from an active Fleet squadron to a Joint Expeditionary Squadron in respectively March and September 2010. The other way around, VAQ-134 and VAQ-133 changed from Joint Expeditionary Squadron to an active Fleet squadron in March and September 2010. VAQ-130 will transition to the Growler in 2011. In the spring of 2011, the first operational cruise of the EA-18G will start in thart on board of the USS *George H. W. Bush* (CVN-77) with VAQ-141.

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

Helicopter Maritime Strike Squadron (HSM) 40 *Airwolves* ('HK-xxx'), once known as HSL-40 and since its establishment at 4 October 1985 equipped with SH-60Bs, is now also flying the MH-60R. The *Airwolves* retain their Fleet Replacement Squadron (FRS) tasks. From October 2010, the first pilots and aircrew will be trained at the unit's home base NAS Mayport (FL). It is expected that HSM-40 will continue operations with SH-60Bs until 2015 too as many HSL squadrons still operate this model.

Carrier Air Wing 1, USS *Enterprise* (CVN-65), **AB**  
 On 5 October 2010, the USS *Enterprise* (CVN-65) Carrier Strike Group (CSG) departed for its Composite Training Unit Exercise (COMPTUEX). Upon completing COMPTUEX, the strike group is scheduled to return to port for a short period before participating in a Joint Task Force Exercise (JTFEX) scheduled for later this year. *Enterprise*, with Carrier Air Wing (CVW) One embarked, is conducting the COMPTUEX as part of its work-ups in preparation for an upcoming deployment, which is expected for early 2011.

VFA-86 *Sidewinders* (formerly 'AB-4xx'), flying the F/A-18C, swapped to CVW-11 and was replaced by VMFA-251 *Thunderbolts* ('DW-xx', now 'AB-4xx') also flying the legacy Hornet.

Carrier Air Wing 8, USS *Theodore Roosevelt* (CVN-71), **AJ**  
 Since its last deployment (see above in the review), the wing has changed a little. The TR and CVW-8 will deploy with the following livery in the spring of 2011.

VFA-31	<i>Tomcatters</i>	F/A-18E	AJ-1xx
VFA-213	<i>Black Lions</i>	F/A-18F	AJ-2xx
VFA-15	<i>Valions</i>	F/A-18C	AJ-3xx
VFA-87	<i>Golden Warriors</i>	F/A-18C	AJ-4xx
VAQ-141	<i>Shadowhawks</i>	EA-18G	AJ-5xx
VAW-124	<i>Bear Aces</i>	E-2C NP	AJ-6xx
HSC-9	<i>Tridents</i>	MH-60S	AJ-61x
HSM-70	<i>Spartans</i>	MH-60R	AJ-7xx
VRC-40/Det	<i>Rawhides</i>	C-2A	xx

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

*AirForces Monthly* reports that five MH-60Rs of HSM-41 *Seahawks* ('TS-4xx') have been placed into storage at Davis Monthan's 309th Aerospace Maintenance and Regeneration Group (AMARG). The five NAS North Island (CA) based helicopters have been placed into temporary storage due to aircrew shortages. The airframes involved are 166402/TS-402, 166404/TS-404, 166406/TS-406, 166407/TS-407 and 166408/TS-408. These five Romeo's are the oldest in Navy inventory and are the only ones remanufactured from SH-60Bs.

On 7 October 2010, VAQ-135 *Black Ravens* said goodbye to the venerable EA-6B Prowler as one of its aircraft touched down at NAS Jacksonville (FL) where it will be retired from service at the Fleet Readiness Center Southeast (FRCSE). Prowler 158649/NH-501, manufacture date 19 September 1972, arrived from its home base NAS Whidney Island (WA) at the FRCSE after its very last flight and logged 12,200 flight hours. The aircraft will be cannibalized and eventually scrapped. The Black Ravens are transitioning to EA-18G Growler as the fourth Growler squadron in the US Navy. The squadron will be equipped with five EA-18Gs.

On 12 November 2010, two EA-18Gs began validation with Naval Strike and Air Warfare Center's (NSAWC) newest training department, the Airborne Electronic Attack Weapons School (AEAWS). NSAWC's AEAWS department will provide training to the fleets electronic attack squadrons with the techniques, tactics and procedures to ensure aviation superiority in the electronic attack and air-to-air arena. Growler training at NSAWC will be similar to the older EA-6B training program, with electronic attack protection and Top Gun exercises covering the air-to-air arena.

Carrier Air Wing 5, USS *George Washington* (CVN-73), **NF**  
VFA-195 *Dambusters* ('NF-4xx') flying the F/A-18C from NAS Atsugi (Japan), will leave CVW-5 or will swap to F/A-18E/F as the Director, Air Warfare Division recently announced that CVW-5 will be the first full F/A-18E/F Super Hornet and EA-18G Growler air wing in the Navy.

USS *Nimitz* (CVN-68), Carrier Air Wing 11, **NH**  
VFA-86 *Sidewinders* (ex CVW-1 'AB-4xx') flying the F/A-18C legacy Hornet swapped to CVW-11.

**Commander Naval Air Training (CNATRA) Training Air Wing 6 (TAW-6), **F****

On 17 December 2010, Training Squadron (VT) 4 *Warbucks* will be disestablished at their home base NAS Pensacola (FL). The squadron activities are transferred to VT-10 *Wildcats*. It is expected that VT-4 will be established again in 2013 when flight training is expected to increase again.

KNZY = San Diego/North Island NAS-Halsey Field (CA)

**EA-6B**

160434/NK-502 VAQ-139 ex NK-504/VAQ-139 **P-62** may10  
 161245/NK-504 VAQ-139 ex NK-500/VAQ-139 **P-88** may10

**KC-130F**

148891/403 VX-30 ex QD-891/-152 **3605** may10  
 The former unit of the above Hercules is prefixed with VMGR.

**E-2C**

164107/NH-601 VAW-117 ex 601/VAW-117 **A52-139** nov10  
 165648/AC-603 VAW-126 ex -/KNZY jun10



Of the many hundreds of Hueys once stored at Draughon Miller Airport (TX), these four are the only ones left. From left to right we can read 20240, 22382, 22508 and 22447 on the tail. (2 November 2010, Walter Heukensfeld)

165828/NF-602 VAW-115 ex NH-602/VAW-117A199 apr10  
165648 was with the NADep for some maintenance.

#### F/A-18A

162411/6 AMARG 6/Blue Angels 243 apr10

#### F/A-18B

161704/SD-320 AMARG ex SD-320/VX-23 49 jul10  
161707/SD-330 VX-23 ex 03/USNTPS 53 apr10  
161707/SD-330 AMARG ex SD-330/VX-23 53 apr10

#### F/A-18C

163443/NJ-301 AMARG ex NJ-301/VFA-125 647 oct09  
163701/205 AMARG ex 205/VFA-97 760 sep08  
163702/AD-300 AMARG ex AD-300/VFA-106 761 oct08  
163709/NJ-302 AMARG ex NJ-302/VFA-125 771 nov08  
163717/207 AMARG ex 207/VFA-97 783 sep08  
163722/NH-405 AMARG ex NH-405/VFA-81 789 jul08  
163730/AD-303 AMARG ex AD-303/VFA-106 798 jan09  
163738/NH-401 AMARG ex NH-401/VFA-81 809 aug08  
163741/SD-307 VX-23 ex NJ-311/VFA-125 812 oct10  
163751/NH-407 AMARG ex NH-407/VFA-81 826 oct08  
163752/NH-402 AMARG ex NH-402/VFA-81 827 jul08  
163753/NH-400 AMARG ex NH-400/VFA-81 828 aug08  
163762/203 AMARG ex 203/VFA-97 841 oct08  
163767/206 AMARG ex 206/VFA-97 847 oct08  
163768/6 Blue Angels ex 211/VFA-97 848 may10  
163769/NH-406 AMARG ex NH-406/VFA-81 849 jul08  
163773/AD-302 AMARG ex AD-302/KNZY 853 mar10  
163777 AMARG ex unmarked 859 feb10  
163779/410 AMARG ex 410/unknown 861 sep08  
164034/NH-305 VFA-97 ex NH-311/VFA-97 920 may10  
164037/NH-311 VFA-97 ex NH-313/VFA-97 923 may10  
165400/AG-410 VFA-131 ex AG-412/VFA-131 1422 oct10

Hornet 163773 was with NADep probably for some preparations for storage and also carried code RL-45.

#### F/A-18E

166909/NJ-217 VFA-122 f/n may10

#### F/A-18F

166457/143 ex NJ-125/VFA-122 F092 may10  
166812/AD-254 VFA-106 ex SD-123/VX-23 apr10  
166901/SD-103 VX-23 f/n may10  
166927/XE-231 VX-9 f/n oct10

#### MH-60R

166403/TS-403 HSM-41 ex -/HX-21 mar10

#### MH-60S

167851/AJ-617 HSC-9 f/n oct10  
167870/HW-30 HSC-26 f/n oct10

#### SH-60B

162128/HP-442 HSL-44 ex -/HSL-60 70-0419 feb10

#### P-3C

158927/LF-927 VP-16 ex LD-927/VP-10 5599 may10  
159884/884 VPU-1 ex 884/unknown 5635 mar10  
161005/005 VX-1 ex JA-07/VX-1 5687 oct10  
161329/329 VP-45 ex unknown 5726 may10

#### T-6B

166014/E-014 TW-5 f/n apr10  
166033/033 TW-5 f/n PN-24 may10  
166051/E-051 TW-5 f/n PN-42 oct10

#### T-34C

160479/G-... TW-4 ex 309th AMARG GL-36 mar10  
160508/G-753 TW-4 ex SH-508/T-101 GL-65 may10  
162270/G-737 TW-4 ex G/TW-4 GL-268 mar10

The former unit of 160508 is prefixed with VMFA.

#### United States Marine Corps

In January 2012, Marine Tiltrotor Test and Evaluation Squadron (VMX) 22/Det JSF will stand up at Edwards AFB (CA). The detachment will fly the F-35B and will relocate to MCAS Yuma (AZ) at completion of F-35 System Design and Development (SDD) in 2015.

Like with the US Navy, all major Amphibious Assault Ship Deployments of 2009 are finished, so we can present another review.

#### USS *Iwo Jima* (LHD-7), HMM-264(R), EH

Mediterranean/Indian Ocean  
26aug08 - 27mar09  
HMM-264, HMH-461/Det., HMLA-167/Det., VMA-231/Det., HSC-25/Det. (RB-xx)

#### USS *Boxer* (LHD-4), HMM-163(R), YP

WestPac/Indian Ocean (see note below)  
09jan09 - 01aug09  
HMM-163, HMH-.../Det., HMLA-267/Det., VMA-214/Det., HSC-21/Det.3 (VR-xx)

#### USS *Essex* (LHD-2), HMM-262(R), ET

WestPac  
26jan09 - 07may09  
HMM-262, HMH-.../Det., HMLA-.../Det., VMA-211, HSC-25/Det. (RB-xx)

#### USS *Bataan* (LHD-5), VMM-263(R), EG

Mediterranean/Indian Ocean (see note below)  
13may09 - 08dec09  
VMM-263, HMH-461/Det., HMLA-.../Det., VMA-542/Det., HSC-22/Det (AM-xx)

#### USS *Essex* (LHD-2), HMM-265(R), EP

WestPac  
12jun09 - 18aug09  
HMM-265, HMH-.../Det., HMLA-.../Det., VMA-513, hsc-25/Det. (RB-xx)

#### USS *Bonnehomme Richard* (LHD-6), HMM-166(R), YX

WestPac/Indian Ocean  
24sep09 - 14apr10  
HMM-166, HMH-.../Det., HMLA-.../Det., VMA-513/Det., HSC-23/Det.3 (WC-xx)

#### USS *Wasp* (LHD-1)

Guantanamo Bay, Caribbean  
HMH-461 (CJ-xx), HSC-28/Det. (BR-xx)

A few notes with the for mentioned review. HSC-squadrons are assigned to the Amphibious Assault carrier rather than to the embarked Reinforced squadron. These MH-60S helicopters retain their own squadron tail codes. On 3 March 2009, the four HMH-? CH-53Es of the *Boxer* flew off to Al Asad, Iraq, to augment the Marine Air Group 26 aircraft at this location. Finally, the ten MV-22Bs of VMM-263 left the *Bataan* on 6 November 2009. The Ospreys flew to Camp Bastion, Afghanistan to be transferred to VMM-261 as part of the 2nd Marine Expeditionary Brigade, Aviation Combat Element.

The US Marine Corps decided in its "2011 Aviation Plan" to change the fielding of UH-1Y and AH-1Z helicopters within the Light Attack Helicopter Squadrons (HMLA). The original plan was to assign nine Yankees and eighteen Zulu's to a HMLA, but this is now changed into twelve Yankees and fifteen Zulu's. With the additional helicopters assigned to a HMLA, the squadron is with the 2011 Aviation Plan better suitable to support three detachments (a Det. Consists out of four UH-1Y and five AH-1Z). Due to this, a correction was made in the delivery numbers, the current plan calls for 160 AH-1Ys and 189 AH-1Zs instead of the once 123 and 226 of the original plan.

#### Fleet Marine Force Pacific

The first and only KC-130J Harvest Hawk (167110/QB-110 of VMGR-352) has been temporary deployed to Forward Operating Base Dwyer in Afghanistan. The Harvest Hawk, which is a 3rd Marine Aircraft Wing (Forward) asset, has only been in the country since October 2010, but has already detected three improvised explosive devices and fired one GPS guided Hellfire. The battle damage assessment was five enemy forces killed in action and no civilian casualties. The aircraft is equipped with four Hellfire and ten Griffen GPS guided missiles during its deployment, and houses an infrared and television camera. Its mission is to provide close air support, conduct intelligence surveillance and reconnaissance missions, and find IEDs.

After the Operational Test and Evaluation phase was completed on 30 June 2010, the Initial Operational Capability of the AH-1Z is expected in the first quarter of FY11 (01oct10-30sep11). HMLA-367 *Scarface* ('VT-xx') at MCAS Camp Pendleton (CA) will initially receive a six-helicopter AH-1Z detachment.



**United States Marine Corps Reserve**

**HMX-1 Nighthawks** ((MX-xx') based at MCAS Quantico (VA) and assigned to the 4th Marine Air Wing, will receive the first MV-22Bs early 2013. The six CH-53Es of the Presidential squadron will already be phased out during summer 2011. These beauties will initially be replaced by seven CH-46Es. Early 2013, the first HMX-1 Ospreys will arrive after which six CH-46Es will be phased out by late 2013. By FY14, another eight MV-22Bs will arrive at Quantico, which marks the end of CH-46E operations within HMX-1 by late FY14. The squadron's eleven VH-3D Sea Kings and eight VH-60N Seahawks will at least continue operations up to at least late FY20.

**United States Marine Corps (NY)**

**EA-6B**

161348/CY-03	VMAQ-2	ex CB-02/VMAQ-1	<b>P-92</b>	apr10
161882/CY-02	VMAQ-2	ex RM-00/VMAQ-4	<b>P-105</b>	apr10
162227/CY-00	VMAQ-2	ex RM-04/VMAQ-4	<b>P-113</b>	apr10
162935/CY-01	VMAQ-2	ex RM-01/VMAQ-4	<b>P-118</b>	apr10
163889	VMAQ-4	ex RM-05/VMAQ-4	<b>P-164</b>	may10

**UC-12W**

.....		ex N927KA	<b>FM-27</b>	
.....		ex N928KA	<b>FM-28</b>	

The above are the first two of six for the USMC. It seems they have been delivered to Belle Chasse Naval Air Station in August 2010. Regrettably no Buno's are known yet. According to base personnel they will become part of VMR-4, but this has to be confirmed!

**KC-130J**

168067/QB-067	Lockheed	f/n	<b>5646</b>	oct10
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**F/A-18A**

163142/VE-207	VMFA-115	ex VE-204/VMFA-115	<b>559</b>	mar10
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**F/A-18C**

163735/VE-214	AMARG	ex VE-214/-115	<b>805</b>	nov08
163782/SH-232	AMARG	ex SH-232/T-101	<b>866</b>	feb09

The former units of the above aircraft are prefixed with VMFA.

**F/A-18D**

164651/DT-00	(AW)-242	ex DT-01/(AW)-242	<b>1075</b>	oct10
164653/DT-12	(AW)-242	ex DT-03/(AW)-242	<b>1080</b>	oct10
165686/DT-01	(AW)-242	ex DT-08/(AW)-242		oct10

The former and new units of the above Hornets are prefixed with VMFA.

**AH-1W**

165051/MM-20	HMLA-773	ex MM-14/-773	<b>26311</b>	may10
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The above Cobra is and was part of Detachment A.

**UH-1N**

158777/MM-38	HMLA-773	ex MM-29/-773	<b>31653</b>	may10
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159188/QT-410	HMT-303	ex YM-30/-365	<b>31664</b>	mar10
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The first Heuy is and was part of Detachment A.

**CH-46E**

153318/EP-01	HMM-265	ex YQ-01/HMM-268	<b>2206</b>	nov10
155302/ML-407	HMM-764	ex ML-400/-764	<b>2471</b>	mar10
155311/YW-02	HMM-165	ex YX-00/HMM-166	<b>2480</b>	nov10
155316/YW-01	HMM-165	ex unmarked	<b>2485</b>	nov10

**CH-53D**

157727/YL-30	HMH-362	ex YH-30/-463	<b>65-303</b>	mar10
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**CH-53E**

161389/HH-61	HMH-366	ex MT-402/-772	<b>65-446</b>	may10
164779	HMH-465	ex YP-24/-163	<b>65-622</b>	may10
164859/25	HMM-165	ex YN-08/-361	<b>65-635</b>	nov10

**AV-8B**

164121/WH-18	VMA-542	ex 80/VX-31	<b>198</b>	mar10
165581/50	VMA-311	ex 50/unknown	<b>318</b>	mar10
165587/51	VMA-311	ex WL-07/VMA-311	<b>324</b>	mar10
165588/WE-06	VMA-214	ex 00/VMA-311	<b>325</b>	mar10
166287/WH-12	VMA-542	ex WP-11/VMA-223		feb10

**AV-8B(R)**

165425/53	VMA-311	ex 53/unknown	<b>297</b>	mar10
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**AV-8B+**

164556/WH-05	VMA-542	ex EG-51/HMM-263	<b>241</b>	mar10
164557/WH-07	VMA-542	ex EG-50/HMM-263	<b>242</b>	mar10
164567/WH-10	VMA-542	ex EG-54/VMA-542	<b>252</b>	mar10
165001/WH-08	VMA-542		<b>257</b>	mar10
165568/CF-01	VMA-211	ex CF-05/VMA-211	<b>305</b>	mar10
165589/WE-09	VMA-214	ex WL-04/VMA-311	<b>326</b>	mar10

**AV-8B+(R)**

165357/WH-03	VMA-542	ex WP-10/VMA-223	<b>274</b>	may10
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**MV-22B**

167910		f/n		may10
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**United States Coast Guard (CG)**

The USCG ordered three additional HC-144A Ocean Sentries. The three Coast Guard CN235s will be delivered during 2011 and brings the firm order up to fourteen HC-144As. The new \$117 million contract also contains an option on a further six aircraft over the next four years. The USCG will operate eleven Ocean Sentries before year's end and is expected to operate 36 aircraft in the future.

**MH-65C**

6538	Houston	ex East Coast	<b>6043</b>	apr10
6584	Los Angeles	ex unknown	<b>6283</b>	mar10

**National Aeronautics and Space Administration (GV)**

RAC = Racine/Horlick (WI)



A nice picture of a dying breed as more and more C-9Bs are replaced by C-40As in the US Navy inventory. Seen here shortly after take-off is 160050 of VR-52. (Malta-Luqa, 14 November 2010, Henri Spiteri)



A first-noted for the United States Marines Corps is this UH-1Y, 167806/SN-05. The UH-1Y is known as Super Huey or Venom and is developed from the UH-1N Twin Huey. This one currently flies with HMLA-169 at MCAS Camp Pendleton. The photo was taken at MCAS Miramar though. (2 October 2010, Reinold Kalsbeek)

#### EC-130Q

N427NA/427 RAC ex Wallops Island **4901** may09  
The last active sighting of the above Hercules was from June 2003. We can confirm it left active duty and went into storage. It will go to the Russell Military Museum in the near future.

#### G-1159A

N992NA Houston ex N803NA **309** sep10  
The above Gulfstream has been reregistered!

#### T-38N

N910NA/910 Zion (IL) ex Johnson **N5771** aug10  
N966NA/966 Ames ex Johnson **N5776** nov09  
The first Talon left active duty for preservation with the Russell Military Museum.

## Oceania

### Australia

#### Royal Australian Air Force (AF)

Since the first of October, the Hercules squadrons have been placed under the control of the 84th Wing. Previously, the aircraft and its personnel were under the control of 86th Wing. The aircraft are still in 37sq, and there is a possibility that the KC-30A aircraft, designated for 33sq will also be added to this Wing.

The first live weapon trials have been carried out with a RAAF Super Hornet. A44-212 from 1sq carried an AGM-154C Joint Stand-Off Weapon that was launched over the Woomera Test Range.

The ministry of defence is concerned about the AP-3C Orion project AIR 5276B Phase 8B upgrade program. The program is already 19 months behind delivery schedule and it is not clear by now, when the first aircraft will be delivered.

#### Royal Australian Army (AR)

Dalton Barracks, the Army base at RAAF Darwin has not been in use anymore since the new facility Robertson Barracks is now complete. As the landing strip is at Lavarack Barracks was removed, the stationed part of 162sq has moved from to Robertson Barracks as well.

## New Zealand

#### Royal New Zealand Air Force (AF)

RNZAF A109 NZ3401 and NZ3409 have been seen flying test trials after being released from the hangar in Vergiate last month. Both flew in a toned-down grey colour scheme including a roundel.

The New Zealand Defence Force is planning to acquire an additional three A109 helicopters. This was announced in the 2010 White Papers. The reason for this procurement would be that it is more cost-efficient to buy three new helicopters than upgrading the Seasprite helicopters which are due to be withdrawn in 2015.

The New Zealand government has identified the need in its so-called Defence White Papers for a small maritime patrol aircraft with STOL capabilities and sufficient range to cover ocean flights. The aircraft will not be chosen as a replacement for the P-3K Orion, but as complement. The White Papers identify several low-end regional surveillance tasks, within the country as well as above the South Pacific. The new aircraft would possibly also be used for transport and multi engine training. Momentarily this is done by five leased Beech B200 King Air's, but a possible replacement could replace this civil contract. One of the possible candidates to fulfil this role would be the MC-12W Huron aircraft, but this has not officially been announced.

#### Credits

Patrick Allis, Coert van Breda, Kjeld Burchard, Joe Cobb, Cees-Jan van der Ende, Erik Van der Eyken, Michael Flebbe, Mike Greenway, Edwin de Greeuw, Nathan Havercroft, Mike Henniger, Patrick Hertler, Takafumi Hiroe, Frits Jongerman, Giovanni Loosvelt, Ky Lun, Daniele Mattiuzzo, Tom McManus, Stephen Miller, Iván Peña Nesbit, Mike J Parsons, Niels Quist, François van Riel, Bram Risseeuw, Patrick Roegies, Oliver Schmid, Rich Snyder, Benjamin Taggart, Chris Taylor,

#### Abbreviations

AF	= Air Force	CG	= Coast Guard
NY	= Navy	AG	= Agricultural Av
DF	= Defence Forces	PO	= Police
AR	= Army	GV	= Government
SV	= Survey	JF	= Joint Forces





*Both pictures were taken by Lucien Blok during the bi-annual exercise CRUZEX. During the exercise many press representatives and enthusiasts were given the opportunity to fly with the local Brazilian and visiting US tankers. The USAF send a large delegation, consisting of F-16s of the 120th FS CO ANG and a single KC-135 of the 197th ARS AZ ANG. For next month we have planned an article about this interesting event. So be prepared for many more interesting pictures of South American aircraft.*



# Showreports



The first public appearance of the Gulfstream G250 was at the 63rd convention of the National Business Aviation Association. Prototype N250GA crossed the Atlantic to Atlanta's DeKalb-Peachtree airport (GA), where it was seen and photographed by Edwin Kal.

## Atlanta, GA (USA)

### NBAA's 63rd Annual Meeting & Convention 19-21 October 2010

This year NBAA (National Business Aviation Association) concluded its convention knowing that it had been a pretty challenging couple of years for business aviation. The industry fell 25 to 40 percent over the past year. Still the annual NBAA convention is the biggest in its size and its strength is still present. As examples of the strength of NBAA 2010 we consider

- participation by 1,083 exhibitors, a number that tops the exhibitor count for the 2009 show.
- a sold-out static display of aircraft, with 93 aircraft at DeKalb Peachtree and a waiting list for participation.
- attendee registration at 24,206, up more than five percent for attendance at the close of the 2009 convention.

First appearances on the show were the Gulfstream 250 and Hawker 200 .

#### Georgia World Congress Center

N186NX	PC-12/47E	<b>1186</b>
N7660S	S-76C2	<b>760676</b>

#### Static DeKalb Peachtree Airport

C-FUQY	CL-850	<b>8095</b>
C-GUPJ	D-Jet	<b>DJ1-0003</b>
C-GUWT	Ce560	<b>560-0363</b>
D-ISEA	CD2-02	<b>1002</b>
F-WWFB	Falcon 900LX	<b>249</b>
N2TS	B737-73Q	<b>29102</b>
N11LB	Ce525B	<b>525B-0019</b>
N20H	G-IISP	<b>51</b>
N23LM	Ce560XL	<b>560-5062</b>
N30LF	Falcon 2000DX	<b>602</b>
N40VK	Raytheon 4000	<b>RC-40</b>
N45XR	Lj45XR	<b>45-413</b>
N60XR	Lj60XR	<b>60-367</b>
N61XL	Ce560XLS+	<b>560-6061</b>
N73M	G-V	<b>547</b>
N150GA	G150	<b>286</b>
N163XP	BAe125-900XP	<b>HA-0163</b>
N167DP	Raytheon 390	<b>RB-67</b>
N200GA	G200	<b>173</b>
N200HA	Hawker 200	<b>RD-1</b>
N208ED	Ce208B	<b>208B-2162</b>
N214AS	Falcon 200	<b>501</b>
N214BL	CL-300	<b>20214</b>

N214WY	G-III	<b>441</b>
N229NG	PC-12/47E	<b>1229</b>
N235LP	G-IVSP	<b>1336</b>
N250GA	G250	<b>2003</b>
N272JC	G200	<b>54</b>
N292CS	Ce680	<b>680-0292</b>
N294CC	Ce525B	<b>525B-0294</b>
N301DN	Ce510	<b>510-0301</b>
N333WC	Beech 300	<b>FA-55</b>
N350S	Beech 350	<b>FL-179</b>
N352F	F1C3 Kestrel	<b>0001</b>
N369LC	P180	<b>1154</b>
N392AS	EMB505	<b>50500009</b>
N401NX	Beech 400A	<b>RK-28</b>
N405KT	P180	<b>1190</b>
N406KA	Beech B200GT	<b>BY-106</b>
N408CW	Beech 400A	<b>RK-108</b>
N420HA	HA-420	<b>P0001</b>
N429SA	Falcon 2000EX	<b>178</b>
N431SE	PA-46-500TP	<b>4697431</b>
N437CF	Beech B90	<b>LJ-140</b>
N450GA	G450	<b>4189</b>
N469CJ	Ce525A	<b>525A-0469</b>
N490HB	Beech C90GTi	<b>LJ-1989</b>
N493KQ	Kodiak 100	<b>1000003</b>
N500CG	Lj45	<b>45-009</b>
N501JT	Global 5000	<b>9340</b>
N510HS	Ce510	<b>510-0320</b>
N517LR	BAe125-1000A	<b>259017</b>
N525NB	Ce525C	<b>525C-0003</b>
N555TQ	TBM-850	<b>555</b>
N560VP	Ce560	<b>560-0361</b>
N596XP	Beech 400A	<b>RK-596</b>
N604EG	CL-604	<b>5635</b>
N604TB	CL-604	<b>5663</b>
N610BK	Ce560	<b>560-0809</b>
N641MC	Beech 350	<b>FL-495</b>
N686AB	Lj31A	<b>31-239</b>
N699CJ	Ce525	<b>525-0699</b>
N723HB	Beech 350i	<b>FL-723</b>
N748FJ	Falcon 7X	<b>48</b>
N767HB	BAe125-750	<b>HB-67</b>
N773MJ	G550	<b>5232</b>
N797CX	Ce750	<b>750-0297</b>
N872EC	Falcon 2000	<b>143</b>
N950RJ	CL-605	<b>5742</b>
N1900R	Beech 1900D	<b>UE-64</b>

N2000A	Falcon 2000LX	<b>170</b>
N3195Q	Beech C90	<b>LJ-1595</b>
N6143P	Ce208	<b>208-00514</b>
PT-FQB	EMB500	<b>50000128</b>
PT-SDD	ERJ190BJ	<b>19000177</b>
PT-TKV	ERJ135BJ	<b>14501119</b>
XA-SIM	Falcon 900B	<b>114</b>
9H-AFT	A318-112X	<b>4169</b>

Remarks:

- G650 N650GD c/n 6004 was displayed at the NBAA outside Waffle House's hangar on north side of airfield. Unfortunately, not parked at the main static park.
- G650 N650GA c/n **6001** paid a quick visit on 19 October. Landed at 3 pm, taxied past the Gulfstream static display and departed (with a stunning take-off) back to Savannah.
- F-WWFB was in primer and carried Falcon 900LX / EASA -FAA Certified titles.



*There is still a lot of work that needs to be done before this Falcon 900LX can be delivered to a customer, but Dassault had to show it to the NBAA attendees in support of the FAA and EASA certification of the aircraft. This should not have been too much trouble, as it is basically a Falcon 900EX EASy with winglets. (Edwin Kal)*



*While we do not yet have a report for you of the airshow at Nellis AFB, this photo made by Gostar den Daas on 13 November 2010 is to appetite you. It shows Lockheed-Martin F-22A Raptor 04-4066/FF from Langley AFB. Note that the aircraft is lit from below by the sun being mirrored in the desert sand.*

# Triptease



LAM - Mozambique Airlines is the national airline of Mozambique. It has a fleet of one Antonov An-26, three Boeing 737-200s, two Bombardier DHC-8s Q400 and two Embraer 190s. One of the latter is this C9-EMB, which is the latest addition to LAM's fleet and was delivered at the airline's base in Maputo on 4 September 2009.

(Johannesburg-O.R. Tambo International, 26 September 2010, René Verschuur)

## Civil Trips

### Russia

For many years I have wanted to go plane spotting at Moscow's airports. Especially now that more and more Russian made airliners are being retired in favour of the usual Airbus and Boeings, I figured it was time to finally make the trip. Because I speak no Russian (except for Da, Njet, Vodka and Aeroflot) I decided to join the Aeroprints aviation group.

Aeroprints had arranged a nice trip between 4 and 7 September. Airside tours were arranged for Domodedovo, Vnukovo, Sheremetyevo, Bykovo, Chakalovskya and Chernoye. Unfortunately Chakalovskya and Bykovo cancelled the airside tours. The other tours ran as planned, although I did not join the Chernoye tour, instead I spent the day at Vnukovo.

I flew into Domodedovo on 3 September on Air Berlin. I saw a lot of planes that day, but due to a computer crash I only got a partial log of that day. Spotting landside is not that hard. There are a lot of large windows. It is advisable though to keep a low profile, as we saw two spotters taken in by the police. They joined us on the tour the next day.

#### Moscow-Domodedovo 3 September 2010

4L-TGM	B737-790	Air Zena
RA-08824	An-24RV	Avialinii Mordovii
RA-065090	Tu-134-3	Orenair
RA-85681	Tu-154	UT Air

The next day started early with an airside tour at Domodedovo. The airport provided us with a bus with driver for a little under two and a half hours. The bus drove a prearranged route, stopping at various points to let us out. The first stop was at the maintenance area where we exited the bus for five minutes. After that we continued to the fire station adjacent 14L/32R. From this spot we raced to the other end of the airport, making pictures from the bus was not really possible! The bus stopped again at the cargo area to the north of the short term car-park. There were several An-12s there, as well as some other planes. Some of them stored, some of them still active. This place also offered a good view of the threshold for 14L.

Without doubt the best part of the tour was Domodedovo's boneyard. We were allowed to walk part-way into the long term storage, which consists mostly of Ilyushins. A large collection of Il-18s, Il-62s, Il-86s and Il-96s. Add to that a handful of Tu-154s, B737s and B757s. Most of these planes will never fly again. After the boneyard we spend a short time overlooking runway

14R-32L, before we went back to the airport where we caught our coach to Vnukovo.

#### Moscow-Domodedovo

4K-AZ43	B757-256	Azerbaijan Airlines
4X-ABF	A320-232	Israil
4X-EKB	B737-858	EI AI
5A-DKT	Il-62M	Jet Line International
9V-SWA	B777-312ER	Singapore Airlines
B-KPC	B777-367ER	Cathay Pacific
D-AKAT	ERJ135BJ	Stuttgarter Flugdienst
EI-CXK, EI-DDK	B737-4S3	Transaero
EI-CXN, EI-CXR	B737-329	Transaero
EI-CZK, EI-DDY	B737-4Y0	Transaero
EI-DBF, EI-DBU	B767-3Q8ER	Transaero
EI-DBW	B767-201ER	Transaero
EI-DFS	B767-33AER	Transaero
EI-DNM	B737-453	Transaero
EI-DNT	B737-329	Aero Union
EI-DTU, EI-DTV	B737-5Y0	Transaero
EI-DTW	B737-5Y0	Transaero
EI-DUE	B757-256	Aero Union
EI-EDZ, EI-EEA	B737-8K5	Transaero
EI-GAA	B767-266ER	Kras Air
EI-UNS	B777-212ER	Transaero
EI-UNZ	B777-222	Transaero
EK-32005	A320-214	Armavia
EK-86117	Il-86	Armenian Airlines
ER-AXV	A320-211	Air Moldova International
EW-250PA	B737-524	Belavia
EX-37001	B737-301	Kyrgyz Airlines
LY-AWF	B737-522	Tajik Air
N646UA	B767-322ER	United Airlines
OK-TVH	B737-8Q8	Travel Serv - Somon Air
RA-11115	An-12TB	Avial Nv
RA-11756	An-12BP	Aviast
RA-12193	An-12BK	Moskovia Airlines
RA-12990	An-12B	Atran
RA-42328	Yak-42	Centre-Avia
RA-42350	Yak-42	Alk
RA-42374, RA-42433	Yak-42	Tatarstan Airlines
RA-64518	Tu-214	Transaero
RA-65049, RA-65054	Tu-134A-3	Orenair
RA-65090, RA-65117	Tu-134A-3	Orenair
RA-65554, RA-65983	Tu-134A-3	Yamal Airlines
RA-65577	Tu-134A-3	Izhavia
RA-65715	Tu-134B-3	Aloosa Mirny Air Enterpr.

#### 4 September 2010

RA-65903	Tu-134A-3	Rusline
RA-65944	Tu-134AK	Kolavia
RA-67219	CL-850	Kolavia
RA-73001	B737-236	Transaero
RA-73019	B757-230	Vim Airlines
RA-75454	Il-18D	Rossiya
RA-75834	Il-18V	Astair
RA-76363, RA-76841	Il-76TD	Min. Emerg. Situations
RA-76806	Il-76TD	East Line
RA-78850	Il-76MD	Russian Air Force
RA-85031	Tu-154M	South East Airlines
RA-85057	Tu-154M	Samara
RA-85486	Tu-154B-2	Gromov Air
RA-85494	Tu-154B-2	KMV
RA-85540	Tu-154B-2	Magadan Airlines
RA-85612	Tu-154M	Globus
RA-85681	Tu-154M	UT Air
RA-85684	Tu-154M	Alosa Mirny Air Enterpr.
RA-85688	Tu-154M	S7
RA-85704, RA-85725	Tu-154M	Zapolyarye
RA-85731	Tu-154M	Aero Union
RA-85745	Tu-154M	Domodedovo Airlines
RA-85754	Tu-154M	Aviaenergo
RA-85761	Tu-154M	Kolavia
RA-85807	Tu-154M	Ural Airlines
RA-85848	Tu-154M	Zapolyarye
RA-85851	Tu-154B-2	Moskovia Airlines
RA-86139	Il-86	Atlant Soyuz
RA-86142	Il-86	Kazan Air Enterprise
RA-86143	Il-86	Tatarstan Airlines
RA-86472, RA-86475	Il-62M	Domodedovo Airlines
RA-86499, RA-86552	Il-62M	Domodedovo Airlines
RA-86515, RA-86568	Il-62M	Aerostars
RA-86520, RA-86532	Il-62M	Alpha Airlines
RA-86523	Il-62M	Airstars
RA-86533	Il-62M	Interavia
RA-86575	Il-62M	Interavia
RA-86590	Il-62M	Mavial - Magedan Al
RA-86926	Il-86	Tatarstan Airlines
RA-87209, RA-87517	Yak-40	Ak Bars Aero
RA-87842	Yak-40	Vologda Air Enterprise
RA-87908	Yak-40	Aero Limuzin
RA-93913	An-12BP	Atran
RA-96006, RA-96009	Il-96-300	Domodedovo Airlines
RA-96013	Il-96-300	Domodedovo Airlines
RA-98117	An-12	Sakhalin
UN-75111	Il-18GrM	GVG Airlines
VP-BDT	A320-214	S7
VP-BGX, VP-BGY	B747-346	Transaero
VP-BHF, VP-BHI	A319-114	S7
VP-BHL, VP-BHP	A319-114	S7
VP-BIG	B747-46NERF	Air Bridge Cargo
VP-BII	B747-281F	Air Bridge Cargo
VP-BND, VP-BNG	B737-83N	S7
VP-BPD	B737-5K5	Transaero
VP-BPU, VP-BPV	A320-211	Ural Airlines
VP-BQA, VP-BQE	B747-219B	Transaero
VP-BQF	B737-83N	S7
VP-BQG	B737-46J	S7
VP-BRS, VP-BRU	B737-528	Yamal Airlines
VP-BTM	A310-204	S7
VP-BTO, VP-BTP	A319-114	S7
VP-BTQ, VP-BTV	A319-114	S7
VP-BTX	A319-114	S7
VP-BVR	B747-444	Transaero
VP-BXO, VQ-BAD	B737-524	UT Air
VP-BYP	B737-524	Transaero
VQ-BAB	B737-56N	Yamal Airlines
VQ-BAU	A319-111	Rossiya
VQ-BBI	B767-328ER	S7
VQ-BBY	EMB120RT	Region Avia
VQ-BCB	EMB120	Region Avia
VQ-BCI, VQ-BDE	A320-214	S7
VQ-BDO	B737-8K5	Nordstar
VQ-BDP	B737-8Q8	Nordstar
VQ-BDZ	B737-8K5	Nordwind Airlines

VQ-BER	B737-7L9	Moskovia Airlines
VQ-BFY, VQ-BFZ	B737-86N	Orenair
VQ-BGB	Saab 340	Polet Aviakompania
VQ-BHF	CRJ200ER	Ak Bars Aero
VQ-BHW	B747-4F6	Transaero

### Moscow-Vnukovo

4 September 2010

After roughly two hours on the coach, the roads around Moscow seem perpetually clogged, we arrived at Vnukovo where we had our next airside tour scheduled. Vnukovo is a very interesting airport, with lots of great traffic. Based here is UT Air with lots of Tu-134s and Tu-154s (being replaced by CRJs, 737s and 757s). Also based here is the Rossiya government fleet. They operate probably every modern Russian type made.

Here as well the airport provided us with a bus with driver and guard. The bus driver here was probably more used to driving spotters and photographers around than the driver at Domodedovo. The bus drove smoothly and even had clean windows (!). Making pictures from the bus was easy. Not that it was really necessary, cause we seemed to stop every few hundred meters!

The first stop was at the old terminal. Several Yakutia 757s were parked here, as well as one Yakuta Tu-154, an Atlant Soyuz Il-86, a Red Wings Tu-204, a few Gazprom Tu-154s and a very smart looking Windrose ERJ190.

From here we drove to the other side of terminal A, which is still under construction. Just a few planes were parked here, including a UT Air Tu-134 and UT Air ATR. We were told we would not enter the Rossiya aprons, but that it was no problem to make pictures from here! There were several Il-62s, Il-96s, Tu-134s, Tu-154s, Tu-204s and Tu-214s outside. Most could not be photographed without clutter, but that did not stop me nor any of the others in the group! It is not every day you get the chance of shooting several Il-62s that look brand-new!

From here we went back to the old terminal, but this time standing at the other end of the apron. From here we had a good view over runway 24, albeit back-lit. We were there just as the afternoon rush-hour came in. So we saw several UT Air Tu-134s, Tu-154s, and 737s come in, as well as a few jets from Gazpromavia and a few other airlines.

That was the end of the airport tour, but from there we continued to the VARZ-400 Tupolev maintenance facility at the far end of Vnukovo airport.

CS-DKC	G550	NetJets Europe
D-AKBH	CL-604	Jet Air Flug
D-AKNN	A319-112	Germanwings
D-ARTN	ERJ135BJ	DC Aviation
D-CLIC	Ce560XLS	
EI-DNH	B737-3Y5	Atlant Soyuz
G-LALE	ERJ135BJ	London Executive Avn
HB-JRQ	CL-604	
LX-GRS	G200	Global Jet Luxembourg
M-UKHA	BAe125-800XP	Nebula III
M-VSSK	CL-605	Clear Horizon
N962SS	G-IV	
OE-IIC	Fokker 100	Meridian Air
OE-IVY	G-V	Jet Alliance
OH-MAL	Global Express	Jetflite
OH-MOL	CL-600	Jetflite
OM-LBG	Ce525	Opera Jet
OY-WIN	Global Express	Execujet Europe
P4-GJL	CL-800	Global Jet Austria
RA-02851, RA-02856	EMB120RT	Atlant Soyuz
RA-42330, RA-42347	Yak-42	Tulpar Air
RA-42359	Yak-42	Interavia
RA-42406	Yak-42	Alk
RA-42408	Yak-42	Tulpar Air
RA-42411	Yak-42	Rusjet - Rosboronexport
RA-42412	Yak-42	Yak Service
RA-42418	Yak-42	Grozny Avia
RA-42436, RA-42439	Yak-42	Gazpromavia
RA-42445	Yak-42	Tulpar Air
RA-42542	Yak-42	Gazpromavia
RA-47357	An-24RV	UT Air Express
RA-64010	Tu-204-300	Biznes-Aero
RA-64019, RA-64050	Tu-204-100	Red Wings



RA-64039, RA-64044	Tu-204-300	Vladivostok Avia
RA-64043, RA-64047	Tu-204-100	Red Wings
RA-64505, RA-64506	Tu-214	Rossiia
RA-64515, RA-64516	Tu-214SR	Rossiia
RA-65033, RA-65148	Tu-134A-3	UT Air
RA-65550	Tu-134A-3	S-Air
RA-65553, RA-65555	Tu-134A-3	Rossiia
RA-65560, RA-65572	Tu-134A-3	UT Air
RA-65574, RA-65727	Tu-134B-3	Kosmos Aviation Comp
RA-65724	Tu-134A-3M	Meridian Air
RA-65747	Tu-134B-3	Kosmos Aviation Comp
RA-65780, RA-65828	Tu-134A-3	UT Air
RA-65790	Tu-134A-3	Rusair
RA-65902	Tu-134A-3	UT Air
RA-65904, RA-65921	Tu-134A-3	Rossiia
RA-65912	Tu-134AK	Rossiia
RA-73004	B737-76N	Gazpromavia
RA-85013	Tu-154M	UT Air
RA-85470	Tu-154B-2	Ulyanovsk Avn School
RA-85625, RA-85751	Tu-154M	Gazpromavia
RA-85627	Tu-154M	KMV
RA-85629, RA-85631	Tu-154M	Rossiia
RA-85645, RA-85659	Tu-154M	Rossiia
RA-85700, RA-85707	Tu-154M	Yakutia Airlines
RA-85709, RA-85740	Tu-154M	Atlant Soyuz
RA-85727, RA-85788	Tu-154M	UT Air
RA-85757	Tu-154M	Alosa Mirny Air Enterpr.
RA-85778	Tu-154M	Gazpromavia
RA-85843	Tu-154M	Rossiia
RA-86082, RA-85125	Il-86	Atlant Soyuz
RA-86138	Il-86	Atlant Soyuz
RA-86466, RA-86468	Il-62M	Rossiia
RA-86559, RA-86561	Il-62M	Rossiia
RA-87203, RA-87969	Yak-40	Rossiia
RA-87226	Yak-40	Tulpar Air
RA-88228	Yak-40	Barkol
RA-88304	Yak-40	Polet
RA-96012, RA-96018	Il-96-300	Rossiia
RA-96019	Il-96-300	Rossiia
RF-20450, RA-20452	Mi-8	Russian Air Force
UP-Y4202	Yak-42	Avia Jaynar
UR-CLH	Yak-40	Challenge Aero
UR-DNB	ERJ145EU	Dniproavia
UR-UTB	ATR42-320	UT Air Ukraine
UR-VVS	B737-5Q8	Aerosvit
UR-WRG	EMB195LR	Windrose
VP-BBF	CL-601	Vacuna Air
VP-BBL, VP-BBM	B737-347	Atlant Soyuz
VP-BCB, VP-BCD	ATR42-300	UT Air
VP-BET	B737-53C	Sky Express
VP-BFI	B757-27B	Yakutia Airlines
VP-BFK	B737-5L9	Sky Europe
VP-BFN	B737-53A	Sky Europe
VP-BHA	B737-529	Sky Express
VP-BLJ	ATR42-300	UT Air
VP-BMI	B737-81Q	Atlant Soyuz
VP-BOT	B737-341	Sky Express
VP-BRT	B737-7BC	Roustam Tariko
VP-BVL, VP-BVN	B737-524	UT Air
VP-BVZ	B737-524	UT Air
VP-BVU	B737-5Q8	Donavia
VP-BWZ	B737-528	Donavia
VP-BYK	B737-524	UT Air
VP-BYW	ATR72-201	UT Air
VP-CSP	BAe125-800B	Springline
VQ-BCF	B757-23N	Yakutia Airlines
VQ-BCK	B757-256	Yakutia Airlines
VQ-BCW	A330-301	Vladivostok Avia
VQ-BDV	B737-8AS	Atlant Soyuz
VQ-BEU	A330-301	Vladivostok Avia
VQ-BGJ	CRJ100LR	UT Air

At the VARZ-400 area we got a small tour over the maintenance area. We got to enter one of the hangars, where we saw RA-85736. The real treat was outside with lots of Tu-154s that looked brand new. Not all planes looked like that though. Some of the planes are being parted out, for instance LZ-LCU

which most readers will probably have seen countless times at airports all over Europe, formerly with Bulgarian Air Charter. Parked here is also RA-64008, one of the Tu-204 prototypes, but it looked terrible.

VARZ-400 offered a bonus for the registration hunters. The place offers good views over the apron with business jets, which we had not been allowed to enter with the airport tour. Those registrations are listed under Vnukovo, not VARZ-400.

#### VARZ-400

4K-85734	Tu-154M	Azerbaijan Airlines
LZ-LCU	Tu-154M	Bulgarian Air Charter
RA-42425	Yak-42	Gazpromavia
RA-64008	Tu-204-100	Tupolev Design Bureau
RA-64510	Tu-214	Airstars
RA-76489	Il-76TD	Aram Air
RA-85099	Tu-154M	Continent
RA-85712	Tu-154M	Aerorent
RA-85723	Tu-154M	Samara
RA-85736	Tu-154M	
RA-85774	Tu-154M	Gazpromavia
RA-85782	Tu-154M	Alosa Mirny Air Enterpr.
RA-85790	Tu-154M	Yakutia Airlines
RA-85836	Tu-154M	Rossiia
RA-86123, RA-86136	Il-86	Atlant Soyuz
RA-87981	Yak-40	Rusline
VP-BXQ	B737-524	UT Air

Sunday we went to Sheremetyevo. Before we went to the airport, we took a quick look at the collection of the Moscow State University of Civil Aviation. Their planes are parked to the northeast of Sheremetyevo. In the past this was connected to the airport, but this is no longer the case. We did not enter the grounds, so below is everything we could see from outside the fences. On Google Earth you can see a Tu-22M Backfire, but this one could not be seen from outside and might have left.

#### **Moscow-Sheremetyevo**

**5 September 2010**

#### Remote dump

CCCP-22190	Mi-8
CCCP-46782	An-24
CCCP-85327	Tu-154B-2
CCCP-86003	Il-86
CCCP-86500	Il-62M
CCCP-87676	Yak-40
RA-76460	Il-76T
RA-85663	Tu-154M
RA-86103	Il-86

All are of the Moscow State Technical University Of Civil Aviation.

The platform tour at Sheremetyevo started at the domestic terminal. We got a short walk over the apron with some Yak-42s bizjets and a Donavia Il-86. After that the bus dropped us off at the cargo area at the northeastern corner of the airport. There where three Air Bridge Cargo 747s, but more interesting where an Il-76 and two An-72s. We where told in explicit terms that we were not allowed to take pictures of them... they are KGB planes! Writing down registrations was no problem: RF-72010, RF-72012 and RF-76326. We continued to the biz-jet apron at the northwestern side of the airport. There where several Tu-134s, Yak-42s and assorted western designs there.

From there we drove quickly to the last spot on this tour: alongside one of the taxiways near the cargo aprons at the southern side of the airport. While driving there about two dozen Aeroflot A320 series where noted, but these have been left out of the report.

CCCP-75554	Il-18V	Aeroflot
CS-DLE	Falcon 2000EX	NetJets Europe
CS-DRA	BAe125-800XP	NetJets Europe
D-AGVS	G450	Silverbird
D-BAVB	CL-300	Execujet Europe
EI-CDE	B737-548	Rossiia
EI-EEL, EI-ELD	A320-232	Avia Nova
EI-ELE	A320-232	Avia Nova
EW-100PJ	CRJ100ER	Belavia

N1201P	B767-332ER	Delta Air Lines
OE-GNB	Ce680	Jet Alliance
OK-LEF	A320-214	CSA Czech Airlines
OY-MIR	Lj60	Execujet Europe
OY-WIN	Global XRS	Execujet Europe
P4-AFK	B737-7FY	Premier Avia
P4-MSG	ERJ135BJ	Silvershore Trading
P4-OAS	A321-231	Air Astana
P4-SBR	G-V	
P4-VIP	CRJ100ER	Transfer VIP
RA-01507	PC-12	Dexter Air Taxi
RA-02808	BAe125-700B	Jet Air
RA-25777	Mi-171TP	Alfa Aero
RA-42365	Yak-42	Aeroflot Plus
RA-42368, RA-42402	Yak-42	Rusair
RA-42387	Yak-42	Yak Service
RA-42427	Yak-42	Ar Avia
RA-65559	Tu-134AK	Aeroflot Plus
RA-65721	Tu-134A-3M	Meridian Air
RA-65723, RA-65930	Tu-134A-3M	Jet Air
RA-67222	CL-604	Severstal Air Company
RA-67223	CL-300	Severstal Air Company
RA-85135	Tu-154M	Aeroflot
RA-85626	Tu-154M	Aeroflot Don
RA-85640	Tu-154M	Donavia
RA-85735, RA-85765	Tu-154M	Aeroflot
RA-86113, RA-86141	Il-86	Donavia
RA-86492	Il-62M	Aeroflot
RA-87353	Yak-40	Lukoil
RA-96005, RA-96008	Il-96-300	Aeroflot
RA-96102	Il-96-400T	Polet Aviakompania
RF-72010, RA-72012	An-72	Russian Border Guard
RF-76326	Il-76TD	Russian Border Guard
UR-DND	B737-5L9	Dniproavia
UR-DNL	ERJ145EU	Dniproavia
UR-DNT	ERJ145LR	Dniproavia
UR-VVS	B737-5Q8	Aerosvit Airlines
VP-BAY, VP-BAZ	B767-36NER	Aeroflot
VP-BDR	MD-11	Aeroflot Cargo
VP-BIA	B747-243BSF	Air Bridge Cargo
VP-BIG	B747-46NERF	Air Bridge Cargo
VP-BII, BIJ	B747-281F	Air Bridge Cargo
VP-BLG	B737-528	Donavia
VP-BOI	B737-505	Aeroflot Nord
VP-BQI, VP-BQL	B737-5Y0	Nordavia Regional AI
VP-BRE	B737-53C	Aeroflot Nord
VP-BRN	B737-5Y0	Aeroflot Nord
VP-BTA	B737-2C9	Transaero
VP-BWT	B767-38AER	Aeroflot
VP-BWV	B767-3T7ER	Aeroflot
VP-BXN	B737-53A	Aeroflot Nord
VP-BYU	B737-5Q8	Donavia
VP-CLO	Falcon 900EX	Lukoil Avia
VP-CLZ	CL-601-3R	Lukoil Avia
VQ-BBU	B757-2Q8	Nordwind Airlines
VQ-BDS	G200	
VQ-BHR	B757-2Q8	Nordwind Airlines
VQ-BIA	B747-4KZF	Air Bridge Cargo
VQ-BPT	B767-306ER	Nordwind Airlines

An airside tour at Moscow-Bykovo had been promised, but already before going to Moscow we were told that the airport authorities had changed their mind, and that we would not be allowed in. Still, we drove to Bykovo hoping for the best. Unfortunately, we were still not allowed in. Therefore only a few registrations were read, some from an area next to the terminal building (the building itself was closed), and some from driving alongside the perimeter.

#### Moscow-Bykovo

87460	Yak-40	SIBNIA
CCCP-91484	Il-14	Preserved
RA-30001	An-30	Geodynamica Centre
RA-30006	An-30	Myachkovo Air Servies
RA-42317	Yak-42	
RA-42346, RA-42371	Yak-42	Elbrus Avia
RA-76781	Il-76TD	Russian Border Guard

#### 5 September 2010

RA-76849 Il-76TD Aviast  
Monday I spent all day at Vnukovo in the final approach to runway 24. It is actually very easy to go spotting here! If you exit the terminal walk to the right. After a few hundred meters you will be at a small police station. In the late afternoon you can spot here with the sun in the back. Otherwise cross the road and walk alongside the road towards the preserved Tu-104. From here you can take excellent photos. We were not hassled by anyone.

#### Moscow-Vnukovo

9H-AFC	CL-605	Europe Exec Jet Serv
CCCP-L5412	Tu-104B	Vnukovo
CS-DRS	BAe125-800XP	NetJets Europe
CS-DXH	Ce560XLS	NetJets Europe
D-AGWC, D-AGWE	A319-132	Germanwings
D-AKNN, D-AKNQ	A319-112	Germanwings
D-ARTN	ERJ135BJ	DC Aviation
EI-DNH	B737-3Y5	Atlant Soyuz
EK-32007, EK-32008	A320-211	Armavia
ES-PVC	Lj60	Avies Air Company
G-CJMD	ERJ135BJ	Corporate Jet Managem.
G-EGNS	G550	Pobedy
G-OGSK	ERJ135BJ	TAG Aviation
G-VVPA	CL-604	
HB-JFZ, HB-JGR	CL-604	Nomad Aviation
HB-VHV	BAe125-800B	Cat Aviation
I-JAMY	Falcon 2000	Sirio
JY-JAY	B737-33S	Jordan Aviation
LZ-FBC	A320-214	Bulgaria Air
M-ABCT	G-IVSP	
M-UKHA	BAe125-800XP	Nebula III
N671LE	G550	BG Aviation
N786XJ	Ce750	
OE-FDB	EMB500	
OE-GVJ	Lj60	Vistajet
OE-ILY	CL-850	Vistajet
OE-IRK	ERJ135BJ	Jet Alliance
P4-IVM	ERJ135BJ	Itera
P4-SVM	ERJ135BJ	Orex Aviation
RA-02856	EMB120	Atlant Soyuz
RA-42350, RA-42375	Yak-42	Alk
RA-42356	Yak-42	Centre-Avia
RA-42388, RA-42541	Yak-42	Alk
RA-42408	Yak-42	Tulpar Air
RA-42411	Yak-42	Rusjet - Rosboronexport
RA-42418	Yak-42	Grozny Avia
RA-42436, RA-42437	Yak-42	Gazpromavia
RA-42438, RA-42451	Yak-42	Gazpromavia
RA-46468	An-24RV	UT Air Express
RA-47289	An-24B	UT Air Express
RA-64016	Tu-204-100	KMV
RA-64019, RA-64050	Tu-204-100	Red Wings
RA-64040	Tu-204-300	Vladivostok Avia
RA-64515	Tu-214SR	Rossiya
RA-65550	Tu-134A-3	S-Air
RA-65574	Tu-134B-3	Kosmos Aviation Comp
RA-65607, RA-65611	Tu-134A-3	UT Air
RA-65716	Tu-134B-3	UT Air
RA-65724	Tu-134A-3M	Meridian Air
RA-65726	Tu-134AK	Kosmos Aviation Comp
RA-65777, RA-65780	Tu-134A-3	UT Air
RA-65828	Tu-134A-3	UT Air
RA-65904, RA-65921	Tu-134A-3	Rossiya
RA-65995	Tu-134A-3	Russian Air Force
RA-78835	IL-76MD	Russian Air Force
RA-85013, RA-85016	Tu-154M	UT Air
RA-85018, RA-85069	Tu-154M	UT Air
RA-85470	Tu-154B-2	Ulyanovsk Avn School
RA-85700	Tu-154M	Yakutia Airlines
RA-85727, RA-85755	Tu-154M	UT Air
RA-85746, RA-85760	Tu-154M	KMV
RA-85788, RA-85789	Tu-154M	UT Air
RA-85826	Tu-154M	KMV
RA-85828	Tu-154M	Dagestan Airlines
RA-86082, RA-86125	Il-86	Atlant Soyuz

#### 6 September 2010

RA-86139	Il-86	Atlant Soyuz
RA-86468	Il-62M	Rossiya
RA-87648	Yak-40	Yak Service
RA-88180	Yak-40	Severstal
RA-88200	Yak-40	Rossiya
SP-KCS	Ce560XLS	Jet Service
UR-DNF	ERJ145EU	Dniproavia
UR-IVK	B737-3L9	Dniproavia
UR-UTA	ATR42-300	UT Air Ukraine
VP-BBW	B737-7BJ	Gama Aviation
VP-BCB, VP-BCD	ATR42-300	UT Air
VP-BEQ	A320-212	Vladivostok Avia
VP-BET	B737-53C	Sky Express
VP-BFG	B757-256	Yakutia Airlines
VP-BFI	B757-27B	Yakutia Airlines
VP-BFJ	B737-5L9	Sky Express
VP-BHA	B737-529	Sky Express
VP-BKI	G-IVSP	Gama Aviation
VP-BLG	B737-528	Donavia
VP-BLO	ATR42-300	UT Air
VP-BOT	B737-341	Sky Express
VP-BRB	A320-212	Vladivostok Avia
VP-BVN, VP-BVZ	B737-524	UT Air
VP-BVU	B737-5Q8	Donavia
VP-BVV	Falcon 2000EX	Oldbury
VP-BWY	B737-528	Donavia
VP-BXR, VP-BXU	B737-524	UT Air
VP-BXV, VP-BXY	B737-524	UT Air
VP-BYK, VP-BYM	B737-524	UT Air
VP-BYU	B737-5Q8	Donavia
VP-BYX	ATR72-300	UT Air
VQ-BAC	B737-524	UT Air
VQ-BBS	B737-8AS	Atlant Soyuz
VQ-BCW	A330-301	Vladivostok Avia
VQ-BDU, VQ-BDV	B737-8AS	Atlant Soyuz
VQ-BEO	B737-76Q	Yakutia Airlines
VQ-BEU	A330-301	Vladivostok Avia
VQ-BGJ, VQ-BGR	CRJ100LR	UT Air
VQ-BGQ	CRJ200LR	UT Air
VQ-BHZ	B737-46M	UT Air
VQ-BMW	B757-23N	Yakutia Airlines

The last day of my vacation. In the morning everyone went to the Monino aviation museum. It is far from Moscow centre and not easy to find (the bus driver missed the exit) but it is very recommendable to visit! They have a great collection of planes, some of them indoors, but most are outdoors. The afternoon was spent at the short term parking lot at Moscow-Domodedovo, it overlooks runway 14L/32R. A lot of good photos can be made from here. In particular late afternoon is a good time as there are lots of Tupolevs leaving around that time, for instance Kolavia and Ural Airlines 154s, and Orenair and Rusline 134s. While at this spot we where not hassled once. Although we where asked (repeatedly ;-)) to stop climbing the crash barriers in front of the fences. Climbing the crash barriers was the only way to take pictures of planes parked at the gate or at remote stands. The planes taking off where high enough to take pictures without climbing the barriers.

### Moscow-Domodedovo 7 September 2010

40-AOB, 40-AOC	EMB190-200LR	Montenegro Airlines
A6-EIG	A320-232	Ethiad Airways
A7-ADG	A320-232	Qatar Airways
D-ALTD, D-ALTK	A320-214	Air Berlin
EC-KDI	A319-111	Iberia
EI-EDZ	B737-8K5	Transaero
EI-UNC	B767-319ER	Transaero
EI-UNF	B767-3P6ER	Transaero
EI-UNZ	B777-222	Transaero
EW-253PA	B737-524	Belavia
G-MEDL	A321-231	bmi British Midland
JY-AYP	A319-132	Royal Jordanian
OE-LEX	A320-214	Niki
RA-01503	PC-12/47	Dexter
RA-12193	An-12BK	Moskovia Airlines
RA-12990	An-12B	Atran
RA-42378	Yak-42	Sar Avia

RA-42455	Yak-42	Izhavia
RA-46505	An-24RV	Mordovia Air
RA-61703	An-148-100	Rossiya
RA-61704	An-148-100	Rossiya
RA-64518	Tu-214	Transaero
RA-65054, RA-65090	Tu-134A-3	Orenair
RA-65903	Tu-134A-3	Rusline
RA-73007, RA-73017	B757-230	Vim
RA-85494	Tu-154B-2	KMV
RA-85761	Tu-154M	Kolavia
RA-85814, RA-85844	Tu-154M	Ural Airlines
RA-87342	Yak-40	Tat Neft
RA-88165	Yak-40	Bugulminskoye AE
SU-GBV	A321-231	Egypt Air
VP-BAN	B737-4Y0	S7
VP-BBR	B757-22L	Azerbaijan Airlines
VP-BHF, VP-BHG	A319-114	S7
VP-BHJ	A320-114	S7
VP-BHL, VP-BHP	A319-114	S7
VP-BHQ	A319-114	S7
VP-BMN	CRJ200ER	Air Volga
VP-BPL	Saab 2000	Polet Aviakompania
VP-BQE	B747-219B	Transaero
VP-BQG	B737-46J	S7
VP-BRS	B737-528	Yamal Airlines
VP-BTA	B737-4Q8	Globus
VP-BTO, VP-BTP	A319-114	S7
VP-BTS, VP-BTV	A319-114	S7
VP-BTV, VP-BTW	A319-114	S7
VP-BYI, VP-BYP	B737-524	Transaero
VP-BYQ	B737-524	Transaero
VQ-BAG	A320-214	Ural Airlines
VQ-BAS	A319-111	Rossiya
VQ-BBO	B737-548	Tatarstan Airlines
VQ-BBX	EMB120ER	Region Avia
VQ-BCB	EMB120	Region Avia
VQ-BDA	A321-211	Ural Airlines
VQ-BDE	A320-214	S7
VQ-BER	B737-7L9	Moskovia Airlines
VQ-BEY	B757-2Q8	S7
VQ-BFW	A320-214	Ural Airlines
VQ-BGB, VQ-BQC	Saab 340	Polet Aviakompania
VQ-BGE	Saab 340	Polet Aviakompania
VQ-BHJ	CRJ200ER	Ak Bars Aero

Credit: Peter ten Thije.

### South Africa

Below is a report from Fred Sonders and René Verschuur, a few days in South Africa. Earlier this year it was decided to go to the AAD Airshow at Ysterplaat. Flights were with Emirates from Düsseldorf to Dubai and on to Johannesburg.

### Dubai 17 September 2010

AP-BJA	A321-231	AirBlue
A6-JMK	B737-322	Global Jet
A7-ADK, A7-ADT	A321-231	Qatar Airways
A7-CEB	CL-605	Qatar Executive
A7-RZD	BAe-125-900XP	
A9C-AB, A9C-AI	A320-214	Gulf Air
A9C-BAY	A320-212	Bahrain Air
A4O-BN	B737-8Q8	Oman Air
A4O-BS	B737-7Q8	Oman Air
D2-TEE	B777-2M2ER	TAAG Angola
EI-EMS	MD-11	Cargo Italia
EP-ASQ	Fokker 100	Iran Aseman
EP-LCB	Fokker 50	Kish Air
EP-MNO	A310-304ET	Mahan Air
F-GUOC	B777-F28	Air France
OD-RMI	A321-231	MEA
SX-MAW	G-V	
TC-SGK	B737-8S3	Saga Airways
VT-AXT	B737-8HG	Air India Express
YA-FAY	B727-228	Ariana Afghan
YA-TTC	A320-212	Safi Airways
4K-AZ05	A319-111	Azerbaijan
4L-MGC	Il76-TD	Skylink Arabia



After a career with Maersk Air in Europe, with Xiamen Airlines in China and with Mandala Airlines in Indonesia, this Boeing 737-200 now flies in the African skies. It was delivered to AirQuarius in South Africa and registered as ZS-GAV in November 2007. AirQuarius specialises in charter operations and aircraft leasing. The aircraft is pictured here at Lanseria on 21 September 2010 wearing Sasol titles. Sasol is a South African energy and chemicals company. It has developed a synthetic fuel for aircraft, which was tested on this Boeing. (René Verschuur)



This Pilatus PC-12 belongs to the Trustco Group Holdings. It has been registered as V5-SEN since May 2007. Previous registrations were ZS-SEN and N695WF. Trustco is a Namibian based company with its core focus on micro insurance, micro finance, education and financial services which delivers products with a strong social justice undertone. Trustco operates mainly from Namibia and South Africa and is in the process of expanding its business operations into the African realm.

(Johannesburg-Rand, 20 September 2010, René Verschuur)

70-ADQ	B737-8Q8	Yemenia	VH-OJT	B747-438	Qantas
7T-VJZ	A330-202	Air Algérie	VH-VPD	B777-3ZGER	V-Australia
9K-AKB	A320-212	Kuwait Airways	ZS-DRF	F28-4000	Air Zimbabwe a/w
9K-CAD	A320-214	Jazeera Airways	ZS-SAZ	B747-444	South African
9K-EAA	A320-214	Wataniya Airways	3B-NAU	A340-312	Air Mauritius
<b>Johannesburg-O.R. Tambo 17 September 2010</b>			5A-ONF	A330-202	Afriqiyah
C9-AUL	DHC-8-402	LAM	5N-EIA	A330-223	Arik Air
D-AIMC	A380-841	Lufthansa	5R-MFH	B737-3Q8	Air Madagascar
F-HPJA	A380-861	Air France	5X-UCF	L-100-30	Uganda Air Cargo
HB-JMC, HB-JMN	A340-313X	Swiss	5Y-KQH	B737-7U8	Kenya Airways
SX-MFA	G550		5Y-KYC	B737-8AL	Kenya Airways
S7-ILF	B767-205	Air Seychelles	7Q-YKX	B737-2K9	Air Malawi
V5-TNP	B737-528	Air Namibia	9Q-COJ	MD-82	Hewa Bora Airways
		<b>18 September 2010</b>	ZS-SAZ was working its last flight. Late October is when the B747-400 will finish with SAA.		
A7-BBB	B777-2DZLR	Qatar Airways			<b>20 September 2010</b>
ET-ALM	B737-760	Ethiopian Airlines	A7-BBG	B777-2DZLR	Qatar Airways
F-HPJB	A380-861	Air France	B-HXK	A340-313X	Cathay Pacific
HB-JMM	A340-313X	Swiss	D-AIMA	A380-841	Lufthansa
SU-GCG	A330-243	EgyptAir	D-ALCK	MD-11F	Lufthansa

F-HPJC	A380-861	Air France
HB-JMF	A340-313X	Swiss
LX-VCV	B747-4R7F	Cargolux
5Y-KYD	B737-86N	Kenya Airways
9J-ZJC	B737-53S	Zambezi Airlines

### Johannesburg-Rand

S9-DAB	DC 9-32	Mistral Aviation
TN-AHH	An-24RV	Aero Fret Business
V5-ZEN	PC-12/45	Trustco Group Int'l
ZS-AGI	PC-12/45	Majuba Aviation
ZS-AUA	DC-4-1009	Rovos Air
ZS-CPD	PC-12/47E	Teichmann Plant Hire
ZS-DER	PC-12/45	
ZS-DIW	C-47A	Phoebus Apollo
ZS-DOC	Do228-202	National Airways Gabon
ZS-NTE	C-47A	Springbok Flying Safaris
ZS-NYM	PC-12	NYM Partnership
ZS-OFD	PC-12/45	Hydro Holdings
ZS-OWX	An-32B	Valan
ZS-PAI	C-54E	Phoebus Apollo Av.
ZS-PSO	An-32B	Air Million Cargo
ZS-SML	PC-12/47E	
ZS-TSW	PC-12/47E	
5H-MAG	PC-12/45	Coastal Travels
9J-PAA	C-54E	Phoebus Apollo

Lots of 'small stuff' on the edge of the airfield, but the propliners are nice of course. According to one of Phoebus Apollo, there are plans to bring the Carvair back into the air. The PC-12s are here because of a service centre for Pilatus.

### Lanseria

651	Beech 200C	41sq
A2-AJK	Beech 200	
D-FIMI	Ce208B	Fritz Müller Apparatebau
D2-ECE	Ce550 Bravo	Africair
D2-EPI	Ce550 Bravo	Soc Comercial Lizena
D2-FEZ	BAe125-3B/RA	Gira Globo
D2-FFH	BAe125-400A	Gira Globo
D2-FFX	Lj45	
D2-GES	Ce550 Bravo	
D2-SRC	ERJ135LR	SEAA
D2-SRR	Lj45	
EW-78843	Il-76TD	Trans Avia Export
M-NATH	ERJ135BJ	Barbedos Group
N135SL	ERJ135BJ	United Aviation
N2JB	PC-12/45	Wells Fargo Bank

### 21 September 2010

N208NJ	Ce208B	Dolphin Aviation Group
N259SK	G-III	
N357TE	ERJ135BJ	BUA Delaware Inc.
N438GC	Beech 350	
N55RZ	BAe125-400A	Safenet Security Serv
RA-24177	Mi-8T	United Nations
ST-BBA	Beech 200	Bluebird Aviation
TJ-ALD	F28-4000	Air Leasing Cameroon
TN-BEH	F28-4000	Trans Air Congo
VQ-BFP	ERJ135BJ	Planair
VQ-BFQ	ERJ135BJ	Planair
V5-LOW	Ce500	Henk Burger Trust
V5-TSO	PC-12/45	
XA-ALA	Lj45	
ZS-GAV	B737-2L9	Air Namibia
ZS-GCU	B737-2V5	Viajes Guinea small t/s
ZS-PEL	An-32B	Valan
ZS-SBD	BAe146-200A	Red Eye Residential
ZS-SNJ	Beech 1900D	United Nations
ZS-SOR	BAe146-300	African Airline Investm.
5N-BLB	EMB120RT	
5N-IHS	Beech 200	Wings Aviation
5N-PTL	Beech 1900D	Wings Aviation
5Y-RDS	C-47B	ICRC stored
9J-AGB	Beech 55	
9J-DIG	Ce210	
9Q-CJF	BAe125-600B	

Highlight today was surely the Sasol 737. Sasol is a large chemical company, and to promote their new synthetic fuel flew into this crate AAD at Ysterplaat. The 737 was noted again on Thursday 23 September at Lanseria and 26 September at Johannesburg, all white.

### Johannesburg-O.R. Tambo 22 September 2010

359	Cheetah C	Denel
A7-BBA	B777-2DZLR	Qatar Airways
B-HOX	B747-467	Cathay Pacific
C9-BAO	B737-205	LAM
D-ALCK	MD-11F	Lufthansa
D2-TEA	B747-312	TAAG Angola
D2-TEB	B747-357	TAAG Angola
ET-AMT	B757-23N	Ethiopian
F-GZND	B777-328ER	Air France
HB-JMO	A340-313X	Swiss
LX-TCV	B747-4R7F	Cargolux
SU-GCH	A330-243	EgyptAir
TR-LHP	B767-222	Gabon Airlines



Kindoc Airways aka Kindoc Lugdiens is the proud owner of this ZS-IDC registered Cessna 680. This aircraft was delivered factory fresh in August 2008. Kindoc Airways is a member of the Industrial Development Corporation of South Africa, which explains the registration and the titles in the tail.





This Eurocopter AS350 Ecureuil V5-HPA is one of the two Ecureuils which belong to the Namibian Police Air Wing.  
(Cape Town, 23 September 2010, René Verschuur)

ZS-JES	F28-4000	all white
ZS-NBD	CRJ701ER	ex Horizon c/s
3B-NBH	A319-112	Air Mauritius
7Q-YKX	B737-2K9	Air Malawi
9J-ZJA	B737-529	Zambezi Airlines
9Q-COJ	MD-82	Hewa Bora Airways
9XR-WE	B737-55D	Rwandair

#### Cape Town

70-0455	C-5B	105th AW
RA-76840	IL-76TD	MChS Rossiya
ZS-SMG	B737-3Y0	Imperial Air Cargo

The IL and the Galaxy were here because of the AAD at Ysterplaat.

#### Cape Town-V&A Waterfront 23 September 2010

IN462	SA316B/HAL	Indian Navy
IN522	Sea King	Indian Navy

#### Cape Town

A2-SPA	PC-12/47	
D-HTCL	EC145	
F-HCLS	Falcon 7X	Dassault Aviation
V5-HPA	AS350	Namibia Police
V5-OKN	Beech 1900D	Air Namibia n/t
ZS-DBH	DC-9-33AF	Stars Away Aviation
ZS-OZV	DC-8-62	African International
9G-MKV	BAe748-2B	British Airways c/s, n/t

#### Johannesburg-O.R. Tambo 25 September 2010

A7-BBE	B777-2DZLR	Qatar Airways
C9-EMB	ERJ190AR	LAM
D-ALCE	MD-11F	Lufthansa
HB-JML	A340-313X	Swiss
HS-TJW	B777-2D7ER	Thai Airways
SU-GCE	A330-243	EgyptAir
VH-OJG	B747-438	Qantas
VH-VOZ	B777-3ZGER	V-Australia
3B-NAY	A340-313X	Air Mauritius
5A-ONF	A330-202	Afriqiyah
5Y-BXL	B737-33A	Safair
5Y-KYW	B767-319ER	Kenya Airways
9J-ZJA	B737-529	Zambezi Airlines

A7-BBH	B777-2DZLR	Qatar Airways
D-ALCG	MD-11F	Lufthansa
D2-TBF	B737-7M2	TAAG Angola
EC-HGV	A340-313S	Iberia
ET-ANA	B737-86R	Ethiopian
F-ODZY	B737-33A	Air Austral
SU-GCG	A330-243	EgyptAir
S7-ILF	B767-205	Air Seychelles
VP-BEG	Falcon 900EX	Sonair
TC-JIJ	A340-313X	THY Turkish Airlines
Z-KPS	Ce208B	DHL
ZS-GAV	B737-2L9	Air Namibia
ZS-MAD	F28-4000	Branson Airlines
3B-NBH	A319-112	Air Mauritius
5Y-KQY	B767-36NER	Kenya Airways
9XR-WD	B737-55D	Rwandair

#### Dubai

AP-BIF	A319-112	AirBlue
A40-BC	B737-81M	Oman Air
A40-BS	B737-7Q8	Oman Air
B-16462	B747-45E	EVA Air
D-ACGB	B747-409	Air Cargo Germany
EK-76464	IL-76TD	Aeroflot c/s, n/t
EP-IBD	A300B4-605R	Iran Air
EP-MNR	A300B4-603	Mahan Air
VT-AXQ	B737-8HG	Air India Express
YA-CAQ	A310-304	Ariana Afghan
9K-AKB	A320-212	Kuwait Airways
9V-JEA	B747-2D3B	Jett8 Airlines

At O.R. Tambo spotting was from the known locations (see Scramble Airfield Guide). No problems with police. The windows of the viewing area are now very dirty, especially in Domestic. Dubai spotting was from McDonald's.

Credits: Fred Sonders and René Verschuur.

#### Spain

A quick city trip courtesy of a good offer using Ryanair, 20 euros all-in return!!!

**Niederrhein-Weeze****26 October 2010**Ryanair

B737 EI-DCL, EI-DPW, EI-DWZ, EI-DYV, EI-EMC  
 After a smooth two-hour flight the below were noted upon taxi-  
 ing, more were seen but impossible to read off.

**Zaragoza****26 October 2010**

T.10-04	C-130H	Ala 31
TK.10-07	KC-130H	Ala 15
EC-GPE	SA226TC	Zorex Air Transport std
EC-IRQ	A109E	Helisureste
EI-EMC	B737-8AS	Ryanair

**27 October 2010**

On Wednesday I spent a whole day at the airport for spotting. Zaragoza is a combined military/civil airport with two parallel runways 12/30. The runways lie end-to-end but separated from each other, which means that the airport area is very large. The civil apron is located southeast, while in the centre and west the military is situated. On the civil side, Zaragoza is just a modest airport with a little bit of GA, some low-cost flights and some domestic flights. Every now and then a freighter visits the airport. On the military hand, Zaragoza houses EF-18 Hornets, Harriers and Hercules'. Both in the morning and in the afternoon a few two-ships of Hornets and Harriers were flying. Photographing at this airport should be OK when runway 30R is in use. Unfortunately this runway was out of service during my stay and as I wasn't able to arrange a base visit, I did not take any pictures. Too bad as Spanish Harriers aren't seen that much around here.

We intended to stay until Thursday but because of an ATC strike in France Ryanair cancelled our flight back to Weeze. The first opportunity to get back to Weeze was to fly from Madrid on Sunday. So on the last day of the month, we travelled by high speed train to the capital of Spain.

D-IMAG	Beech C90GFT	
EC-HJC	SA226TC	Zorex Air Transport
EC-IJF	CRJ200ER	Air Nostrum
EC-IRV	Ce208B	ICC
EI-DCR	B737-8AS	Ryanair
HB-AFD	ATR42-300	Farnair Switzerland
I-FXRI	P180	Foxair

N497MC  
 VQ-BHE

**Madrid-Barajas**

CN-ROE  
 CS-TPF  
 D-ACPQ  
 D-AGWL, D-AGWP  
 D-AIQH  
 D-AISQ  
 D-ALEF  
 EC-BQZ  
 EC-IGZ  
 EC-KUL  
 EC-KVI  
 EC-LDN  
 EC-LEQ  
 G-BUSH  
 G-EUYG  
 G-TTOE  
 HA-LPE  
 HB-IJK  
 HB-IOX  
 HL7733  
 HC-CGZ  
 HC-CJA  
 LV-AXF  
 N19BX, N19FF  
 N19TX  
 N746AM  
 N948AC, N967CG  
 OO-VEK  
 SU-GCO  
 TC-JGI

B747-47UF  
 B747-4KZF

B737-8B6  
 Fokker 100  
 CRJ700ER  
 A319-132  
 A320-211  
 A321-231  
 B757-236  
 DC-9-32  
 DC-8-63CF  
 ATR72-212A  
 ATR72-212A  
 B737-448  
 A330-343X  
 A320-211  
 A320-232  
 A320-232  
 A320-233  
 A320-214  
 A320-214  
 A320-214  
 B777-2B5ER  
 B767-3Q8ER  
 B767-316ER  
 B747-475  
 G-I  
 G-I  
 B777-2Q8ER  
 A330-243  
 B737-405  
 B737-866  
 B737-8F2

Emirates Sky Cargo  
 Air Bridge Cargo

**31 October 2010**

Royal Air Maroc  
 PGA Portugal Airlines  
 Lufthansa Regional  
 Germanwings  
 Lufthansa  
 Lufthansa  
 DHL  
 Iberia  
 Cygnus Air  
 Aegean Airlines  
 Swiftair  
 Calima  
 Iberworld  
 British Airways  
 British Airways  
 British Airways  
 Wizzair  
 Swiss  
 Air Berlin  
 Korean Air Skyteam c/s  
 LAN Ecuador  
 LAN Ecuador  
 Aerolineas Argentinas  
 Stellair stored  
 Stellair stored  
 AeroMexico  
 Avianca  
 Brussels Airlines  
 Egyptair  
 Turkish Airlines

We spotted from the second floor of terminal 2, the local mun-  
 dane airlines were omitted.

**Niederrhein-Weeze****31 October 2010**Ryanair

B737 EI-DPF, EI-DPO, EI-EMN

Credit: Joost de Wit.



In June 2005 Korean Air took delivery of this Boeing 777-200ER. In October 2009 the HL7733 registered Triple Seven was painted in the SkyTeam colours. (Madrid-Barajas, 31 October 2010, Joost de Wit)

# Portuguese feast



F-16AM 15108 of Esq201 is photographed in the Monte Real sun. This Viper was one of thirty seen during a tour of the Portuguese F-16 base. (Monte Real, 30 August 2010, Hans Rolink)

We received this article about a recent organized tour by 4Aviation.

Sometimes you have to wait a bit longer to get something really nice. This was one of those times. It took a little while before we found the right persons within the Portuguese Air Force / Força Aerea Portuguesa. But as soon as this contact was established, a detailed plan was prepared to visit several air force bases on mainland Portugal. Ten Dutch guys met at Amsterdam-Schiphol airport and were joined by two tour guides in the very early morning of Sunday 30 August. After an uneventful flight the group arrived at Lisbon airport and teamed up with one more 'cloggy' and three chaps from the UK.

Two roomy rental vans were picked up at the local rental company, the navigation device was switched on and within minutes we logged our first catch of the day; the preserved T-38 at the gate of the military part of Lisbon-Portela de Sacavem International Airport.

Our main goal for the first day was to visit the brand new Museu do Ar at Sintra and then head north for our first visit on Monday at Monte Real airbase. We took the long way to Sintra, via Cascais, and found a large number of civil and two former military inhabitants. As this was a military trip we did not waste too much time and soon went on our way again.

**Lisbon** **29 August 2010**  
2603 T-38A pres

**Cascais-Tires** **29 August 2010**  
CS-DIT CeF337G ex FAP/3725  
CS-HGI SA365N-2 ex UAE/DU-133

Due to some constructions we took a little detour and passed the old main gate of Sintra air base with a T-38 mounted on its side in a circular frame. This is a very unusual way to preserve and present an aircraft. A bit further down the road was the entrance leading to the new gate, guarded by a Tweety on a pole. The museum used to be open to the public only at Alverca, but the majority of the collection has moved to Base Aerea 1 Sintra. The brand new main building and hangars are filled with aircraft in excellent condition. Outside is another part of the collection and there are plans to make another huge hangar for these, and more, aircraft. Clear photographs could be made of the majority of the aircraft and the entry fee is only Euro 3.

## Sintra 29 August 2010

2424	T-37C	pres
(2604)	T-38A	pres

### Museu do Ar

#### Inside main hangar

(5563)/MR-Z	Spitfire HF.IXc	as 'PAF ML255'
102	DH82	
1202	RF-10	
1305	DHC-1-200	
1517	Harvard III	
1916	RT-33A	
1923	T-33A	Esq103-markings
2307	DH89A	
2504	AT-11	
15209	Alpha Jet A	'Asas de Portugal'-c/s
5445	G91R/3	'75.000 Horas'-c/s
5454	G91R/3	Tiger c/s
6304	Ju52/3mge	
6403	N2502A	Esq502-markings
PE-1	Grunau SG-38	
(9T-MSS)	B707-382B	forw fuse, 'TBD Zaire'

The Noratlas is also reported as 6505, marked as 6403.

#### Inside helicopter hangar

(M.M.57-5979)	UH-19D	as 'FAP 9101'
9217	SE3130	
19372	SE3160	Tiger c/s
19512	SA330S-1	Esq751-markings

In this hall some large pictures on canvas are mounted against the walls. On the edges of these you can have a little peak in the adjoining hangars, with the below result. There was more inside, but we would see that later in the week.

#### Inside restoration hangar

3218	L-21B	std
3548	Auster D5/160	std

#### Inside operational hangar

1306, 1335, 1339	DHC-1-200	Esq802 +1
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#### Outside

1926	T-33A	Esq103-markings
2430	T-37C	
2605	T-38A	

3304	MH1521C	
4711	SP-2E	
14806	P-3P	
(5338)	F-86F	as '5320'
5361	F-86F	
15550	TA-7P	
6157	C-47A	No wings/engines
16508	C212-100	Esq401-markings
16524	C212-100	MAD-boom

A few more aircraft were seen on the airfield, but these will be covered later on as we visited the operational units later in the week.

For the first night we had booked a hotel in Fatima. We all had an early start and we northerners are not used to the heat of southern Europe, it was way over 35°C outside. So the men were separated from the boys when only one of the two vans departed for a three hours drive to find some wrecks & relics, while the others were resting in the hotel or sightseeing this holy catholic place with an impressive cathedral and square. In the early evening we all had a great meal in one of the few restaurants open on this Sunday evening.

**Tancos 29 August 2010**  
(30+82) G91R/3 dump

The other Gina here was not seen, it is on display deep inside the barracks.

**Santo André das Tojeiras 29 August 2010**  
34+27 G91T/3 pres, LVR6-markings

**Pombal 29 August 2010**  
5442 G91R/3 std  
With the wings of a Luftwaffe G91.

We were in no rush on Monday morning as our appointment was for 09.30 at the main gate of the Portuguese F-16 base. On the way over there we stopped in the town of Leiria to see the C-45 in a little park.

**Leiria 30 August 2010**  
2508 C-45H pres, 'BA 5'

We were on time at the main gate and were greeted by an F-16 on a pole in an impressive posture and configuration. Our tour

guide for the day was new at this job, but after getting to know each other for a bit he knew exactly what we wanted. We started off with a walk through the maintenance hangars and then a long drive (it is a very large base) to Esq201. We received a short briefing, bought some t-shirts and walked through the dispersal area to take some shots. Esq201 owns most of the aircraft. Esq301 only has about three F-16s so far and it will take a while before they are operational. Then it was time to go to the runway as four Vipers were about to take off. The sun was in our face, which is not ideal for pictures, but this soon changed after we asked to go to the other side. Seventeen people crossed the active runway by foot, seconds before the F-16s took off. We concluded the tour of Esq201 by driving the bus through the shelter/dispersal area adding a few more pictures and numbers to the already impressive list. Finally we headed for the main gate where we took pictures of the gate guards and the small base museum.

**Monte Real 30 August 2010**

(83-1090)	F-16A	pres, as '15150'
5301	F-86F	pres
15524	A-7P	pres
(5320)/320	F-86F	std, forw fuselage only

The F-16 (cosmetic rebuilt as an F-16AM, Esq201-markings) and A-7 are at the main gate, while the complete Sabre is still on its pole at the old main gate. The partial Sabre is located in one of the dispersals on the south eastern side of the base. Its tail is preserved with Esq201 as '5350'. Preserved with Esq301 is the tail section of A-7P 15517.

Base museum

1918	T-33A	pres, Esq103-markings
2609	T-38A	pres, Esq103-markings
5347	F-86F	pres
(5438)	G91R/4	pres, as '5407'
15521	A-7P	pres, '64.000 Horas'-c/s
(15100)	F-16A	i/a, travelling exhibit

I do not know if this is the right name for the location, but these aircraft are parked on a ramp just behind the main gate. The A-7 also has Esq304-markings. The F-16 is lying in the little shed behind these aircraft, together with the tails of F-16 15112 and 82-0975/SI.



*There are serious plans to build a huge hangar at what is currently the outside museum ramp. Considering the time it took to move the museum to its present location and the current strain on military funding, it is safe to say these aircraft will stay outside for a couple more years.*  
(Sintra, 29 August 2010, Steve Comber)

#### Maintenance hangar (right)

15102, 15114	F-16AM	Esq201
15122, 15124	F-16AM	Esq201

These four have undergone the Midlife Update and still have a few bugs to be worked out. 15122 and 15124 do not yet have the wide spin at the bottom of the tail.

#### Maintenance hangar (middle)

15139	F-16BM	Esq201
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#### Maintenance hangar (left)

(15109), (15117)	F-16A	primer, rebuilt to MLU
(15130)	F-16A	primer, rebuilt to MLU

#### Maintenance hangar

15106	F-16AM	Esq201, in primer
15138	F-16BM	Esq201, 'M5'

#### Maintenance hangar (Esq201)

15129	F-16AM	Esq201
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#### QRA sheds

15101, 15125	F-16AM	Esq201
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#### Shelter area

15115	F-16A	'50 years Base Aérea 5' std
15118, 15119	F-16B	std
15104, 15110, 15121	F-16AM	Esq201
15123, 15127, 15128	F-16AM	Esq201
15134, 15137	F-16AM	Esq201

#### Flying

15105, 15108, 15126	F-16AM	Esq201
15133	F-16AM	Esq201, Esq301-marks

Next up was Air Base #2. This time no active aircraft, but storage of the Museu do Ar as well as the CFMTFA (Centro de Formação Militar e Técnica da Força Aérea/Technical school) and the fire school. We were greeted by a person who is normally working at Alverca, but had now come here especially for us. We started with the museum hangar, which was packed with aircraft. Also in here were the gliders of Esq802. We learned these had moved to here temporarily due to lack of space at Sintra. A couple of them were still inside their trailers, but it was no problem to identify these as well.

**Ota** **30 August 2010**  
5201 F-84G Ota pres

#### Hangar 1 Museu do Ar inside

10102	ASK-21	Esq802, also CS-PBZ
10103	ASK-21	Esq802, in trailer
10201, 10203	Omnipol L-23	Esq802
10202	Omnipol L-23	Esq802, in trailer
(104750)	CF-104	std, rear fuse 104648
(313)/33-TU	Mirage 3R	std, dism ER3/33-mark
6614	MiG-21PFM	std, dismantled
1201, 11203	RF-10	std, dismantled
1645	T-6G	std
1806	G91T/3	std, Esq302-markings
2513, 2515, 2516	Expeditor 3N	std
(3303)	MH1521C	std
(3339)	Do27A-3	std, as '3480'
3489	Do27A-4	std, dismantled
5176/FS-957	F-84G	std
5187	F-84G	std
5333, 5337, 5360	F-86F	std, dismantled
5436	G91R/4	std
15519	A-7P	std, dismantled
..	Blenheim	std, dismantled

Also in here were the wings of Do27 3487.

#### Hangar 1 Museu do Ar outside (dispersal)

14804	P-3P	std, no engines
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The school only had a few aircraft inside. Several aircraft were outside on the flightline giving great photo opportunities, with the historic tower and the beautiful countryside as a backdrop.

#### Hangar 4 CFMTFA inside

1328	DHC-1-200	i/a, dismantled
3707	CeFTB337G	i/a
15249	Alpha Jet A	i/a
9379	SE3160	i/a, 'Rotores de Port.'

#### Hangar 4 CFMTFA outside

2401, 2407, 2414	T-37C	i/a
2611	T-38A	i/a, Esq103-markings
15506	A-7P	i/a, Esq304-markings
(30+04)	G91R/3	i/a, gy/gn c/s
(32+85)	G91R/3	i/a, br/gn c/s

The A-7 of the fire school was completely burnt, you could see right through it. Melted aluminium drops were visible all over and under the aircraft and other bits were lying around it on the ramp. This was really some piece of art. Everybody tried to capture this scene on their memory cards.

#### Fire school

(32)+87	G91R/3	i/a, gy/gn c/s
15512	A-7P	i/a, no wings
155(32)	A-7P	i/a, burnt



*Some serious damage was done to this A-7! It is located in the center of the fire-pit and is being torched every now and then to train future air force fire fighters. (Jurgen van Toor)*

For the next three nights our main operating base was a hotel in Montijo. From here it was only a ten minutes drive to the base and a short walk to the seaside with some bars and restaurants. On the way to the hotel we drove past an A-7 on a pole at the Campo de Tiro de Alcochete, a shooting range. Just before arriving at the hotel we were greeted by C295 16702 that was about to land at Montijo.

**Alcochete** **30 August 2010**  
15537 A-7P pres

Our hosts at Montijo were just as friendly and cooperative as we had experienced in the last couple of days. Everything was possible and we got to see all aircraft on base and took all the pictures we wanted. The tour started with the helicopters of Esq751. Two EH-101s were on detachment to the Azores and Madeira, while the rest was at home. According to our guide the initial maintenance problems with the helicopters are almost over and almost all the bugs have been fixed. Then it was time to take the bus to the CASA 212, C-130 and C295 units respectively.



## Montijo

31 August 2010

(5453) G91R/3 pres, as '5463'  
This Gina has the tail of 5423 and is painted in Esq301-markings. The tail section of 5453 is preserved near the Esq751 buildings.

### Ramp Esq751

19601, 19611 EH101 Mk514 Esq751

### Hangar Esq751

19602, 19604, 19605 EH101 Mk514 Esq751  
19607, 19608 EH101 Mk515 Esq751  
19609, 19610, 19612 EH101 Mk516 Esq751

### Ramp EsqHelMarinha

19202, 19203 Lynx Mk95 EsqHelMarinha

### Ramp Esq401

5404 G91R/4 pres, Shark mouth  
16504, 16510 C212-100 Esq401  
16517 C212-100 Esq401 '160.000 Horas'  
16703 C295M Esq502

According to local staff only four Aviocars are still flyable with Esq401, with the fourth on detachment at Porto Santo (Madeira). The latter CASA was not on the ramp, but on a dispersal next to a taxi-track.

### Hangar Esq401

16509, 16512, 16513 C212-100 std  
17201 C212-300 Esq401

### Ramp Esq501/502

16806 C-130H-30 Esq501  
16702, 16704, 16706 C295M Esq502  
16707 C295M Esq502

### Hangars Esq501/502

16801, 16802 C-130H-30 Esq501  
16805 C-130H Esq501  
16705 C295M Esq502  
(3301) MH1521C restoration

### Elsewhere

5447 G91R/3 i/a  
14802 P-3P i/a  
16521 C212-100 i/a

Our female tour guide at Sintra had exactly the same name as the one at Montijo, they also were friends! This had caused a bit of confusion in preparation of the trip, but it all worked out fine. We entered the base on foot and walked around to see all the aircraft in the couple of hours that followed. First the Chipmunk and adjoining museum maintenance hangar, then the operational Epsilon ramp followed by their hangar. The trip was concluded by walking along the preserved aircraft located on several spots at the base. Again there was not much to be left desired.

## Sintra

31 August 2010

(2604) T-38A pres  
5457 G91R/3 pres

### Hangar Academia da Força Aérea

1306, 1319, 1339 DHC-1-200 Esq802  
(11406), (11413) TB-30 fuselage, ex o/h OGMA  
Also here was the fin of T-37 2417.

### Hangar museum maintenance

(1769) T-6J restoration

The Auster and L-21, mentioned on the 29th, were also in here.

### Ramp

11402, 11403, 11416 TB-30 Esq101, Grey c/s  
11405 TB-30 Esq101, '70.000 Horas'  
11410, 11414, 11417 TB-30 Esq101, White c/s  
Epsilon 11417 was swapped for 11414 on the flight line. The former went to the hangar.

### Hangar Esq101

13713 CeFTB337G std, outside  
11401, 11407 TB-30 Esq101, Grey c/s  
(11409) TB-30 Esq101, Grey c/s, dism  
11411, 11415, 11418 TB-30 Esq101, White c/s  
1315, 1316, 1335 DHC-1-200 Esq802  
(3358) Do27A-1 as '3357'  
.. CeF337G ex 13729

A big surprise was the unmarked grey Ce337 in the back of the hangar. We were informed this one was heading for Mozambique. Some technicians of the new owner were performing maintenance and it was scheduled to make its first flight some time in September.



Portugal has acquired a couple of new types in recent years. The EH-101, like this 19601, is now finally replacing the Puma, while the CASA 295 is in the process of replacing the smaller CASA 212. (Monte Real, 31 August 2010, Steve Comber)



Still in active service are these lovely DHC-1 Chipmunks. The first flight of the type was already performed on 22 May 1946. Portugal bought ten examples in the UK and OGMA built a further 66. From 1989 onwards, seven were updated and received the stronger Continental engine. These aircraft are still in use today for initial pilot screening and glider towing duties at Sintra. (Jurgen van Toor)

#### Elsewhere

13701	CeFTB337G	std
13715	CeFTB337G	std
16504	C212-100	Esq401

On the way to our hotel, there was some time to spare so another little detour was prepared to see some of the more hard to find preserved bits. The two Ginás in Amadora are guarding the Air Force Headquarters, while the T-Bird sits on a pole next to the Institute of Higher Military Studies. The less gifted at another military school can look at yet another G-91. Another Gina is preserved within the naval base at Alfeite, south of the river Tejo.



A very big surprise in the Epsilon hangar was this grey Cessna F337G 13729. We were informed it will go to Mozambique and should have performed its first post maintenance test flight in September. (Jurgen van Toor)

**Amadora** **31 August 2010**  
5444, 5467 G91R/3 pres

**Lisbon – Pedrouços** **31 August 2010**  
1953 T-33AN pres

**Lisbon - Alfeite naval base** **31 August 2010**  
5469 G91R/3 pres

**Alverca town** **01 September 2010**  
(2412) T-37C pres, as '02412'  
Unfortunately we had not been able to talk ourselves into OGMA or the museum storage at Alverca. But we did get into the old museum which requires prior permission.

**Alverca** **01 September 2010**  
(2411) T-37C pres, as '02411'

#### Museu do Ar inside

111	DH82A	pres
129	Widgeon G44	pres, 'Moçambique'
2420	T-37C	pres
3212	L-21B	pres
3564	Auster D5/160	pres
9216	SE3130	pres

Also here is a partial composite Alouette 3 and some replicas including a replica Fairey 3D marked 17. The real example is in the Museu de Marinha at Lisbon Belem (see later).

#### Museu do Ar outside

2601	T-38A	pres
5319	F-86F	pres
5441	G91R/3	pres
15508	A-7P	pres, Esq304-markings

Also here is a replica Hurricane marked 591/RV-J.

#### Museu do Ar storage airside

(2517)	Expeditor 3N	std
(3201)	PA-18-125	std, frame only
(4620)	PV-2C	std
14801	P-3P	std
(6300)	Ju52/3mg8e	std, no engines
(6301)	Ju52/3mg8e	std, smashed cockpit
(6412)	N2502F	std, wh/gy c/s
6417	N2501D	std, wh/sil c/s, dism
(6420)	N2501D	std, desert c/s
(6606)	C-54A	std
6706	DC-6B	std
(7104)	B-26B	std, glass B-26C nose

#### OGMA storage airside

13704, 13706, 13709	CeFTB337G	std, tail only
13711, 13732	CeFTB337G	std, tail only
(1804)	G91T/3	std, dismantled
2426	T-37C	std, dismantled

Visible here were five Ce337 tail sections but unfortunately only four fuselages. There were also four T-37 fuselages, only one of which had a tail to enable identification. Serial 2425 was read on a pair of T-37 wings.

After this morning visit to Lisbon we headed south for our last base visit of the trip. We drove via Evora, to pick up a former Spanish Air Force Convair, to Beja.

**Evora** **01 September 2010**  
(T.14-1) CV440 std, as 3C-JJO

Beja is another huge base which is being used by several units with diverse tasks.

**Beja** **01 September 2010**  
(20+99) F-104G pres  
1951/51 T-33AN pres  
2610 T-38A pres

15248 Alpha Jet A pres, 'Tiger c/s'  
 We started off at the Esq552 Alouette 3 helicopter squadron. In front of their building is the cabin of an unknown Alouette 3, marked '9254'. Although it sports the corresponding c/n 1093 on its nose and has the logbook on the pilot's seat, it is unlikely to be the real 9254 as this was abandoned in Moçambique and later integrated into the Rhodesian AF. From here we also had a few of the aircraft and remains of the crash investigation school.

Inspecção Geral da Força Aérea

(32+38)	G91R/3	i/a, wreck
(1774)	T-6J	i/a, burnt wreck
(2415)	T-37C	i/a, sections (2 a/c?)
5433	G91R/4	i/a, wreck
(9391)	SE3160	i/a, cabin only

Ramp Esq552

19302, 19383	SE3160	Esq552, 'Rotores de P'
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Hangar Esq552

19298, 19340, 19377	SE3160	Esq552, 'Rotores de P'
19304	SE3160	Esq552

Hangar Esq552

19344	SE3160	std, dismant, cabin only
19368, 19384	SE3160	std, 'Rotores de Port'
19397	SE3160	std, dismant, no rotor

Hangar Esq552

19356	SE3160	Esq552, dismantled
19376	SE3160	Esq552, 'Rotores de P'

Behind the helicopter hangars, a large hangar called 'the factory' is located. It is used for storage of aircraft. The building has been condemned for years due to asbestos and access was not gained because of that. Inside are, reportedly, dozens of aircraft, but we only saw the ones which were outside.

Ramp factory

1905, 1907, 1909	T-33A	std
1911, 1914, 1919	T-33A	std
1924, 1927, 1928	T-33A	std
1929	T-33A	std
2602, 2612	T-38A	std

It was time to go to the Esq103 for a short briefing, checking out the simulator, buying a t-shirt and some refreshments. All week it had been well over 30°C. In the week before our visit

it had even been 45°C at Beja! We then wandered through the hangars and over the ramps of Esq103 and Esq601. As the training unit had flown their six missions in the morning there was no more activity and all the aircraft were parked in the hangar. But it was no problem to get one outside and take the pictures we wanted. At the Orion squadron we were greeted by a female pilot. The unit only has one P-3P left and 'our' P-3Cs are in the process of being upgraded to P-3C CUP standard.

Hangar Esq103

15225, 15232	Alpha Jet A	std, 'Asas de P', dismant
15202	Alpha Jet A	Esq103, 'Asas de P'-c/s
15206, 15208, 15220	Alpha Jet A	Esq103, 'Asas de P'-c/s
15211	Alpha Jet A	Esq103, '50 Anos'-c/s
15226, 15236, 15247	Alpha Jet A	Esq103
15227, 15250	Alpha Jet A	Esq103, 'Asas de P'-c/s

Hangar Esq601

14805	P-3P	Esq601
14810	P-3C CUP	Esq601

Ramp Esq103/601

FA56	F-16AM	10w
'Celebrating 25 Years	Belgian Vipers'	markings
FA70	F-16AM	10w
FB15, FB23, FB24	F-16BM	10w
14803	P-3P	std
14807	P-3C CUP	Esq601 act
14808	P-3C-II½	Esq601 act

Setubal

5455	G91R/3	01 September 2010
		pres, Shark mouth
The last morning was spend at the Lisbon waterfront where a couple of Wrecks & relics were visited.		

<b>Lisbon - Paço do Luminar</b>	<b>02 September 2010</b>
2429	T-37C pres

<b>Lisbon - Villar de Luz</b>	<b>02 September 2010</b>
..	G91R/3 pres

<b>Lisbon - Belem</b>	<b>02 September 2010</b>
5420	G91R/4 pres, forward fuse only

<b>Lisbon - Belem</b>	<b>02 September 2010</b>
2	Schreck FBA pres
17	Fairey 3D pres, 'Santa Cruz'
(120)	Widgeon G44 as '128 Mocambique'



Once bought in large quantities from Germany, but now only a hand full remains operational, like this 15226. This Alpha jet was towed outside for the benefit of the photographers. (Beja, 1 September 2010, Hans Rolink)



# Air Cadets Summer Camp

Piet Luijken

*The Grob G103A Twin II Acro, known by the RAF as the Viking TX1, is used by the Air Cadet Organisation for basic training, high-performance flying and simple aerobatic flying. The aircraft is currently used by eleven Volunteer Gliding Squadrons located at various sites around the UK. The Viking is permitted to carry out a limited number of aerobatic manoeuvres subject to crew qualification; these include loops, chandelles, and lazy eights. The aircraft is very manoeuvrable and its maximum speed is 92 knots, although normally you would cruise at around 50 knots. Here, Viking TX1 ZE630/XU of 662VGS is readily positioned for its next winched take-off.*

*(All photos: RM Condor/Arbroath, 3 Augustus 2010, Piet Luijken)*

Nowadays, many youngsters want to spend their holidays away from home, being with friends, getting burned by the sun and getting high most of the time. Scramble was invited to take a look at an Air Cadets Summer Camp at RM Condor/Arbroath to see exactly what these kids are up to.

## A Day at the Field

A slight hiss in the air is the only warning one of the gliders is about to land. Immediately, one of the gliding instructors drives to the landing site with his Landrover to tow the Viking TX1 glider back to its takeoff position. In the meantime, two more of these glass-reinforced plastic gliders have landed; their crews are waiting for the tow or start pushing the light gliders back to this small piece of mowed grass. At the same time, another Landrover arrives with six iron cables which are released from large drums at the Munster van Gelder winch, located at the other side of the airstrip. Girls and boys, dressed in green flight overalls, move the gliders by hand into two neat rows and perform a quick check around the aircraft. Some of them step into the forward seat of the cockpit while others help them with their five-point harnesses. The proper flying techniques are being rehearsed aloud, later a moment of silence is used to prepare themselves for their next winched takeoff. A door opens in the red-and-white control tower, which sits next to the takeoff strip, and the instructors step out and walk up to the gliders and their students. Last questions are being asked, last tips are being given before the instructor is seated and strapped in as well. Another cadet pulls the iron cable towards the glider and locks it firmly into its releasable lock. The cockpit is closed and locked and the last checks are performed. The student gives a thumb-up signal to the start officer inside the Control Caravan who gives the go-signal to the winch operator. The iron cable is now wound up at a deliberate pace, pulling the glider forward with quite some force and thereafter pulling it up into the air. After levelling off at around 400 meters, the cable is released and the glider exits the launching area to start its exercises before it lands just a couple of minutes later.

## First Summer Camp

This summer camp at RM Condor, formerly known as NAS Arbroath, includes the cadets of the locally based 662 Volunteer Gliding Squadron (VGS) but also from 661 VGS, normally based at Kirknewton, close to Edinburgh. These cadets are in the age between 16 and 21 years and are attending the Gliding Scholarship Course. This course includes a total of 40 launches and the cadet will learn all the basics about glider flying, including making coordinated turns, introduction to the stall and proper landing techniques. After this course, the cadet will know how to fly the glider and how to land it. When the cadet shows above-average progress, the last flight will be flown solo. Normally, the cadet receives the blue wing insignia after finishing this course but if the course included a solo flight, the cadet will be given a silver wing. Of course, this course can be taken during any weekend with adequate weather, but the best time is during these week long camps in summer or with Eastern. The weather will be good most of the time. Furthermore, as you will fly every day for a week, with about fifteen launches a day, progress will be much faster.





## Next Summer Camps

Next step for the cadet could be the Advanced Glider Training. This phase is given to the most-motivated silver wing cadets with above-average flying skills and quick-learning capabilities and they have to be recommended by the squadron commander who considers the commitment and potential of the cadet. After their appointment, they are Flight Staff Cadets. The course consists of three parts (AGT 1, 2 and 3) and will learn the cadet advanced glider flying techniques and more solo flights. AGT 1 and 2 can be given at the local VGS, but also at the Air Cadet Central Flying School (ACCFS) at RAF Syerston, while AGT 3 can only be given at this latter base. As AGT 2 includes thermal, ridge and wave soaring techniques, most of these courses are given at the Scottish Glider Centre at Portmoak. All courses are given during week-long summer camps. After the successful conclusion of AGT 1, the cadet will be awarded the gold wing. To be an glider instructor would be the next phase for the cadet if its appetite for glider flying is still not satisfied; this course is also given at the ACCFS. And from that time, summer camps could be the place to be to instruct young cadets the ins and outs of glider flying.

## Largest Gliding Organisation

The UK Air Cadet Organisation (ACO) is the largest gliding organisation in the world. Part of the ACO is the Air Training Corps, consisting of all the RAF's cadets, divided into six regions, 36 wings and 900 squadrons. These include 27 VGSs, which are Royal Air Force Flying Training Units (FTUs), operating Viking TX.1 gliders and Vigilant T.1 motor gliders to train Air Cadets. The VGSs operate under No.1 Elementary Flying Training, within No.22 (Training) Group of the Royal Air Force Air Command. The 27 Units, along with the Royal Air Force Central Gliding School, are standardised annually by the Royal Air Force Central Flying School. On the 1st April 2010, the responsibility of flying supervision of the Central Gliding School and the 27 VGSs was moved from the Air Cadet Organisation to the Directorate of Flying Training. VGSs are made up of volunteer staff. Each is headed by a Commanding Officer and several executives, all of whom are commissioned into the Training Branch of the Royal Air Force Volunteer Reserve. Instructors comprise a mixture of regular RAF/RN/Army personnel, Reservists, Civilian Gliding Instructors (CGIs) and Flight Staff Cadets (FSCs). Initially established as Gliding Schools, the GSs were re-designated Volunteer Gliding Schools (VGSs) in 1978. In 2005, the VGSs were renamed Volunteer Gliding Squadrons, keeping their VGS acronym. Although the ACO is sponsored by the RAF, and almost everything is being paid by the RAF except boots, loan of uniform and a small monthly fee, the cadets are not obliged to join the RAF at a late stage. Still, 40 percent of the RAF officers, and 50 percent of the RAF aircrews, have an Air Cadets background. During our visit, indeed, many of the instructors were active or former RAF and RN aircrew. All crews agreed that joining the Air Cadets gives an advantage if you long for a career as a pilot or navigator with the RAF, RN or any other flying organisation.

We would like to thank all the cadets and instructors of 661VGS and 662VGS for their support during our visit to this summer camp. A special thank to Sqn Ldr Derek Thomson for his warm welcome and extensive stories about his squadron

## RM Condor/Arbroath

3 augustus 2010

XE786		Cadet TX3	662VGS, stored
ZE496	VB	Viking TX1	661VGS
ZE520	VJ	Viking TX1	662VGS
ZE591	WU	Viking TX1	662VGS
ZE602	XB	Viking TX1	662VGS
ZE629	XT	Viking TX1	662VGS
ZE630	XU	Viking TX1	662VGS
ZE682	YS	Viking TX1	662VGS

The Cadet TX3 is owned by Sqn Ldr Thompson and known by the British Gliding Association as BGA4033. It is being restored into airworthy condition in its original red-and-white RAF Air Cadets color scheme. It is used by 662VGS to give the cadets and instructors experiences with older gliders and their less optimistic soaring capabilities.



*In the early eighties, the RAF ordered 100 of these Viking TX1 gliders to replace the Sedbergh and Cadet gliders and deliveries started in 1985. In the previous years, six Vikings have been sold on the civilian market, nine have crashed while eight are stored. The last Viking, ZE686, was used as a static test frame with Slingsby Sailplanes at Kirkbymoorside and its cockpit section is now on show at the RAF Museum, Hendon.*



# Book Review

Piet Luijken



## Jachtvliegers in de Koude oorlog flirten met de dood?

Steve Netto and Martin Leeuwis

Written in Dutch

304 pages, soft cover

Published by Martin Leeuwis Publications

ISBN 9789490008048

19,95 Euro

Imagine you are standing in a bar, filled with fighter pilots. All you can hear are their stories about flying to the edge and beyond, being better than the rest of the squadron, being smarter than the best adversary and to be able to drink loads of beer. This book is the written equivalent as the chances of being in a bar with fighter pilots is quite rare. The book is filled with short stories about all kind of narrow escapes induced by ill preparations, declining weather or technical failures. Indeed, as the book also tells you, these are the stories with a good landing at the end, about pilots with one guardian angel, or more, at their shoulder. The book starts with information about the different periods of the Cold War, the types of aircraft the KLu had in their inventory and the total amount of pilots who died due to crashes. These pilots have their own, untold, bitter ending stories and this book is dedicated to these pilots.

The stories are told by pilots who flew the aircraft during the Cold War. The Gloster Meteor was a good aircraft, except during an engine failure, as the engines were mounted halfway the wings, giving some abrupt axial motion during this failure. The Thunderflash was a good, rugged aircraft and most of these stories are about flying low through the German river valleys. Training was on the T-6 above the cold, extended plains of Canada where any problems could jeopardize your safety instantly, or on the CM170 Magister, the severely underpowered jet trainer. The F-104 was the angel with home sickness, with their pilot dressed in a pressure suit, but also quite capable of flying low over the Russian aircraft carrier Kyev. Remember the NF-5, manufactured by Canadair in Canada. It had to be flown to the Netherlands, without refueling, via airfields in Canada and Greenland, which makes for some intriguing stories. And last, the F-16, every pilots dream but a small computer hiccup can ruin your day.

To equal the bar-filled with fighter pilots atmosphere, the book is written in a very loose style. In some cases, this style justifies the story, in most cases it is an indication of a sloppy writing style by the authors. There are sentences without verbs and capitals are used randomly. Slang used by pilots, next to their typical jargon, make some stories difficult to read ( there is a list with abbreviations and their meanings in the back ). And how many ways are there to write High Flights? There is a difference between writing a story and just noting it down. There are many pictures in the book, some in line with the story, some seem to be randomly chosen. And what is the purpose of the USAF Aggressor F-16 with the poorly photoshopped Dutch roundel on its wing? Last complaint is about the introduction; it includes the different periods during the Cold War and lists the different Russian aircraft in that period. Well, fear of the Russian bear is still present with the authors because numbers and introduction dates are exaggerated, conform the Cold War atmosphere. For instance, period III, between 1961 and 1967, describes the immense threat by hundreds of Su-17 and the MiG-23 fighters, while both aircraft started their production run in 1970!

In the end, if you need a book full of funny, interesting, exciting short stories about fighters, fighter pilots and everything that happens to them, this is the book to buy or to add to your seasonal wish list.

# www.scramble.nl

# 'Azor 2010'

Cold-and-high in Spain



Endre Kárpáti

The Armada Aeréa de la Armada participated with two helicopters in this European Defence Agency exercise. On this photo Eslla 5 is seen with SH-3H Sea King HS.9-14/01-514 in the barren landscape of Jaca in northern Spain. (June 2010, Endre Kárpáti)

One of the biggest helicopter exercises in Europe since the end of the Cold War was held in Spain this June. Endre Kárpáti reports from 'AZOR 10'.

Although the members of the European Union possess some 1,700 military helicopters only a small fraction of them can be used in crisis management operations overseas. This is mainly due to the lack of operational capabilities of either the airframes or the crews. Last year the European Defence Agency (EDA) started a Helicopter Training Programme to address this gap. The first major milestone of this project was Exercise 'AZOR 10', held in Northern Spain from 9 - 24 June 2010.

The European Defence Agency (EDA) was established in 2005. Participants are all EU members with Denmark being the exception. Among its objectives are the improvement of the interoperability of the EU military and efficiency benefits by coordinating training concepts, defence procurement programmes and military strategy issues.

The aim of the exercise was to provide training opportunities to selected crews both in desert and mountainous environments. This way they can experience situations they would face in future theatres like Afghanistan. During the three weeks 40 helicopters from eight countries (Austria, Belgium, Czech Republic, Italy, Slovenia, Sweden, UK and host nation Spain), together with 735 personnel took part with total flying time exceeding 1,300 hours. The main operating base was at Logroño (for medium mountain training) and the forward operating bases were at the San Gregorio range (desert training) and at Jaca (high mountain training in the Pyrenees). Night flying with NVGs was also regularly practiced at the first two bases.

One of the still more unusual types used during the exercises was the NH90. Although the type still has some teething problems it will be deployed next year to Afghanistan, so the Italian Army brought two of them to 'AZOR'. Such exercises are also a great opportunity for other operators who ordered the type to learn about the solutions the Italians have already found regarding operational problems. Whilst most of the participating crews were here to prepare for future deployments in Central Asia the non-NATO Austrians used it as a great opportunity to train in a European environment and the Swedish A109 crews

could prepare for their role in the Nordic Battle Group. Although NATO procedures were in use, it became clear that there are still a lot of national differences against every effort in standardization. However the main problem during 'AZOR' was the weather. In the first two weeks the temperature was some 20°C below the average with heavy rains. As a consequence very dusty landings and exceptionally hot-and-high operations could only be trained during the last week. Spain would like to host two helicopter exercises a year in the future. One of them would focus on individual training and the other on interoperability and combined operations. The key to achieve this is funding. Most of the costs of 'AZOR 10' were covered by Luxembourg but it is unclear whether financing can be found for future planned exercises. That would be a shame considering how effective such exercises are at reducing Europe's helicopter capability gap.

Participating helicopters noted at Logroño on 15 June 2010 and San Gregorio on 17 June 2010 were the following:

5D-HH, 5D-HL	AB212	LTHSSt
5D-HT	AB212	LTHSSt
H27, H28, H36	A109BA	17sq MRH
3365, 3371	Mi-35	221.lbrv
9781, 9868, 9926	Mi-171Sh	231.vrl
MM81321/EI-908	A129	49°GrSq
MM81406/EI-936	A129	49°GrSq
MM81523/EI-206	NH90-TTH	Task Grp Team NH90
MM81526/EI-209	NH90-TTH	Task Grp Team NH90
(MM81492)/2-13	EH101-410LIT	1°GrupElicot
(MM81493)/2-14	EH101-410LIT	1°GrupElicot
H3-71 +1	AS532AL	15.HRB
(10412)/89	Hkp10A	3.Hkpskv
(10402)/92	Hkp10D	3.Hkpskv
(10405)/95	Hkp10A	3.Hkpskv
(15030)/30 +1	Hkp15A	2.Hkpskv
ZA134	Sea King HU5	771sq
...../28	Sea King HU5	771sq
2x	Sea King HC4	848sq
XZ222, XZ651	Lynx AH7	657sq
ZE378	Lynx AH7	657sq
(HU.21L-62)/ET-662	AS532UL	BHELMA II
1x	AS532UL	BHELMA II

2x	AS332B1	BHELMA III
HD.21-2/803-2	AS332B	803Esc
(HA.18-3)/01-307	AB212ASW	Eslla003
(HS.9-14)/01-514	SH-3H	Eslla005

'TGT NH90' stands for 'Task Group Team NH90'.

Additional visitors noted at San Gregorio for the VIP day on 17 June were:

HT.17-11/ET-411	CH-47D	BHELTRA V
HT.17-19/ET-419	CH-47D	BHELTRA V
(HU.21L-65)/ET-665	AS532UL	BHELMA II
HA.28-06/ET-706	Tiger HAP	BHELA I
HT.27-01/402-24	AS532UL	402Esc

A number of (presumed) based helicopters were noted at Logroño as follows:

(HU.10-31)/ET-211	UH-1H	BHELMA III
(HU.10-35)/ET-215	UH-1H	BHELMA III
(HU.10-36)/ET-216	UH-1H	BHELMA III
(HU.10-40)/ET-217	UH-1H	BHELMA III
(HU.10-58)/ET-228	UH-1H	BHELMA III
(HU.10-63)/ET-233	UH-1H	BHELMA III
(HU.10-72)/ET-242	UH-1H	BHELMA III
(HU.10-73)/ET-243	UH-1H	BHELMA III
(HU.10-23)/ET-260	UH-1H	BHELMA III
(HU.10-41)/ET-264	UH-1H	BHELMA III
(HT.21-14)/ET-512	AS332B1	nn
(HU.21L-58)/ET-658	AS532UL	nn
HU.26-13/09-307	EC135P2+	Guardia Civil



*Looking at the dark conditions of this exercise's operating area, the Spanish Navy may decide to paint their helicopters in a more appropriate camouflage scheme. Hopefully not, but they might do something about the readability of the serials.*

*(June 2010, Endre Kárpáti)*

# Ex Azor 2010



*In total three Mi-171Sh helicopters from the Prerov based 231.vrl participated in Azor 2010. Seen here is 9781 pictured at the San Gregorio range.*

*(June 2010, Endre Kárpáti)*

# Falcons on the go



Jaap Dijkstra

On 4 November 2010 the Koninklijke Luchtmacht delivered six aircraft to Chile, with another twelve to go early next year. J-138 has the honour to be the first one to leave Dutch soil. In style, the aircraft left in typical Dutch weather.

With defence budgets decreasing by the year it was time for the Dutch F-16 fleet to be further reduced, this time from 90 to 72 aircraft. With eighteen F-16s already delivered, it was Chile again that expressed interest in acquiring another batch of eighteen aircraft. The aircraft will be used to complement the first batch of former Dutch F-16AM/BMs that was delivered between September 2006 and March 2007 to Grupo 8 (serials 721-731 and 732-738). The aircraft will be used by Grupo 7 based at Antofagasta/Cerro Moreno. Grupo 7 started transitioning early 2010 when the F-5E/Fs went to Grupo 12 which in turn replaced the A-37Bs. The new batch F-16AMs will be serialled 741-758. Another ten Fighting Falcons can be found with Grupo 3 that flies F-16C/Ds (serials 851-856 and 857-860)

Starting July 2010 the allocated F-16s were overhauled at SABCA (Gosselies) and Stork (Woensdrecht) and repainted in FACH colours. Unfortunately they left the paint shop with the original Dutch markings stickered at the standard places and with appropriate grey on the remaining Chilean markings. On 4 November 2010 an opportunity was found so that tanker support could be relied upon and with KDC-10 T-235 departing from Eindhoven, the first six F-16s were to depart from Leeuwarden.

In order to guarantee to some extent that six aircraft would arrive in Chile, the aircraft were backed-up by another two F-16s that were on hot stand-by. As one of the original F-16s did show

some malfunction, J-207 was called in to complete the delivery pack.

The delivery to the final destination Antofagasta in the south of Chile started around ten o'clock from Leeuwarden, with typical Dutch weather consisting of rainy and windy conditions. Still owned by the Dutch government, the aircraft were wearing the Dutch decals and the pilots were all Dutch. During the delivery, stops were made at Gran Canaria and Brasilia. Spares were transported using II-76TD-90VD RA-76952, that left Leeuwarden just after the fighters. With the F-16s flying at low speed for fuel conservation there was no need to rush for the transport aircraft.

The remaining twelve aircraft are expected to leave early 2011.

## The numbers

J-138	757	<b>6D-128</b>
J-192	752	<b>6D-99</b>
J-198	753	<b>6D-105</b>
J-207	755	<b>6D-114</b>
J-864	747	<b>6D-81</b>
J-869	749	<b>6D-85</b>



Only moments before reaching the sunny side of Holland, J-198 is performing the final pre-take off checks on runway 24.

(Frits Jongerman)



# Mexican bicentennial Santa Lucia

16 September 2010



Wim Sonneveld

For years, the Mexican Air Force was the sole supplier of aircraft for the annual parade. However, in recent years, the navy has been participating, as is illustrated by this CN235 and C295 crossing lines. (Santa Lucia, 16 September 2010, Wim Sonneveld).

The Mexican Air Force has been celebrating the country's Independence Day in an appropriate manner for years. Annually, a large air parade is held over Mexico City, which has been subject of various reports in Scramble in recent years. In 2010, not only did Mexico celebrate its bicentennial, 100 years of Mexican aviation and revolution were themes that would not go unnoticed either. Rumour had it, that this year was going to be a great event and writing this after attending it, it surely was. Over one hundred aircraft and helicopters took to the skies, in a larger than usual air parade, which could best be witnessed at the FAM's no.1 air base, Santa Lucia, north of Mexico City. It was here, that preparations had been ongoing for a number of weeks to ensure things would run smoothly on the great day. Apart from the air force, the navy also took part in the air parade with a large contingent of aircraft. Even more so, foreign pilots took part in it, as the recently borrowed Cougars were flown by French army pilots. The following aircraft appeared in this order for take-off from Santa Lucia, except when stated otherwise.

## Wave 1

4101 EMB145SA EVA

Clearing and controlling the vast skies around Mexico City were the tasks performed by the FAM's most sophisticated aircraft. It took off around 09.53AM to get the party started.

## Wave 2

4501 F-5F EA.401  
4507, 4506 F-5E EA.401  
4502 F-5F EA.401  
4508, 4509 F-5E EA.401

The pointy end of the FAM took off at 10.40AM to lead the parade. All Tigers had EA.401 batches on their tails and returned shortly after 12.00 AM, before the navy helicopter flight took off.

## Wave 3

6079, 6080, 6078 PT-13 Colegio del Aire  
6098 PT-17 Colegio del Aire

Mexico is the only country in the world that still operates the Stearman in an active role, but on an occasional basis. The aircraft are part of the Colegio del Aire at Zapopan and were here to represent the FAM's history and took part in this bicentennial parade. They were delivered from May 1957, and about ten still soldier on.

## Wave 4

6521, 6539, 6554 PC-7 Esc Avanzado  
6538, 6544, 6551 PC-7 Esc Avanzado

These PC-7s are also part of the Colegio del Aire at Zapopan, and each had two gun-pods under its wings. Unfortunately, they

were devoid of any squadron markings.

## Wave 5

3014 IAI101B EA.301  
3016 IAI102 EA.301  
3006, 3005 IAI201 EA.301

Mexico is the largest user of Aravas in the world, in the past the aircraft were even deployed for counter-insurgency missions; at least some be armed with rocket pods. No markings were carried, only 3014 had EA.301 stenciled on its tail.

## Wave 6

"433721/18", "433737/21" PC-7 Esc Avanzado  
"229052/1", "433722/20" PC-7 Esc Avanzado  
"433679/22" PC-7 Esc Avanzado

This quintet of PC-7s has been specially marked to resemble P-47s of EA.201 that fought in WW II in the Philippines. The tie-ups with their real serials are unknown, but the aircraft were taken from the Escuadron Avanzado of the Colegio del Aire at Zapopan. The team is sometimes referred to as Escuadrilla Aerobática del Colegio del Aire, or even Escuadrilla Bicentenario, the latter name indicating the paint scheme may well be temporary.

## Wave 7

6574, 6530, 6515 PC-7 Esc Avanzado  
6565, 6575, 6579 PC-7 Esc Avanzado  
6581\*, 6535 PC-7 Esc Avanzado  
2513, 2541, 2564 PC-7 EA.204  
6585\* PC-7 Esc Avanzado  
2567\*, 2563, 2514 PC-7 EA.204  
2517, 2532^, 2508^ PC-7 EA.201  
2519^, 2512^ PC-7 EA.201





2561, 2503, 2560 PC-7 EA.202  
 2509 PC-7 EA.202

What the parade has become famous for: a large flock of PC-7s from different units. The bicentennial edition was no exception to the rule. Only serials marked \* had squadron badges on the nose of the aircraft, PC-7s marked ^ wore EA.201 65<sup>th</sup> anniversary markings on the tail. Serial 2567 sported a large EA.204 batch on the tail. Other squadrons were gleaned from the badges the pilots wore on their right arms.

Wave 8  
 2601, 2602 PC-9M EA.202

Again, no markings were carried, but fortunately the pilots wore badges, indicating they came from BAM Teran, Chiapas.

Wave 9  
 3616 C-130K-30 EA.302  
 3611 L-100-30 EA.302  
 3613 C-130E EA.302

Herks come in different variants and sizes in Mexico, as illustrated by this threesome. The first one is a former RAF stretched Herk, the second one a former civil aircraft, whereas the C-130E is an upgraded former IDF/AF aircraft.

Wave 10  
 3201, 3202 C295M EA.301

The FAM's latest addition, sporting their new light grey colours, which may become the standard for Mexican air force transport aircraft. The second C295M had only been delivered less than one month before the happening.

Wave 11  
 1620\*, 1623\*, 1625\* Bell 206B-3 EA.111  
 1627\*, 1639\* Bell 206B-3 EA.111  
 1613^, 1629^ Bell 206B-3 EA.111  
 1615, 1619, 1622 Bell 206B-3 EA.111  
 1628 Bell 206B-3 EA.111  
 1677^ +1^ Bell 206L-3/4 EA.111

Thirteen Bell 206s were noted on base, of which twelve unknown serials took part in the parade. The helicopters departed in three groups of four helicopters each, but not in this order. The first group consisted of three helicopters with orange doors, and one grey one, all B-models. The second group was made up of four grey ones, including one L-model (the last one to depart). The third and last group consisted of three helicopters with orange doors and one grey one, this being an L-model, which was the very last one to depart. One B-model with grey doors stayed behind on the apron. Helicopters marked \* had orange cockpit doors and orange vertical tail parts, those marked ^ did not have these colours. Of the remaining serials, their colours could not be determined. None of the helicopters carried eradication equipment.

Wave 12  
 1133 MD530F EA.112  
 1147 MD530MG EA.112

The total number was six, and these left as one team; none of them carried TOW-missile launchers. Subtypes of the six involved are unknown.

Wave 13  
 1702, 1716, 1717 Mi-17 EA.303

Only three Mi-17s took part, of which 1702 acted as a camera ship for aircraft enthusiasts.

Wave 14  
 1001/CGB, 1002/CGD AS532UL EA.101

These French army Cougars participated in the parade as well. They were officially handed over one day before the parade on a loan basis, pending delivery of the first EC725s to the FAM. They retained their ALAT codes but had Mexican serials applied and were flown by French pilots.

Wave 15  
 1583, 1584 CH-53-2000 EA.104

Refer our Yasur article in Scramble 376 for more information about these beasts.

Wave 16  
 3505, 3507, 3506 B727-264 EA.302

One of the most impressive sights of the day was the smoky

formation take-off of three Boeing 727s. Truly a sight to behold, and not likely to be repeated anywhere in the world. Only Mexicans do it!

Wave 17  
 AMP-116, AMP-113 C212-400 nmks  
 AMP-118 C212-400 nmks

Next to show its might was the Mexican navy, or SEMAR (Secretaria de la Marina), which does not reside under the Mexican Department of Defense, but under the Department of the navy. By the time the CASA212s taxied to the threshold of runway 22 at 11.49AM, the F-5s were already back over base and made a few formation passes, before the first one touched down at 12.01PM. The Aviocars were delivered as 200-models but were upgraded by EADS and are now locally designated as 400-models, although they lack the long nose of this version.

Wave 18  
 AMT-251 C295M nmks  
 AMP-121, AMP-120 CN235MPA nmks  
 AMT-250 C295M nmks

More new kids on the block, presented by the navy, were these CASAs which were all delivered in the 200th year of Mexican independence. Their units are still unconfirmed, the aircraft have no badges. The two CN235s were delivered to BAN Tachapula, Chiapas, in recent month.

Wave 19  
 AMHT-220 Mi-8MTV-1 nmks  
 AMHT-223 Mi-17V5 nmks  
 AMHP-101, AMHP-103 Bo105CBS-5 nmks  
 (1x) Bo105CBS-5 nmks  
 AMHP-152, AMHP-151 AS565MB nmks

The last wave took off after the first wave had already returned back to base. The Mexican navy sent a representative helicopter contingent to take part in the the parade. Unfortunately, the third Bo escaped identification due to a very bad paintjob.

What stayed behind at Santa Lucia (visiting aircraft only, based aircraft omitted):

6531, 6588, "433733/19" PC-7 Esc Avanzado  
 With so many PC-7s, spares were needed as well.

Meanwhile, in the heart of Mexico City at Zocalo, the city's main square, some helicopters could be noted. All were noted at Santa Lucia on the days leading up to the parade.

1202, 1203 Bell 412EP EA.101 fast ropes  
 (2x) Mi-17 EA.303  
 1091, 1093 S-70A-24A EA.101  
 AMHP-153 AS565MB nmks

Additional sightings at Santa Lucia on 15 and 16 September include the following; preserved aircraft have been omitted; these can be found in last month's triptease section:

3101, 3104 An-32B EA.301  
 3503 B727-14F EA.302  
 3504 B727-14F EA.302 inside  
 5201, 5204 Beech C90 EA.502  
 3971 Beech 200 UETAAM  
 1209 Bell 412EP EA.101  
 3540 DC-9-15RC wfu  
 3601 C-130A wfu  
 3613 C-130E overhaul  
 3614, 3615 C-130K EA.302  
 3617 C-130K-30 overhaul  
 3907 CV580 i/a  
 3011, 3012 IA101B EA.301 inside  
 3015 IA102 EA.301 inside  
 3003 IA1201 EA.301 outside  
 3008, 3009 IA1201 EA.301 inside  
 1810 Mi-8T EA.303  
 1704, 1710, 1714, 1722 Mi-17 EA.303  
 1902 Mi-26T wfu  
 2520 PC-7 overhaul  
 AMHT-222 Mi-8MTV-1 nmks  
 N48A C-12C K&K Aircraft

Thanks to all British, Dutch and Mexican *aficionados de avia-*cion who aided in getting the serials straight. Your help was very much appreciated!



*It does not get any better than this, formation flying by three B727s. Their formation take off was one of the highlights of the bicentennial parade for many enthusiasts present at Santa Lucia. (Fred Hovestad).*



*The buzz is on: the leading pack of six F-5s returns to base, while a navy C212-400 is taxiing to the runway for take off and formation flying over Mexico City. (Wim Sonneveld).*



*The FAM only has a very modest fighter component, but the looks of their F-5s clearly make up for that. Tigre 4507 is returning from its Independence Day duties, depicting the possibilities of Santa Lucia's eastern approach. (Fred Hovestad)*

# Project Cutlass

How the Chance Vought F7U-3 entered service



Jan van Waarde

*F7U-3 129662 starts to accelerate down the new C-11 steam catapult of the USS Hancock. As can be seen here, the 'Project Cutlass' F7U-3s carried very plain markings, with just the 'NAVY' on the tail and code '1' on the nose. All photographs in this article were taken during June and July 1954. They have languished in the archives of the Vought Retirees Club for years, where Mark Nankivil 'rescued' and now shares them with us.*

**Recently, I obtained some fascinating photographs of carrier operations of a quartet of rather anonymous Chance Vought F7U-3 Cutlass fighters. Whilst trying to find out what was going on in the photographs, I was able to piece together the story of 'Project Cutlass', which is described in the article below:**

The early 1950s was an era of rapid improvements and developments in worldwide aircraft design; it was the time that jet fighters became a viable alternative to piston-engined fighters, at the same time these fighters were routinely challenging the sound barrier. In operational service, the career of these early fighters was often short, with successors looming around the corner before a type had been fully introduced in service. For the US Navy, it was an era of fighters like the F9F Panther and

Cougar, F2H Banshee, F3H Demon, F4D Skyray, FJ Fury and the F7U Cutlass. Some challenged the boundaries of what was technically possible, while others 'played it safe', to an extent. Some types were more successful than others, and one that certainly was not, was the Vought F7U Cutlass.

For its time, the Cutlass was a highly advanced fighter design; it was the first tail-less fighter to enter full-scale production, it was the Navy's first swept-wing fighter, it was the first one with a steerable nose wheel and, most importantly, it was the first jet fighter in the USA to be designed with afterburning engines (the experimental F6U Pirate had been modified to become the first aircraft to use afterburners). Unfortunately, it were these very engines, as well as a problematic hydraulic system and nose landing gear, that would play a large part in the aircraft's



*The quartet of F7U-3s which prompted this article, tied down on the USS Hancock while in port. From left to right: 129662/1, 129657/4, 129637/2 and 129678/3. In this photograph, the aircraft carry the under-fuselage rocket pod, which they do not in most of the other photographs in this article.*



Three of the 'Project Cutlass' F7U-3s in flight over California, photographed from a TV-2 as related in the text. The formation is led by 129637/2, trailed by 129657/4 and 129678/3.

demise. If it had been powered by a good engine, the story might have been different. To be fair, the aircraft's flying characteristics were excellent in general; it was able to outmaneuver most of the other fighters of the era and every pilot loved flying the aircraft. Development of the Cutlass started in 1948 and the first F7U-1, 122472, made its first flight on 28 September 1948. After a few years of troublesome test flights with the NATC, carrier qualifications were conducted on board the USS Midway in July 1951, which revealed even more shortcomings in the basic design of the aircraft, one of these being insufficient forward view over the nose due to the type's extreme angle-of-attack approach stance. The findings rendered the F7U-1 unsuitable for squadron service. In the meantime, work had started on the improved F7U-2 and the even more radically altered F7U-3; it

was the latter that was eventually taken into production. The F7U-1s did not have the structural airframe integrity to sustain carrier operations, but the F7U-3 airframe had been built like a tank. The initial sixteen machines still had the Allison J35 engine of the F7U-1 installed, but later machines all had the more powerful Westinghouse J46 engine.

Carrier qualifications with the F7U-3 were conducted on board the USS Midway and USS Coral Sea in late 1952. With all the problems experienced during testing with the F7U-1 and -3, putting the Cutlass in operational service asked for some caution and while the initial development problems were wrinkled out at the NATC, a different approach was chosen to start operational testing of the Cutlass. Usually, the operational test units

like VX-3 and VX-4 would do most of the work, but this time, although both VX-3 and VX-4 did operate the F7U, 'Project Cutlass' was initiated by HQ ComAirPac as a unit charged with 'gaining operational familiarization, maintenance knowledge and logistics data prior to the Cutlass's assignment to the first operational fleet squadron'. In short, they had to write the book on how to operate the Cutlass in fleet squadrons. The plan was that the unit was to form the nucleus of the first operational Cutlass squadron, which turned out to be VF-124.

At 11:16 on 2 February 1954, six minutes late, 128477, the first F7U-3 for Project Cutlass, arrived at NAS Miramar from the Chance Vought factory in Dallas. The arrival was viewed by a large crowd of line crews all eager to get their first look of one of the fabled new Cutlasses. It was flown in by LCDR R. G. Puckett; he was greeted by Capt D. L. Mills, Miramar's commanding officer, and LCdr J. S. Brown, the 'Project Cutlass' C/O. On the way to Miramar, Puckett had caused quite a stir at El Paso Municipal Airport (TX); he practically single-handedly disrupted airport operations during the transient stop; his Cutlass attracted that much attention from airport personnel that all other activities ground to a halt! The 'Project Cutlass' F7U-3s were officially assigned to FASRON-12, a support unit at Miramar which was responsible for maintaining the aircraft. FASRON-12 supplied special project personnel, along with hangar space. They also took care of the administrative



Two shots of 129657/4 on the ramp at NAS Miramar. Note the flightline filled with AD Skyraiders in the background. As can be seen, the Cutlass nosewheel strut had been lengthened to gigantic proportions to improve the airflow over the aircraft's wings, but this size was a contributing factor in the many nose gear failures experienced by the Cutlass.



and operational control of 'Project Cutlass'. As more F7U-3s were delivered to the unit and more experience was gained, the pace of operations increased and by July 1954, the unit had reached its full complement of twelve Cutlasses.

The unit's officers and enlisted men were mostly hand-picked as being the best in their field. For instance, the squadron's maintenance officer, Lt Robert D. Belt, had been the maintenance officer for the Blue Angels before being reassigned to 'Project Cutlass'. One of the unit's pilots was Lt Walter 'Wally' Schirra, who was the unit's weapons expert and would later become an astronaut, being involved in the Mercury, Gemini and Apollo space programs; he was eventually launched into space three times. He thought the aircraft was a learning experience for both the Navy and Chance Vought; it taught them delta wing aerodynamics and how to operate an aircraft with an afterburner. Two other pilots were Don Shelton, operations officer, and Floyd Nugent, both graduates of the Test Pilot School at NAS Patuxent River; all of the Project's initial cadre of pilots had received academic and flying training on the Cutlass at the Chance Vought plant in Dallas. The first group of pilots completed the course in December 1953. Stories and photographs of the Cutlass had been around for a few years, and initially, each of the Project's pilots was very eager to fly this futuristic jet fighter. The unit's ground crews learned the tricks of the trade in a mobile training unit, detached to Miramar from NATTC Memphis. This course lasted two weeks. This training unit included complete workable models of the hydraulic, electrical and mechanical systems of the F7U-3, as well as several other important components. For the pilots, there was a working cockpit model, complete with lighting, where they were able to get acquainted with the switches and dials.

The unit quickly started flying like an operational squadron, this was known as the 'flying wing' phase of the fighter's development process. Initially this was limited to operations ashore. Their aim was to look



*The 'Project Cutlass' pilots carried out FCLP at OLF Crow's Landing, which was an auxiliary airfield located about 50 miles east of NAS Moffett Field. It was used as a relief landing ground for Moffett Field. In the photograph on top, the batsman is guiding in 129657/4, note the 1950s style uniform and equipment! In the photograph on the bottom, 129662/1 has just touched down. Note the extreme nose-high position of the Cutlass while on the ground.*

Below are the service histories of the four F7U-3s identified on the photographs. Please note that 'Project Cutlass' is not mentioned in these histories (apart from the codes carried by the aircraft); for all purposes the aircraft were officially assigned to FASRON-12, a support and maintenance unit based at NAS Miramar.

- 129637 Accepted 30apr54 and assigned to FASRON-12 on 06may54. Coded '2' while flying with 'Project Cutlass'. Transferred to VF-124 on 13oct54, but returned to FASRON-12 24jun55. On 13oct55 the aircraft was transferred to NAS North Island (most likely to the NARF there) and went back to Vought at NAS Dallas on 30mar56. Between 23oct56 and 19dec56 it spent time at NAS Corpus Christi (purpose unknown), went back to North Island on the latter date and was officially scrapped (or reduced to spares, as the US Navy calls it) on 30jul58.
- 129657 Accepted on 11jun54 and assigned to FASRON-12 on 03sep54. Coded '4' while flying with 'Project Cutlass'. Transferred to VF-124 on 13oct54 and returned to FASRON-12 on 08jul55. Reassigned to VF-151 on 02nov55. Went to Vought at NAS Dallas on 25apr56 and to NAS North Island (most likely the NARF there) on 21sep56. It was then reassigned to VA-126 on 30oct56. Placed in storage at NAF Litchfield Park on 09apr57 and finally SOC on 22jul58.
- 129662 Accepted on 11jun54 and assigned to FASRON-12 on 04sep54. Coded '1' while flying with 'Project Cutlass'. Transferred to VF-124 on 13oct54 but returned to FASRON-12 on 08jul55. Went back to Vought at NAS Dallas on 20oct55 and moved to NAS North Island on 30mar56, where it was WFU and officially reduced to spares (i.e. scrapped) on 23jan57.
- 129678 Accepted on 31aug54 and assigned to FASRON-12 on 10oct54, Coded '3' while flying with 'Project Cutlass'. It was transferred to VF-124 on 13oct54. Went back to Vought at NAS Dallas on 07nov55 and moved back to NAS North Island on 24apr56. It was transferred to VA-126 on 24may56, but was placed in storage at NAF Litchfield Park on 09apr57 and was finally SOC on 22jul58.





Preparations for the day's flying activities are underway on this photograph taken on board the USS Hancock, with both aircraft being prepared for launch. 129637/2 on top is having its catapult bridle attached. 129662/1 in the foreground offers a nice view inside the cockpit. 'Project Cutlass' markings were very plain, the aircraft had black fin-tips, the legend 'NAVY' was carried on the fin and each aircraft carried an individual code on the forward fuselage, which was repeated on the nosewheel door (see below). The Star & Bar was hi-viz, the area under the wing's leading edge slats was painted red.

for any problems they might encounter operating the aircraft, either during flying or maintaining these big birds, and then find a workable solution to the problem. For example, it turned out that the pre-flight checks of the aircraft took much longer than with earlier (jet) types, but this was attributed to the complexity of the Cutlass and the greater number of systems that had to be looked after. For the maintenance crews, the working conditions on the Cutlass compared to other aircraft of the era were 'pretty darn good', as one of the enlisted men said. A complete check of the aircraft 'only' took eight hours to complete.

After getting up to pace flying from Miramar, it was time to think about operating the Cutlass from a carrier in operational conditions. First, the unit conducted FCLP (Field Carrier Landing Practice – landing on a dummy deck) at Crow's Landing, an

Outlying Field (OLF) of NAS Moffett Field. The airfield was also equipped with a Fresnel lens system which enabled the pilots to 'fly the ball'. The unit also was the focus of attention for 'Operation Shutterbug', the making of a series of pilot familiarization films for the Cutlass by the Naval Photographic Center from Anacostia. Lt Shelton was the 'star' of the movie, playing the lead role of the pilot. He also acted as the technical advisor. With the Cutlass being such a new aircraft, several air-to-air sorties were planned to photograph the aircraft in the air, using a P4Y-1P Coronado of VJ-61 and a FAWTUPAC TV-2. Additionally, Chance Vought also sent along some company photographers to record the unit's operations, the results of which can be seen on these pages.

Finally, the time had come to bring the Cutlass to the carrier.

They deployed four F7U-3s on board the USS Hancock between 14 June and 30 July 1954. There's one slight problem here: the fourth F7U-3 on the photographs, 129678, had not been officially accepted yet by this time. Part of this carrier deployment was to evaluate how the aircraft behaved in a carrier environment under operational conditions, but it was also to evaluate Hancock's new C-11 steam catapult and the Mk.7 Mod.1 arresting gear (this part was named 'Project Steam'). The Navy proudly proclaimed that 'the new catapult was able to propel a big  
Another pre-launch scene of the USS Hancock during the 'Project Cutlass' evaluations. Aircraft '2' and '4' are on the catapults, with '1' awaiting its turn in the background.



four-engined airliner into the air' – which in this case must have been a DC-6 or Constellation. On 15 February 1954, Hancock had been recommissioned after receiving the latest carrier modifications, including the new catapult. In 1954, the carrier also performed the first at-sea Sparrow I missile firings and supported the new Regulus missile test program. On some days, the pace of operations was frantic, with aircraft being launched, fly a circuit or two, trap, before being launched yet again. Actually, so many launches were made, that dropping the catapult bridle into the sea during every launch was deemed to be too expensive. Bungee cords attached the bridles to the nose gear and for a time, the aircraft did not retract the undercarriage following launch, just flew a circuit and trapped on board the carrier again, all of this with the bridle still in place. One quick change was made to the carrier: a blast deflector was designed and installed to deflect the jet blast away from the carrier's deck, which was still made of wooden planking in those days. The aircraft's afterburner flame had a tendency to scorch these, necessitating regular replacement of the planks. The deflector, made of a metal mesh, was a device which rose vertically from the deck. Floyd Nugent, flying an F7U-3 not in the photographs in this article, experienced an interesting emergency during one of these tests: upon take off, the nose wheel simply dropped into the sea! He circled around in the vicinity of the Hancock, while he and the crews on the carrier deliberated what to do next. It was decided that he had to eject. At that moment, he was overflying Coronado, and was headed for the ocean. He ejected over NAS North Island, but after landing safely he discovered to his horror that due to the ejection and the absence of the weight of the seat and pilot, the centre of gravity had shifted and the aircraft was now flying a perfect circular course over the NAS! It was considered to shoot it down, but the dangers of the aircraft crashing into houses was too great and after about 30 minutes fuel ran out and the aircraft made a perfect unmanned landing in the sea just offshore! If it had not been for the salt water corrosion, it could have been repaired to fly another day....

Despite the apparent success and the favorable flying characteristics, the 'Project Cutlass' pilots decided that the aircraft was too complicated to fly for inexperienced pilots and it was recommended that it was not to be used for fleet service. Wally Schirra was not too fond of the Cutlass and he described it as 'an accident waiting to happen'. Apart from the engine and landing gear problems, another serious vice was the post-stall gyration. If the aircraft was stalled with the slats out, there was no problem. But if it stalled with the slats in, the plane went into wild and random motion and the only way out was to eject! However, all these recommendations against fleet use were put aside and the aircraft was accepted for fleet use anyway, with disastrous results.

When 'Project Cutlass' wound down at the end of 1954, six aircraft were transferred to the initial Cutlass training unit, VC-3 at NAS Moffett Field (CA). Among a few other types, VC-3 was still flying F4U-5N Corsairs in 1954! The unit became involved in prop-to-jet transition training as the 'Cougar College of Supersonic Knowledge', flying the Fury, Cougar and Demon, and now the Cutlass as well. First F7U class started in November 1954. The Project's other six F7U-3s went to VF-124, including the Project's

former C/O, LCDR J S 'Bud' Brown. These aircraft formed the nucleus of the Navy's first operational Cutlass squadron, which was to make the first operational Cutlass cruise on board Hancock in August 1955. With the transfer of the aircraft, 'Project Cutlass' was discontinued, the task of bringing the F7U-3 up to operational speed completed.

Over the next few years, the F7U-3 was successfully intro-



Top: 129678/3 in formation with a FAWTUPAC TV-2 over California during an air-to-air photo session. Middle: The same aircraft is about to launch from the USS Hancock; the HUP plane guard helicopter is waiting nearby. Note the bungee cord attached to the nose leg, which prevented the catapult bridle from falling away (see main text). Bottom: 129678/3 coming in for a landing on Hancock, the bungee cord arrangement is clearly visible here as well. Note that the hook is down.



duced into operational service, but substantial difficulties were encountered. One of the greatest problems that remained during the operational service life was the aircraft's long nose gear. Although it had been strengthened, the aircraft had a tendency to trap on board a carrier 'nose first' and the whiplash effect caused regular nose gear collapses. During the 1954-1955 VF-81 Med cruise on the USS Ticonderoga, a nose gear collapse, and the squadron's inability to properly repair this, caused the unit to be stationed ashore at Port Lyautey during the rest of the cruise. VA-66 (USS Ticonderoga, 1956) and VA-83 (USS Intrepid, 1956) also suffered the same problems during their cruise. The final Cutlass cruise was made by VA-116 on board the USS Hancock. When they returned home in September 1957, the unit started converting to FJ-4B Furies. This was the end of the line for the F7U Cutlass, also known as the 'Ensign Eliminator' or 'Gutless Cutlass'; it had been in operational service for just three years and bluntly said: it had been a disaster.

Credits: Mark Nankivill, Vought Retirees Club, National Museum of Naval Aviation, Naval Fighters No.6/Steve Ginter, biography of Wally Schirra and several 1954/1955 back issues of Naval Aviation News.

The 'Project Cutlass' flight line at NAS Miramar, showing 129657/4 and 129637/2, plus at three additional uncoded examples. Note that a long boarding ladder was needed to get inside the airplane!

F7U-3 129662/1 being positioned on Hancock's C-11 catapult. Note the newly installed blast deflector on the left; this device was built and installed after it turned out that the afterburner of the Cutlass scorched the wooden deck of the carrier!



An unidentified Cutlass is about to take off from the USS Hancock (CVA-19, hence the code on the bow), with afterburners blazing. Clearly visible are the walkways on the wings, which were painted either a dark grey or dull black. Note that several of the deck crew are trying to protect their ears from the deafening noise. It would appear that, by that time, there were no hearing protectors capable of muting the noise of the aircraft's jets! Also note that this aircraft is about to take off with its canopy open, allowing the pilot to egress rapidly in case of an emergency, while the Cutlass on the catapult on the previous page has a closed canopy.



# Silence over Thunder City

Gert Jan Mentink



*An image of happier times, when all went well at Thunder City. Both two-seat Lightning T5 trainers are seen here bathing in the South African sun. In the front is ZU-BEX which was lost on 14 November 2009 when it crashed near Bredasdorp. Thunder City pilot Dave Stock lost his life in this disaster, which meant the beginning of the end for the organisation.*

*(unless otherwise stated, all photos in this article taken at Cape Town by Geurt van der Berg on 1 October 2008)*

## Silence over Thunder City

There is bad news from the Republic of South Africa..... Mike Beachy Head, owner and founder of Cape Town based Thunder City, announced that it ceased activities on 14 September. After more than a decade of fast jet operations the roar of Rolls Royce Avons and Speys can no longer be heard. Several factors have contributed to the decision to close down Thunder City: the slow world economy, the ever increasing cost of maintenance, and the difficulties with the authorities. The tragic loss of Thunder City pilot Dave Stock on 14 November 2009 has also been a factor in the decision. He lost his life when he crashed while flying English Electric Lightning T5 ZU-BEX during an air show at Overberg, Bredasdorp on that day. During investigations into the cause of the crash, the South African civil aviation authorities found that some of the periodical maintenance on the Lightning had not been carried out completely according to the book. And as a result the operating licence of Thunder City was withdrawn in March 2010. On 2 July Ian Pringle performed probably the last Thunder City flight ever with his Buccaneer S2B ZU-NIP.

## Hobby out of hand

Thunder City, as most readers will know, operated several former military fast jets. And while it started as a one man's hobby, it became a well streamlined organisation within a few years. Mike Beachy Head found out that it was possible (at least for some years) to combine the preservation of aviation heritage with a profitable business. Established in 1998, the organisation rapidly expanded. In the beginning of 2002 the construction of Thunder City's own, 140 thousand m<sup>2</sup> hangar at Cape Town International airport started. It housed the operational fleet and a restoration area as well as the large stock of spare parts. At that time it was planned to establish an aviation museum on the premises too. Several retired SAAF aircraft were to have come to Cape Town, on loan from the SAAF museum. Even the US Navy promised the nascent museum an Intruder, Tomcat, and Vigilante, but these were never delivered. And so, the plans for the aviation museum slowly faded. Today, only one museum aircraft, Gloster Javelin XA553 'M' painted in Thunder City's gloss black, serves as a gate guard for the now defunct organisation.

## Expensive joy-rides

In the past decade, ten thousands of spectators at various African airshows have enjoyed the sight and sound of fast jets. While others (the more fortunate ones) were able to buy a ride in a Buccaneer or two seat Lightning. Some people saved their money for years to enjoy the flight of their lifetime. Others, like princes and sheiks, or wealthy individuals like Richard Branson just wrote a cheque. And it was expensive: a 60 minutes ride in a Hunter was relatively cheap (4500 euro), while the same ride in a Buccaneer would cost as much as eight thousand euro. Most expensive were flights in one of Thunder City's Lightnings: they charged you twelve thousand euro's for a 40 minutes ride. But, as said, the times have changed and operating the fast jets is no longer profitable. Thunder City's founder, Mike Beachy Head, has however no plans to sell his impressive fleet. It seems that he is planning to store them all, awaiting better times.

## From Zlin to Lightning



*An aircraft collectors dream are these four Lightnings. T5 trainers ZU-BBD and ZU-BEX are in the foreground, while single seat F6 ZU-BEW and ZU-BEY are in the back (photo Thunder City).*





Even a sponsor colour scheme can be attractive on a Hunter. After several years in black, ZU-AUJ was painted in an all yellow Shell Aviation livery in 2007. (photo Thunder City)

Despite the fact that Thunder City flew only military fast jets, Mike Beachy Head has no military background. As a businessman he enjoyed flying, starting with his own aerobatic Zlin 50L ZS-MBH. But as soon as he bought his first Hawker Hunter, he got the hang of fast military jets. He used his Hunter as an odd kind of biz-jet, flying between the various enterprises he owns. And one thing leads to another: Mike Beachy Head started to collect British built military fast jets. Other collectors, like Rhodesian born lawyer Ron Wheeldon, have found their way to Cape Town too. He entrusted Thunder City the maintenance of both his, former Swiss Air Force, Hunters. Wheeldon owns F58 fighter ZU-AVC (**41H-697426**) which he imported through Swaziland in February 1996. The former Swiss J-4059 was registered there as 3D-HUN before it was allowed to fly under South African registration. In September 1997 he received a second Hunter, a T68 trainer (former RAF XF951, and Swiss Air Force J-4202). This machine was registered in South Africa as ZU-HUN (**HABL/003119**).

## Canberra catastrophe

To increase the variety in the Thunder City fleet, another aviation icon, Canberra T17A G-BVWU (**HP/H1/1748**), was acquired in 1995. This type was expected to have an additional appeal to the South African public, as the SAAF operated six Canberra B12s and three Canberra T4 trainers in the period from 1962 to 1993. Canberra G-BVWU served in the RAF as WJ607 'EB'.

After its service life the aircraft was stored at Wyton. On 26 November 1994 WJ607 was sold to Barry J. Pover of Exeter, during an auction of surplus RAF inventory. It received the civil registration G-BVWU on 22 December 1994, and was flown to Exeter. But the CAA's reluctance to allow fast jet operations over British soil (and under British registration) forced Pover to dispose of the aircraft. For many years, he has been a reliable British contact for Mike Beachy Head. So it was not a surprise that the Canberra found its way to South Africa. It was sold to Mike Beachy Head / Thunder City / Jets South Africa in early 1995, and departed Exeter on 19 April 1995. Four months later, on 28 August, the Canberra received a South African registration, ZU-AUE. Unfortunately, it was lost during a fatal crash at Yzerfontein on 30 September 1995.

## Variety in Hunters

The Hunters at Thunder City have a wide variation in background, ranging from a former RAF F6A single seat fighter and Royal Navy GA11 to T7, T8B and T8C trainers. Not surprisingly, Mike Beachy Head bought his former Service Hunters in the United Kingdom. The first, G-BVWV, started its delivery flight to the Republic of South Africa on 19 April 1995, travelling together with Canberra G-BVWU mentioned above. Hunter G-BVWV, a F6A fighter, had flown in the RAF as XE653, before it was sold as surplus. After arrival at Thunder City the aircraft was finished in an overall black colour scheme of 111 squadron RAF. It was taken up into the South African register as ZU-AUJ. There is some debate on ZU-AUJ's construction number: it is given as **41H-679997**, while the British CAA thinks that the aircraft is **41H-674112**. Later that same year, a second Hunter, G-BVWG arrived in South Africa. This was a T8C trainer which had served the Royal Navy as XL598, before coming into civilian hands. On 5 October it was registered to Thunder City as ZU-ATH (again debate: **41H-693836**, while CAA gives : **41H-695320**). It was the second aircraft to receive the distinctive Thunder City colours of overall black paint. In June 2001 two more Hawker Hunters flew in from the United Kingdom. The first to arrive was Hunter T7 G-BVMB (former RAF XL613). It took until 23 May 2003 before this Hunter was taken up into the South African register, as ZU-LEE (**41H-695334**). G-BVMB was soon followed by sister ship G-BZRH (**HABL-003097**), former Royal Navy Hunter GA11 XF368 'VL'. Even a third Hunter, T8B trainer G-BZRI, which had flown in British military service as XF967, was expected that spring. But during its delivery flight to South Africa in June 2001, the pilot of G-BZRI experienced technical problems over Luxor in Egypt and had to ground his



It is hard to imagine that Hunter T8C ZU-ATH was built already 52 years ago! As XL598 it was delivered to the Royal Navy in 1959 and flown from RNAS Lossiemouth. From 1971 RNAS Yeovilton was the aircraft's new home, where it operated on behalf of FRADU. It was withdrawn from use in 1993, and sold during an auction in 1994. It then became G-BVWG.





Parked sisterly together, all black Buccaneer ZU-AVI and red, white, and blue ZU-NIP await their turn to go airborne with a wealthy customer. Until recently South Africa was the only country in the world where one could enjoy a flight in a 'Bucc'. Since 14 September flying Buccaneers are history.

machine. Thunder City chief technician Barry Pover travelled there and dismantled the Hunter on the spot. It was delivered to Cape Town in November of that year. G-BZRI later became ZU-CTN (**HABL-003122**).

## Black Buccaneers

The aforementioned Barry J. Pover of Classic Jet Aircraft Co. at Exeter was also involved when a number of Hawker Siddeley Buccaneers were auctioned in 1995. At that auction he acquired former DERA Buccaneer S2B XW987 (**B3-2-72**) but this specimen was soon sold to Mike Beachy Head for his Thunder City /Jets South Africa. From October 1996 XW987 was registered in the South African register as ZU-BCR. Taking off from St.Mawgan on 30 April 1997, the Bucc arrived in Cape Town already on 2 May. It was the first Buccaneer to operate in a full gloss black scheme, which was to become trademark for Thunder City. ZU-BCR was soon followed by a second aircraft of the type, ZU-AVI which arrived in Cape Town on 5 May 1995. This Buccaneer, former DERA aircraft XW988 (**B3-3-72**), was bought by Mike Beachy Head at said auction in 1995. But XW988 was in a different state than her sister ship and had to be restored at Exeter before she could make her southbound journey. A third Bucc was flown out of Cape Town but this aircraft, ZU-NIP, was neither owned by Thunder City nor was it painted gloss black overall. Being the first production Buccaneer S2B, XW986 (**B3-1-72**) also ended its career at DERA. It was also sold during the same 1995 auction and acquired by Delta Engineering Ltd. of



Although the Buccaneer was not a supersonic bomber, it was one of the fastest of its time, able to fly 700 mph at ground level. That is what you call a lawn mower! Here ZU-AVI is seen in a tight turn. (photo Thunder City)

Wellesbourne Mountford, later Kemble. But, as said the British CAA was not keen on fast former military jets in its airspace and XW986 had to leave the country: it was sold to South African Ian Pringle, and registered as ZU-NIP on 11 January 2002. But it had to be thoroughly restored before it was first flown from Kemble on 5 April 2002. On 8 August 2002 ZU-NIP arrived at Cape Town after a three day journey. The aircraft retained its red, white and blue DERA colours.

## Long-lived Lightnings

After the retirement of the Lightning from active first line RAF service in 1988, fortunately a substantial number of the type was salvaged for the future. On 29 June 1988 trainer T5 XS452 'BT' (**B1/95012**) arrived at Cranfield coming from RAF Binbrook. It had been bought by Arnold Glass of Ruail Investments Ltd. But despite its British registration, G-BPFE was never flown again in the United Kingdom. Although restoration to airworthy condition was started at Cranfield, the aircraft had to be sold to South Africa to see this come through. Registered as ZU-BBD in October 1996, Thunder City had to wait until 9 March 1999 to see the aircraft make its first flight. ZU-BBD was painted in Thunder City's own colours: gloss black. Actually, one of the first Lightnings to be civilianised was not XS452, but sistership T5 trainer XS451 (B1/95011) which was acquired by civilian Peter F.A. Hoare (of Militair, Cranfield) already in 1987. Two years later it was registered as G-LTNG to Barry J. Pover of the Lightning Flying Club, but remained stored at Cranfield until 1997. On 24 February of that year G-LTNG was sold to South Africa and registered to Thunder City as ZU-BEX. After a lengthy storage at Cape Town ZU-BEX was fully restored and made its first flight on 25 June 2000. It was flown in a metallic exterior. As mentioned before ZU-BEX was lost on 14 November 2009.

## More Lightnings in the fleet

But when all Lightning trainers were withdrawn, some single seaters remained operational. A handful of them were flown on behalf of British Aerospace, in trials with the 'Foxhunter' radar system for the new Tornado F3 until 1992. Once again Barry J. Pover was involved when two F6 fighters were withdrawn from use at Bae. Warton on 16 December 1992. As a representative of the Lightning Flying Club he managed to acquire both XP693 (**95116**) and XR773 (**95238**). Both aircraft were delivered by road on 23 December, destined to be restored at Exeter. The Lightning Flying Club planned to operate these Lightnings in the European air show circuit, with XP693 registered as G-FSIX and XR773 as G-OPIB. But once again the CAA frustrated the plans of a group of good willing enthusiasts and both aircraft were sold to South Africa. Since then there have only been three taxi-able Lightnings in the United Kingdom, XR728 and



*It takes more than the pilot to fly a plane. Hawker Hunter T8B ZU-CTN is closely watched during its start up procedure by three of Thunder City's ground crew members.*

*(photo Thunder City)*

XS904 at Bruntingthorpe, and T5 XS458 at Cranfield. G-FSIX and G-OPIB were acquired by Mike Beachy Head in February 1997 and registered as ZU-BEY and ZU-BEW respectively. After shipment to South Africa, both aircraft were fully restored and returned to airworthiness. ZU-BEW made its first post restoration flight on 1 November 2001, painted in grey RAF 11 squadron colours and 'BR' code. ZU-BEY first flew on 9 August 2006.

## **Puma and Strikemaster**

To offer the experience of jet flying to less demanding (and less wealthy) clients, Thunder City regularly used Strikemaster ZU-PER. This former Botswana Air Force aircraft had emerged in the United Kingdom after its withdrawal from military service. As G-BXFW it was acquired by South African Ralph Garlick in 1998. Since 1999 this Strikemaster is active in South Africa as ZU-PER, painted in the distinctive black colours of Thunder City. As Thunder City did not want to rely solely on the operation of vintage jets, the idea of modernising former

military helicopters was taken up in 2006. For this purpose, former SAAF SA330H Puma helicopter 157 (**1405**) was bought and registered as ZU-PUM on 16 February 2006. In 2007 a full rebuild of the Puma was started. One of the main changes was the installation of a, Cobham built, glass cockpit with Synthetic Visualisation System (SVS). Since then the type is referred to as SA330L. From 2008 ZU-PUM has been used as a company demonstrator at several African airshows. Thunder City offered the modernization of Puma aircraft to a variety of military users, but until now no orders for the new Puma have been placed.

## **Unique concept**

Operating complex former military aircraft like the Buccaneer and the Lightning has by no means been an easy task. But Thunder City has had a number of very faithful supporters in the past years. Of these British Aerospace was not the least. Thanks to their both personal and material support the heritage of British aviation could be kept airworthy. After the operations of Lightnings during the Foxhunter trials had ended, British Aerospace sold their vast stock of spare parts to Thunder City. Shell Aviation of South Africa has always been a strong supporter of Thunder City too. Most of the aircraft in the fleet were adorned by the famous Shell logo. As a obvious token of sponsorship, Hawker Hunter ZU-AUJ was painted overall Shell-yellow with large Shell roundels in 2007. In most recent years Vodacom Business joined the group of Thunder City sponsors. Their name and logo 'adorned' the tail of the Lightnings. But how important sponsors might have been, the actual work was accomplished by a team of over fifteen full-time engineers and the inevitable administrators. These people were of paramount importance: they were the liaison between the organisation and the South African civil aviation authorities. And this positive relation has, for the past years, been the basis of Thunder City. Without the approval of the authorities there would not have been Buccaneer and Lightning operations over South Africa. These types were not allowed to fly in any other country in the world. But despite their status of vintage jets, they were, with one tragic exception, safely operated by Thunder City during more than two thousand sorties. Thunder City was unique in its concept and operations. Unfortunately nowadays it is history!

Thanks to Geurt van der Berg for kindly sharing his fine photos with us!



*At Thunder City, there was one aircraft type especially responsible for the production of the sound of thunder, and that, of course, is the Lightning. For those whose ears have ever witnessed the wall of noise produced by the reheated double Avon engines, the Lightning is an icon of its days. Unfortunately the chances that we will ever see one flying are almost reduced to nil. ZU-BEY was one of the duo of F6 fighters owned by Thunder City.*

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*Approaches at St. Maarten are always spectacular. An extreme example is this Amerijet Boeing 727 N598AJ.. This 31-year old Boeing 727 flew for Singapore Airlines and Continental Micronesia before being converted to freighter and being delivered to Amerijet in 1998. (St. Maarten, 5 November 2010, Niels Quist)*



*Southwest Airlines took delivery of this Boeing 737-700 on 1 April 2010. N945WN is painted in Florida One special colours which symbolises Southwest's ties with the Sunshine state. The paint scheme represents the state seal of Florida, which also makes up the centre of the Florida flag. The aircraft is pictured here departing from that other famous holiday destination: Las Vegas.*





Becoming increasingly rare, the F/A-18B is still used by some units in the USMC, notably the aggressors from VMFAT-101. (163104/SH-12, NAF El Centro, 27 October 2010, Peter Steendam)



Stunning shot of the 48th single seat Taifun out on a test flight before delivery to the Luftwaffe. (Manching-Ingolstadt, 11 November 2010, Dietmar Fenners)



Lockheed-Martin operates this F-16D for testing purposes. The paint job is new and is probably some stealthy emulsion. (Dallas-Forth Worth Int'l, 13 October 2010, Reinold Kalsbeek)