

418

March 2014

Scramble

Spirit of Benovia

*Bahrain International Air Show
C-130K - The Early Years
Croatian Firefighters*

DUTCH AVIATION SOCIETY



The Ministry of Natural Resources and Environment uses the AS350B taken over from KASET. The serial MNRE-1111 is painted in large characters on the tailboom, although non-Thai might find it easier to read the number on the engine cowling. (Udon Thani, 18 January 2014, Mark Rourke)



In 2012 the Thai Air Force celebrated 100 years of flying for which F-16A Kh19-11/31 coded 10311 was painted in special colours. (Korat, 11 January John de Winter)



Getting the serials of many Thai aircraft always is a challenge, with the text on the nose presenting code 20328 of 203sq and the text on the cabin fuselage revealing the serial H6-39/46. (Korat, 11 January 2014, John de Winter)

Editorial

Next month, on 24 and 25 March, the Netherlands will host the Nuclear Security Summit 2014. 53 countries and four observing agencies will participate, and they will arrive from 22-24 March and leave again on 25-26 March. Obviously this will generate a lot of high profile traffic, and Amsterdam-Schiphol airport and surrounding areas will be under strict regulations. Our forum has two dedicated subjects on this historical event: one in 't Praethuys and one in Spotting Netherlands - Amsterdam-Schiphol. We refer to those for more detailed information. A security briefing was held by the organization on 27 January, and all relevant (spotter) information will be posted on our forum.

Not an overly big issue this month, only 104 pages. This is partly due to the missing of the Warbirds, SIS and Showreports sections and we only have one article: The Tip of the Spear, which talks about Israeli F-15 and F-16 aerial combat victories. Plus, it has been a quiet month in general, both in news and pictures.

More details are known about the upcoming Dutch Spotters Convention, or DSC, on 19 April 2014. We refer to the advert further on in the magazine for more details. Also an advert for the biggest aviation convention in Europe, organised by the Aviation Group Twenthe, which will celebrate 25 years of existence this year, on 29-30 March.

You can find new show dates for Spain and Sweden on our website, and we continue to work on new OrBats and Airfield Guides, so please visit the site on a regular basis for the latest changes.

Last month's inside back cover photo of the Cathay B777 was mistakenly tagged at Hong Kong, but the picture was actually made at Frankfurt. Edward, please accept our apologies.

We are still on the lookout for new editors for Civil Movements Elsewhere and Helispot news sections. For more information: info@scramble.nl.

Cover Photo



KC-135R 62-3550 has been flying for about seven years with the 197th ARS based at Phoenix Sky Harbor International. This particular aircraft was built in the sixties and is still flying 50 years later! Originally built as KC-135A and later converted to KC-135R. (Phoenix-Sky Harbor (AZ), 8 December 2013, Roy Gorris)

Important dates

Scramble 418

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Movements Netherlands



Next to the various RAF Hercules visits to Schiphol for airport training this 32(TR)sq BAe146-CC2 ZE700 was a change of sight. Danny Reijnen saw it on 4 December 2013.

Amsterdam

December 2013			
01. B-6548	A330-223	China Southern	div CSN347
CS-TFS	B767-3Y0ER	Euroatlantic Airways	SLM994/3
D-CNNN	Ce560XLS	DC Aviation	02 DCS667
F-GZCF	A330-203	Air France	f/v AFR376V
N635AR	DHC-8-103	EP Aviation	f/v
OE-HGL	CL-300	Glock	
OE-ICH	G450	Global Jet	02 GLJ84CH
OO-JEM	ERJ190STD	Jetairfly	JAF771P/2P
RA-67433	Ce525	C.C.E.S.C.	dep
02. 15+02	A319-133X	FBS BMVg	f/v 03 GAF880
V-11	G-IV	334sq	NAF11
A6-SAB	A319-132	Air Serbia	f/v JAT0364/5
CS-TFS	B767-3Y0ER	Euroatlantic Airways	SLM994/3003
D-CNAG	SA227DC	Binair	03 BID12A/5B
G-GDEZ	BAe125-1000B	Frewton	dep
G-HCSA	Ce525A	Bookajet	dep
M-SPEC	Beech 350	Specsavers Aviation	SSZ9A/B
N500RW	TBM-850	Redwood Air Services	03
OE-GVP	Lj60XR	VistaJet	03 VJS923/10
OK-PBS	Ce525	Queen Air	dep QNR525
OO-ACT	Falcon 900C	Flying Group	04
OO-JEB	ERJ190STD	Jetairfly	f/v JAF113/4
OY-CVW	Beech 350	SGA	f/v
OY-PWO	EMB505	Bestseller	
PH-KCK	MD-11	KLM	dep KLM8965
SE-DJM	Falcon 900EX	Andersson Business Jet	dep
VP-BJT	CL-300	Empire Aviation	14
YU-SPB	Ce560XLS	Prince Aviation	03 PNC03
03. ZH870	Hercules C4	LTW	RRR5512
CS-TQP	A330-202	Hi Fly (a/w)	f/v 04 SLM3001/993
D-CNAC	SA227DC	Binair	BID5C/12A
F-GZCD	A330-203	Air France	dep AFR379V
G-HCSA	Ce525A	Bookajet	17
M-SPEC	Beech 350	Specsavers Aviation	SSZ9A/B
N240LG	Falcon 900EX	Liberty Global	dep
N240LG	Falcon 900EX	Liberty Global	04
N318AG	G-V	The Gores Group	
N653UA	B767-322ER	United Airlines	07 UAL946/6878
N670US	B747-451	Delta Air Lines	div DAL469
N835BA			
OE-ING			
OK-SLX			
04. ZE700			
ZH870			
JA13KZ			
N240LG			
N800CA			
OE-FHK			
PR-SIR			
VQ-BKI			
05. V-11			
CS-TFO			
CS-TQP			
D-CREY			
M-SPEC			
N704DK			
OE-ING			
06. 9V-SWA			
D-CREY			
G-EMBN			
M-YSAI			
N317MJ			
N543H			
OK-SLX			
07. V-11			
CS-TQP			
D-CHIC			
D-CREY			
D-CSMS			
G-PWNS			
M-BJEP			
N809TD			
N889AB			
08. CS-TQP			
D-CNNN			
F-GZCC			
M-SSSR			
OE-FFB			
OO-ACT			
09. C-GIPX			
C-GLUL			
B737-7BC			
CL-605			
Ce560XL			
BAe146 CC2			
Hercules C4			
B747-8KZF			
Falcon 900EX			
Beech 1900D			
Ce510			
Global Express			
Global XRS			
G-IV			
Lj40			
A330-202			
Ce650			
Beech 350			
B777-232LR			
CL-605			
B777-312ER			
Ce650			
ERJ145EU			
Global 5000			
G-IV			
G-V			
Ce560XL			
G-IV			
A330-202			
EMB505			
Ce650			
Lj45			
Ce525			
G550			
ERJ135BJ			
Falcon 7X			
A330-202			
Ce560XLS			
A330-203			
Global XRS			
Ce510			
Falcon 900C			
Falcon 900EX			
Global XRS			
Boeing Executive Flight Ops			04
VistaJet		f/v VJS016F/380	
Silesia Air		SUA631/2	
32(TR)sq		RRR1194	
LTW		RRR5516	
NCA - Nippon Cargo		f/v NCA008/49	
Liberty Global			
Air Charters Europe			
GlobeAir		GAC768E/079K	
Paulista de Helicóptero		dep	
AMAC Aerospace		05	
G-IV		334sq	NAF11
Omni Air		OAV304	
Hi Fly (a/w)		06 SLM994/3	
ProAir		dep PAV605	
Specsavers Aviation		SSZ9A/B	
Delta Air Lines		f/v DAL252/1	
VistaJet		06 VJS783/170	
Singapore Airlines		SIA324/3	
ProAir		07 PAV605/7	
bmi Regional (a/w)		08 BMR8265/6	
Capital Investment		09	
Lyon Aviation		f/v dep	
Hewlett-Packard			
Silesia Air		07 SUA663/71	
334sq		NAF12	
Hi Fly (a/w)		SLM994/3	
Air Hamburg		08 AHO000/167A	
ProAir		11 PAV607/11	
SMS Industrie		f/v	
Hangar 8		dep HGR844	
		f/v	
Starbase Aviation		f/v 10	
Global Jet Luxembourg		f/v	
Hi Fly (a/w)		SLM994/3	
DC Aviation		09 DCS981	
Air France		f/v 10 AFR376V/9V	
Vipjet		f/v 09	
GlobeAir		GAC226U/600Q	
Flying Group		09	
IP Aviation		16	
Skyservice Aviation		10	

CS-TQP	A330-202	Hi Fly (a/w)	10 SLM994/3002	12. EC-HDS	B757-256	Privilege Style (n/t)	TFL672/672P
D-AUTO	G550	BMW Flugdienst	f/v BMW52B/3B	F-GZHJ	B737-86J	Transavia France	f/v TVF094/5
D-BFJE	CL-300	Fair Jets	FJE8322/8	M-SPEX	Beech 350	Specsavers Aviation	SSZ9A/B
D-CNAG	SA227DC	Binair	10 BID7A/5B	N28R	Falcon 2000	WKC	f/v
D-INAS	Beech C90B	NAS - Northwest Airservice		N145GS	P180	Sky Wagon	
G-CIEL	Ce560XL	London Executive Avn	LNx29CE	N901AR	B747-4R7F	Centurion Air Cargo	f/v 13 CWC4854/3
HB-IZJ	Saab 2000	Darwin Airline	arr DWT560	OE-ISA	CRJ200	Avcon Jet	13 AOJ88A
JA12KZ	B747-8KZF	NCA - Nippon Cargo	f/v NCA5008/7	UR-GAK	B737-5Y0	Ukraine International	13 AUI2028/328
M-ALRV	Falcon 2000EX	Lodgings 2000		13. C-GJEI	CL-300	Irving Oil Transport	f/v 14 KCE2A/2
M-SPEC	Beech 350	Specsavers Aviation	SSZ9A/B	D-CHIO	Ce525B	E-Aviation	EFD111
M-YNNS	Falcon 7X	NS Falcon		N202UW	B757-2B7	US Airways	15 USA798/9225
N43WF	DA42NG	WeFly		OO-ACO	Ce510	Air Service Liège	14
N55LC	Falcon 7X	Lowes Companies		OO-EDV	Ce525B	Air Service Liège	2x
N155AN	G550	Nissan North America		P4-KEA	B767-3KYER	Air Astana	f/v KZR903/4
N240LG	Falcon 900EX	Liberty Global		14. B-2432	B747-481BDSF	Yangtze River Express	div Hahn
N785QS	G550	NetJets		CN-ROV	B767-3QER	Royal Air Maroc	arr AT8720
OE-FHK	Ce510	GlobeAir	10 GAC777W/2D	D-AIZN	A320-214	Lufthansa	f/v 15 DLH1002/3
OE-IIS	G-V	Avcon Jet	AOJ94L	D-CREY	Ce650	ProAir	15 PAV611/5
OO-ACT	Falcon 900C	Flying Group		N240LG	Falcon 900EX	Liberty Global	
OO-DFG	Falcon 2000LX	Abelag Aviation		TC-JUF	A320-232	Anadolujet	f/v THY1961/2
PZ-TCP	A340-311	Surinam Airways	10 SLM3002/0993	15. D-CREY	Ce650	ProAir	16 PAV615/6
TC-KHB	G450	Korfez		N145GS	P180	Sky Wagon	
10. V-11	G-IV	334sq	NAF61	N940AJ	G-V	ORFRO	16
C-GDPG	Global 5000	Execaire	f/v 11	P4-KEB	B767-3KYER	Air Astana	f/v KZR903/4
D-AEUK	CL-604	Challenge Air	12 CLS1206	SE-MIR	DA42NG	SPU - Svensk Pilotutbildning	f/v
D-AGEY	B737-7L9	Germania	f/v GMI246/26	SP-EAR	Ce680	Blue Jet	f/v 16 JD1901
D-CNAG	SA227DC	Binair	11 BID5C/B	YR-TIK	Global 5000	Tiriac Air	19 TIH111
D-ITMA	Ce525A	Star Wings Dortmund	STQ44A	16. D-BLDI	Ce750	Baden Aircraft Operations	17 FBR13DI
G-CBRG	Ce560XL	Eurojet Aviation	11 GOJ110B/1A	D-CNAG	SA227DC	Binair	17 BID7A/5B
N240LG	Falcon 900EX	Liberty Global		D-CNNN	Ce560XLS	DC Aviation	DCS126
N300GP	CL-300	Glen West 300		D-CREY	Ce650	ProAir	20 PAV616/20
N700LS	Global 6000	The Limited Brands	f/v	G-RMMA	Falcon 900EX	TAG Aviation (UK)	f/v
SE-DYB	Falcon 100	Andersson Business Jet		M-ABGS	CL-605	Viking Travel Services	f/v
11. V-11	G-IV	334sq	NAF61	M-SPEC	Beech 350	Specsavers Aviation	SSZ09A/9B
C-GOAB	Falcon 2000EX	Starlink Aviation		N145GS	P180	Sky Wagon	
D-CNAG	SA227DC	Binair	BID5C/D	N315MK	G-IVSP	Athenian Air Link	
EI-REX	Lj60	Airlink Airways	14 HYR60A	N500RW	TBM-850	Redwood Air Services	17
F-GDRR	Raytheon 390	Agroair		N800CA	Beech 1900D	Air Charters Europe	
F-HEPH	A320-214	Air France	f/v AFR1740/1	N939AP	Global 5000	TAG Aviation Asia	f/v 17 TBJ03
G-XXRS	Global Express	TAG Aviation (UK)		OE-FWF	Ce510	GlobeAir	GAC631N/09G
JA11KZ	B747-8KZF	Nippon Cargo Airlines	f/v NCA008/49	OE-HAB	CL-300	Avcon Jet	f/v 17 AOJ72B
LX-ECV	B747-4HQERF	Cargolux (a/w)	f/v CLX7652	OE-IIS	G-V	Avcon Jet	AOJ94L
LX-GJL	Falcon 900C	Flying Group	16 FYL11F	OE-ISA	CL-850	Avcon Jet	19 AOJ88A
N497XP	Beech 400A	Donington Aviation		OO-ACT	Falcon 900C	Flying Group	18
OE-HSB	G200	Avcon Jet	12 AOJ74D	OO-WOW	PA-34-220T	Air Prive	f/v
OO-DFG	Falcon 2000LX	Abelag Aviation		OY-HJJ	EC155	Dancopter	*
PH-HZE	B737-8K2	Enerjet	dep ENJ990	17. D-AXTM	Global Express	FAI rent-a-jet	f/v
PH-HZL	B737-8K2	Canjet	dep CJA9801	D-CEEE	Ce560XLS	HTM	HTM017
SE-RIL	Ce560XLS	Waltair	GOT802/3	D-CHIO	Ce525B	EFD	EFD111



The German Luftwaffe took delivery of this Airbus 319ACJ in 2010. 15+02 is based at Cologne airport and operated by the FBS BMVg (Flugbereitschaft des Bundesministeriums der Verteidigung). (Amsterdam-Schiphol, 3 December 2013, Ben Uffen)



Dash-8 N635AR started its life in 1986 with Canadian airline Air Atlantic. Freedom Airlines was the first user on the US register and EP Aviation is the current operator. (Amsterdam-Schiphol, 1 December 2013, Johan Mulder)

D-CNAG	SA227DC	Binair	BID5C/D	HB-JVG	Fokker 100	Helvetic Airways	SWR724/5
F-HADH	Falcon 50EX	Aero Vision	AOV515L/A	VP-BGO	CL-604	Sun International Management	dep
G-FBNK	Ce510	Blink	BKK2B	23.D-CNAG	SA227DC	Binair	BID12A/B/C/D
G-HCSA	Ce525A	Bookajet	20 BOO868	D-CNAG	SA227DC	Binair	BID12C/D
N842WF	PC-12/47E			LZ-BHH	A320-232	BH Airlines	LZB463/4
OE-FHA	Ce510	GlobeAir	GAC012W/245V	N515TJ	Beech 400A	Blackburn International	
OE-FWF	Ce510	GlobeAir	18 GAC779H/570C	OO-ACT	Falcon 900C	Flying Group	24
OE-III	Global 5000	Amira Air	f/v XPE10	TC-MDG	CL-601-3A	MNG Airlines	
OO-FPB	Ce550 Bravo	Flying Group	FYG32L/3L	24.CS-GLC	Global 6000	NetJets Europe f/v 25 NJE024M/6LC	
SE-DJH	Ce550	Bluelink Jets		LZ-BHH	A320-232	BH Airlines	LZB461/2
SP-CEZ	Lj60	FlyJet	FYJ40	25.A6-EEN	A380-861	Emirates	f/v UAE147/8
TC-AFF	CL-300	Bonair	f/v	D-AIZZ	A320-214	Lufthansa	f/v DLH992/3
TC-JUI	A320-232	Anadolujet	f/v THY1961/2	S5-ABS	A300B4-203F	Solnair	MNB149F/50
18.G-SANL	Global XRS	Sanctuary Aviation		VQ-BHS	A320-214	Vladivostok Air	f/v VLK1731
N145GS	P180	Sky Wagon		26.OO-JAH	B737-8K5	Jetairfly	TFL521P/521
N167TV	G400	Exec Jet Management	f/v 19 EJM167	OO-JAH	B737-8K5	Jetairfly	TFL522/522P
N240LG	Falcon 900EX	Liberty Global		27.VP-BTL	A321-211	Aeroflot	f/v AFL2550/1
OY-CKN	Falcon 2000	Air Alsie	MMD4881	30.F-HBXF	ERJ170STD	HOP!	div 31 AFR1353/
P4-GEM	Falcon 900EX	GEM Aviation	19	31.G-BPWB	S-61N	Bristow	*
RA-09008	Falcon 900EX	Gazpromavia	19 GZP9619	VP-BKY	A320-214	Aeroflot	AFL2716/7
TC-CLG	BAe125-900XP	Servis Air					
VQ-BFN	Falcon 7X	Squadron Aviation					
XA-FEM	G550	Servicios Aereos Regiomontanos	20				
19.D-CNNN	Ce560XLS	DC Aviation	DCS206				
G-LEAA	Ce510	London Executive	LNx26AA				
M-ABGG	CL-604	Zarox Holdings	f/v 20				
M-SPEC	Beech 350	Specsavers Aviation	SSZ9A/B				
N240LG	Falcon 900EX	Liberty Global	20				
OO-DFG	Falcon 2000LX	Abelag Aviation	AAB179				
OY-CKN	Falcon 2000	Air Alsie	MMD4881				
RA-09003	Falcon 900EX	Gazpromavia	20 GZP9627/8				
20.D-AWBA	BAe146-300	WDL Aviation	BAW8457/9752P				
D-BEKY	Da2000LX	BASF					
D-CNNN	Ce560XLS	DC Aviation	DCS195				
D-CREY	Ce650	ProAir	PAV620				
HC-COX	ERJ190	TAME	dep				
LZ-BHH	A320-232	BH Airlines	LZB0461/2				
N240LG	Falcon 900EX	Liberty Global					
21.G-FBKB	Ce510	Blink	22 BKK6F				
LN-IDB	Ce560	Hesnes Air	HSG03				
OE-FZB	Ce510	GlobeAir	22 GAC191N/14P				
OE-GII	Lj60	Abed El-Jaouni					
OH-FLM	CL-300	Jetflite	JEF88				
PH-EZZ	ERJ190STD	KLM cityhopper	arr KLM9966				
22.D-CHIC	EMB505	Air Hamburg	AHO221A/154Y				
D-ITAN	Ce525	Transavia Flug					
G-CIEL	Ce560XL	London Executive Avn	LNx08CE				
G-FBJJ	ERJ175STD	FlyBe	f/v BEE1285/6				

December, the last month of 2013, started with a Jetairfly Embraer for some TLC. China Southern was a weather related Charles de Gaulle diversion. The Dash-8 arrived from Prague and departed to Stornoway. On the 2nd, a former KLM MD-11 departed to Victorville. Also on this date, the second Jetairfly Embraer came in for some maintenance. The 3rd started early with a diverting Delta, on its way from Tel Aviv to John F. Kennedy. A misbehaving passenger was the cause of the diversion. Nippon Cargo operated the Boeing 747-800 for the first time to Amsterdam on the 4th. Emirates started a new route on the 5th, routing from Mariscal Sucre International Airport, Ecuador, via Curacao and Amsterdam to Frankfurt and from Frankfurt back to Dubai. Bmi Regional operated a charter on the 6th. On the 8th an Air France Airbus for maintenance arrived. The Surinam Airbus returned from maintenance on the 9th. Germania arrived from Gatwick on the 10th and continued to Munich. The Darwin Saab on the 9th, disappeared in a hangar at Schiphol-east after arrival. On the 11th, two Transavia aircraft departed on winter lease to Canada. In the early hours of the 12th, a Transavia France Boeing arrived from Orly and departed to Dakar. Privelege Style subbed for Arkefly on the inbound route from Tenerife. A US Airways B757 made a parking mistake on the 13th, resulting in a small collision with a KLM aircraft. The outbound flight was subsequently cancelled. The Royal Air Maroc on the 14th, arrived

for maintenance. The Yangtze River Express was a Hahn diversion. The Dancopter EC155 on the 16th, passed by the tower. The former Denim Air Embraer, recently repainted in TAME colours, departed on the 20th via Malaga to its new home. A new fleet addition for Cityhopper arrived on the 21st. On the 25th, Vladivostok Air arrived for the KLM paint shop. Jetairfly operated a flight for Arkefly on the 26th. On the 27th, Aeroflot appeared with an Airbus in Manchester United colours. On the 30th, a HOP! Embraer, on its way from Göteborg Landvetter to Charles de Gaulle diverted to Amsterdam. The month, and the year, ended with an additional Aeroflot service and a Bristow Sikorsky on a low circuit over Schiphol.

Credits: Alexander Schelbergen, DSML, Scramble MB and of course the ladies and gentlemen working at Amsterdam Schiphol Airport.

Rotterdam - The Hague

December 2013

01. CS-DUE	BAe125-750	NetJets Europe	dep NJE1TY
CS-DXT	Ce560XLS	NetJets Europe	dep NJE786M
HB-FOW	PC-12/45	Future Finance Corporation	
N666MX	Ce560XL	Flying Group	11
PH-DTP	Beech 400A	JetNetherlands	07 JNL941/159
02. PH-MFA	DA42NG	Martinair Lelystad	2x *MPH151
D-CTWO	Lj35A	Air Alliance Express	AYY108
HB-ZSW	EC135P2	Swiss Helicopter - Würth	
OE-FZC	Ce510	GlobeAir	02 GAC765Z/202A
PH-DRK	Ce560XL	JetNetherlands	dep JNL740
PH-NLZ	SA226TC	N.L.R. - TU Delft	03
PH-PXE	EC135P2+	Nationale Politie	ZXP05
03. PH-DLN	P180	JetNetherlands	dep JNL201
CS-DRP	BAe125-800Xi	NetJets Europe	04 NJE554G/3MG
D-HMSH	R44	S.P. Helicopter-Service	04
EC-JQE	G200	Gestair	04 GES082/1
G-RJXB	ERJ145EP	bmi Regional	04 BMR9421/8217
OE-FZC	Ce510	GlobeAir	05 GAC372B/90J
PH-DRK	Ce560XL	JetNetherlands	08 JNL740/509
PH-HRK	P180	JetNetherlands	dep JNL170
PH-MFA	DA42NG	Martinair Lelystad	2x *MPH151
PH-NLZ	SA226TC	N.L.R. - TU Delft	06
PH-PIX	SA226T	Aerodata Remote-Sensing	arr
PH-VBG	Falcon 2000EX	JetNetherlands	04 JNL948/658
04. V-11	G-IV	334sq	NAF11
CS-DRP	BAe125-800Xi	NetJets Europe	NJE3MG/600L
D-HMSH	R44	S.P. Helicopter-Service	05
D-ILHD	Ce525	Lufthansa Flight Training	*DLH9902
G-RJXB	ERJ145EP	bmi Regional	BMR8218/9441
LX-FGB	Ce560XLS	Luxaviation	dep LXA70
LX-FGB	Ce560XLS	Luxaviation	13 LXA70
PH-DLN	P180	JetNetherlands	24 JNL201/466

PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-TXI	Ce510	JetNetherlands	dep
YR-TIC	Ce560	Ion Tiriac Air	06 TIH131
05. D4-CBY	B737-83N	TACV	TCV624/9
D-CHIO	Ce525B	E-Aviation	EFD111
G-GZRP	PA-42-720	Air Medical	MCD057
PH-VBG	Falcon 2000EX	JetNetherlands	07 JNL658/148
06. CS-DUE	BAe125-750	NetJets Europe	NJE1TY
EC-JCU	SA227AC	Aeronova	07 OVA41G/321
HB-FOW	PC-12/45	Future Finance Corporation	
OK-SLA	Ce525	Silesia Air	08 SUA262A/281
PH-NLZ	SA226TC	N.L.R. - TU Delft	09
PH-PXA	EC135P2+	Nationale Politie	ZXP01
07. CS-DFU	Ce560XL	NetJets Europe	09 NJE6ZU
OK-PIA	P180	Eclair Aviaton	08 ECC181
PH-DTP	Beech 400A	JetNetherlands	09 JNL159/289
08. CS-DQB	Ce560XLS	NetJets Europe	NJE3TR/756W
D-ITFC	Beech B200	Ullrich	
EC-JCU	SA227AC	Aeronova	10 OVA323/51W
PH-DRK	Ce560XL	JetNetherlands	09 JNL509/046
PH-MFA	DA42NG	Martinair Lelystad	*MPH151
PH-VBG	Falcon 2000EX	JetNetherlands	09 JNL148/938
09. CS-DQB	Ce560XLS	NetJets Europe	NJE677F/3TR
D-CELI	Ce550 Bravo	Euro Link	
OO-EJA	Falcon 7X	Abelag Aviation	AAB005
PH-DTP	Beech 400A	JetNetherlands	10 JNL289/47
PH-FIS	Ce525	JetNetherlands	20 JNL311/420
PH-MFA	DA42NG	Martinair Lelystad	*MPH151
PH-NLZ	SA226TC	N.L.R. - TU Delft	10
10. CS-DRI	BAe125-800Xi	NetJets Europe	11 NJE344Q/7XH
F-HAPN	Falcon 50EX	Michelin Air Services	
G-JCBB	G550	JC Bamford Excavators	JCB1
M-OMAN	Falcon 7X	Empire Aviation Group	13 MJE013
OE-LIR	Do328-110	Welcome Air	TYW522L/3L
OE-LPZ	Global 5000	Amira Air	XPE77
PH-DTP	Beech 400A	JetNetherlands	12 JNL247/91
PH-MFA	DA42NG	Martinair Lelystad	4x *MPH151
PH-NLZ	SA226TC	N.L.R. - TU Delft	19
RA-02777	ERJ135BJ	Premier Avia	11 JSI9171/2
11. FAB-002	Falcon 50EX	Fuerza Aérea Boliviana	div 12
S-440	AS532U2	300sq	*Wolfhound13
V-11	G-IV	334sq	12 NAF61
CS-DGW	Ce525B	Valair Private Jets	VVV142/3
D-IMME	Ce551SP	ABC Nordflug	
G-JCBB	G550	JC Bamford Excavators	12 2x JCB1
N545CS	G-IVSP	Proflite / Zenair	12
N61AJ	Ce421C	Coco Air	arr
N642P	PA-31-310	Corporate Air	
OY-CKN	Falcon 2000EX	Air Alsie	MMD4877
PH-DRK	Ce560XL	JetNetherlands	14 JNL046/156
PH-PNG	PC-12/47E	Heijst	12
PH-VBG	Falcon 2000EX	JetNetherlands	16 JNL938/9



In July 2013, Aeroflot was revealed as the new official carrier of Manchester United. Airbus VP-BTL was redelivered to the company on 23 January in special Manchester United colours. (Amsterdam-Schiphol, 27 December 2013, Raymond Karsten)



In April 1963, this Antonov 12 was delivered to Aeroflot with registration CCCP-11766. Since then, it was in service with three other carriers, until it ended up with Ukraine Air Alliance as UR-CZZ. (Rotterdam-The Hague, 20 December 2013, Maarten Visser)

12. D4-CBY	B737-83N	TACV	TCV624/9	D-CNNN	Ce560XLS	DC Aviation	DCS206
D-IKOE	Ce510	Köpping Reederei	13	F-GLLO	SA226T(B)	Air Mana	arr
F-HAJV	Ce550	Valljet	VLJ51A/B	G-PEPE	Ce560XL	London Executive Avn	LNH30PE
F-HAPM	Falcon 50EX	Michelin Air Services		N800CA	Beech 1900D	Air Charters Europe	20
N666MX	Ce560XL	Flying Group	arr	OE-IEN	Falcon 2000EX	Global Jet Austria	GLJ93EN
OY-CKN	Falcon 2000EX	Air Alsie	MMD4877	PH-DRK	Ce560XL	JetNetherlands	29 JNL407/902
OY-GBB	CL-605	Execujet Scandinavia	13 VMP532	PH-MFA	DA42NG	Martinair Lelystad	2x *MPH151
PH-ECR	EC120B	Heli Holland		PH-NLZ	SA226TC	N.L.R. - TU Delft	20
PH-HRK	P180	JetNetherlands	15 JNL659	20. V-11	G-IV	334sq	21 NAF12
PH-MFA	DA42NG	Martinair Lelystad	*MPH151	CS-DXG	Ce560XLS	NetJets Europe	21 NJE034K/3QH
T7-VIG	Ce510	GENSA - General Servicios Aereos	13	CS-DXU	Ce560XLS	NetJets Europe	NJE7RT/303A
13. CS-DUB	BAe125-750	Netjets Europe	NJE835Y/1CA	D-CSAL	SA227AC	BinAir	BID8A
LX-FGB	Ce560XLS	Luxaviation	18 LXA70	HB-JRV	CL-601-3A	Sonnig	
PH-FJK	Ce525B	JetNetherlands	JNL961/128	LX-FGB	Ce560XLS	Luxaviation	21 LXA70
PH-PXA	EC135P2+	Nationale Politie	ZXP01	N1RQ	PA-46-500TP		
YU-BZZ	Ce550 Bravo	Air Pink		OH-SWI	Ce525A	Scanwings	ABF1A/B
14. CS-DUB	BAe125-750	NetJets Europe	15 NJE1CA	OO-TLB	DA42	PENNA	
CS-DXD	Ce560XLS	NetJets Europe	15 NJE3EU	PH-HRK	P180	JetNetherlands	JNL426
D-CTRI	Lj35A	Air Alliance Express	AYY112	PH-MFA	DA42NG	Martinair Lelystad	*MPH151
D-ILCE	PA-31T	Finow Air Service		UR-CZZ	An-12BP	Ukraine Air Alliance	UKL4092/3
N703RK	G-V	Intercontinental Exchange	15	21. HB-JRV	CL-601-3A	Sonnig	
PH-DTP	Beech 400A	JetNetherlands	17 JNL377/159	LX-FGB	Ce560XLS	Luxaviation	31 LXA70
PH-LUX	PA-46-350P	Luxajet		OH-SWI	Ce525A	Scanwings	ABF1C/D
PH-MFA	DA42NG	Martinair Lelystad	*MPH151	PH-JCI	Raytheon 390	Liberty Air	
15. PH-DRK	Ce560XL	JetNetherlands	19 JNL680/407	PH-MFA	DA42NG	Martinair Lelystad	*MPH151
PH-HRK	P180	JetNetherlands	17 JNL659/275	22. HB-JIN	Falcon 900EX	Jet Aviation Business Jets	PJS400
PH-KZD	Fokker 70	KLM Cityhopper	div KLM1046	PH-DTP	Beech 400A	JetNetherlands	02 JNL355/476
16. G-RMMA	Falcon 900EX	TAG Aviation (UK)		23. V-11	G-IV	334sq	24 NAF15/1
N1RQ	PA-46-500TP		2x	PH-MFA	DA42NG	Martinair Lelystad	2x *MPH151
OE-FZB	Ce510	GlobeAir	17 GAC185C/773X	SP-ZSZ	CL-300	Blue Jet	2x JDI20B
PH-HHK	Bell 206L1	Heli Holland	*	24. PH-DLN	P180	JetNetherlands	05 JNL466/783
17. D-CNAC	SA227DC	Binair	BID12A/B	25. V-11	G-IV	334sq	30 NAF11/0
D-CSWM	Ce550 Bravo	Bluebird Aviation		D-AAAX	CL-604	Air Independence	
G-FLCN	Falcon 900B	Xclusive Jet Charter	XJC429	D-ISCO	Ce525A	Windrose Air Charter	QGA355T/6T
N1RQ	PA-46-500TP			PH-ACE	Beech 300	JetNetherlands	
N5585	G550	Halliburton Energy Services		PH-JND	Ce560XLS	JetNetherlands	03 JNL374/725
OE-HPG	CL-300	Amira Air	XPE44	26. 9H-GTY	Beech 350i	SkyWork Executive	MLT24P/241
PH-DTP	Beech 400A	JetNetherlands	19 - /JNL355	CS-DRX	BAe125-800XPi	NetJets Europe	NJE974G/550Y
PH-VBG	Falcon 2000EX	JetNetherlands	26 JNL939/889	27. CS-DXT	Ce560XLS	NetJets Europe	NJE933T/655B
18. LX-FGB	Ce560XLS	Luxaviation	20 LXA70	OE-FHK	Ce510	GlobeAir	GAC120A/804C
N1RQ	PA-46-500TP			PH-PXD	EC135P2+	Nationale Politie	ZXP04
OY-EKC	Falcon 7X	Air Alsie	MMD11	28. G-SDRY	Ce525C	Nowdeswell Aviation	
PH-HRK	P180	JetNetherlands	20 JNL275/426	OE-GBB	Do328-110	Welcome Air	TYW262B/3B
PH-MFA	DA42NG	Martinair Lelystad	*MPH151	OE-GBB	Do328-110	Welcome Air	TYW264B/5B
PH-PXD	EC135P2+	Nationale Politie	ZPX04	PH-FVD	R44	Delon Air	
19. D-CEXP	Lj35A	Air Alliance Express	AYY110	29. HB-JIN	Falcon 900EX	Jet Aviation Business Jets	PJS400
D-CGRC	Lj35A	Jet Executive Int'l	JEI343	OE-GBB	Do328-110	Welcome Air	TYW272B/3B
D-CNAC	SA227DC	Binair	20 BID12C/07A	PH-DRK	Ce560XL	JetNetherlands	03 JNL902/156

30. CS-DUG	BAe125-750	Netjets Europe	01 NJE164G/8AF	03. EC-JQE	G200	Gestair	GES081/082
OO-NHM	AS365N3	N.H.V.		G-FBNK	Ce510	Blink	BKK02A
31. OE-GBB	Do328-110	Welcome Air	TYW222B/3B	PH-MFA	DA42NG	Martinair Lelystad	MPH151
PH-PXD	EC135P2+	Nationale Politie	ZXP04	04. G-988	C-130H	336sq	*NAF78
British Airways:				D-GMZE	PA-34-200T	Norden Air	
G-DBCA	05 ² , 06, 16	G-EUUK	26	D-HOAR	AS365N2	NHC Northern Helicopters	*
G-DBCB	08 ² , 09, 10, 17, 18, 19, 24 ²	G-EUUN	28	PH-CMW	Ce525	Uniwest Group	
G-DBCC	02, 03, 07, 08, 12, 20, 24, 27, 31	G-EUYM	12	PH-MFA	DA42NG	Martinair Lelystad	MPH151
G-DBCG	10, 26, 31 ²	G-MIDO	01 ³ , 02, 15, 20, 23, 29 ²	SE-MEN	Beech F90	Varmförzinkning	
G-DBCH	09, 10, 13	G-MIDS	02	05. N607LM	Eclipse 500	SAS – Ing.Gerritse Holding	12
G-DBCI	03, 04 ² , 30	G-MIDT	03, 04, 19, 21, 23	06. D-HOAR	AS365N2	NHC Northern Helicopters	*
G-EUPS	14	G-MIDX	13, 17 ² , 18, 22 ² , 30	N1RQ	PA-46-500TP		
Lufthansa Regional:				SE-MEN	Beech F90	Varmförzinkning	
D-ACKA	04, 10	G-MIDY	06, 11, 15 ² , 16, 18, 22, 27, 29	07. HB-JOE	G550	G5 Executive	
D-ACKB	09, 19, 26	D-ACKK	16	08. D-IATE	CeF406	Air-Taxi Europe	09 TWG100
D-ACKC	23	D-ACKL	11	PH-MFA	DA42NG	Martinair Lelystad	MPH151
D-ACKD	18, 20	D-ACPE	03, 18, 27, 28	09. CS-DFU	Ce560XLS	NetJets Europe	10
D-ACKE	03	D-ACPH	06, 09, 17, 20, 22	N2000A	Falcon 2000EX	Dassault Falcon Jet	10
D-ACKG	02	D-ACPJ	01, 05, 11, 17, 25, 31	N620CM	Ce510	Erik Vandefonteyne	
D-ACKH	12, 16	D-ACPM	04, 08	PH-ACI	CeT303	AIS Activa	
D-ACKJ	02, 13	D-ACPO	07, 12, 15, 30	PH-CGC	Do228-212	Kustwacht	NCG01
		D-ACPS	10, 13, 14, 19, 21	PH-DTS	DA42	Wings over Holland	
				PH-HHK	Bell 206L1	Heli Holland	
Bmi operated a charter to Vigo on the 3rd. TACV operated two flights this month on the 5th and 12th, before transferring its service back to Schiphol. The return flight took place the next day. Premier Avia arrived and departed to Sheremetyevo on the 10th. The Boliviana Falcon on the 11th, was an Eindhoven diversion. The Antonov on the 20th arrived from Prestwick and departed to Damascus. The SkyWork Beech on the 26th, operated a Maleth-Aero flight. Maleth-Aero manages this aircraft when SkyWork has no use for the aircraft.				PH-HKM	PA-34-200T	KN Singles & Twins	
Credit: Rotterdam Airport, Airnieuws, Scramble MB.				PH-MFA	DA42NG	Martinair Lelystad	MPH151
Groningen				10. D-AHHD	A320-214	Hamburg Airways	HAY842F/8426
				D-HOAR	AS365N2	NHC Northern Helicopters	*
				PH-ACI	CeT303	AIS Activa	
				11. D-HOAR	AS365N2	NHC Northern Helicopters	13 div
				G-WVIP	Beech 200	Capital Air Charter	EGL63X
				PH-VRX	B737-7K2	Transavia	TRA6607
				12. D-AHHD	A320-214	Hamburg Airways	HAY8447/883F
				N23FK	Eclipse 500	SAS – Ing.Gerritse Holding	10
				14. D-IFUT	BN-2B-20	FLN Frisia Luftverkehr	*
				D-ISHF	PA-31T1	Heli-Flight	
				PH-ACI	CeT303	AIS Activa	
				PH-DTS	DA42	Wings over Holland	
				PH-HKM	PA-34-200T	KN Singles & Twins	
				15. PH-HKM	PA-34-200T	KN Singles & Twins	
				16. PH-DTS	DA42	Wings over Holland	19
				PH-HLM	PA-34-200T	KN Singles & Twins	
				PH-MFA	DA42NG	Martinair Lelystad	MPH151
				17. N1RQ	PA-46-500TP		
				PH-MFA	DA42NG	Martinair Lelystad	MPH151
				18. G-988	C-130H	336sq	*NAF78
				F-GJBC	PC-6/B2-H4	Atlantel Aero Services	19
				OK-PMC	PC-12/47E	T-air	
				PH-HLM	PA-34-200T	KN Singles & Twins	



Being part of the fast moving aerial force for exercise "Purple Windmill", the RAF brought two 100sq Hawk T1s to Eindhoven. Seen here is one of them, XX285/CB, recovering from its mission on 10 December 2013. (Eindhoven, Niels Quist)



C-40 02-0042 is the military version of the Boeing 737-700BBJ and in service with the 76th AS. (Eindhoven, 20 December 2013, Mario Boeren)

PH-MFA	DA42NG	Martinair Lelystad	MPH151
20.N1RQ	PA-46-500TP		
PH-DTS	DA42	Wings over Holland	
PH-HKM	PA-34-200T	KN Singles & Twins	
PH-HLM	PA-34-200T	KN Singles & Twins	
PH-MFA	DA42NG	Martinair Lelystad	MPH151
23.PH-HLM	PA-34-200T	KN Singles & Twins	
27.OE-FZA	Ce510	GlobeAir	GAC426G/596H
PH-ECD	EC120B	Heli Holland	
PH-MFA	DA42NG	Martinair Lelystad	MPH151
30.D-HHNNH	S-76B	HeliService International	*HSO011C

December started with an approach by a German Dauphin, one off many this month. On the 2nd, a fuel stop by the Belgian Robinson, on its way to Odense. The Swedish King Air on the 4th made a stop on its way to Albacete. Its came by a second time on the 6th, while on its way home from Albacete. The Falcon on the 9th came from and departed to Québec. Hamburg Airways operated a charter to Barcelona on the 10th. The return trip was on the 12th. On the 11th, the Dauphin diverted to Eelde. The French Turbo Porter on the 18th, arrived from Sønderborg, Denmark and departed to Zwartberg, Begium. The last visitor for 2013 was a Sikorsky S-76B, performing an approach from Emden.

Credit: GEAS.

Deventer-Teuge

December 2013			
04.PH-CMW	Ce525	Uniwest Group	tst
05.PH-PXZ	AW139	Nationale Politie	ZXP26
06.OO-AFM	Beech C90	Airworks	dep
08.PH-HHJ	AS355F2	Heli Holland	
10.A-247	SA316B	300sq	
PH-PXE	EC135P2+	Nationale Politie	ZXP05
12.PH-PXZ	AW139	Nationale Politie	ZXP26
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
20.PH-BYA	Beech 58	KLS	
23.PH-ATT	H269C	Heli Holland	
28.PH-DWW	R44	Wikselaar Satellite Trading	
PH-SEW	R22	Wikselaar Satellite Trading	
29.PH-CMW	Ce525	Uniwest Group	tst
PH-KBB	Beech C90B	JetNetherlands	arr

The Citation on the 4th, operated a test flight via Eelde. The Beech on the 6th departed to Antwerp. On the 29th another local test flight and a Beech, arriving from Maastricht.

Credit: Teuge Airport.

Eindhoven

December 2013			
01.075/F-RAJA	A340-211	ET03.060	02 CTM1023
LN-RDY	DHC-8-402	Widerøe	08 WIF9064/6
PH-JCI	Raytheon 390	Liberty Air	03
PH-SOL	Ce525	ASL	11
02.FA118	F-16AM	10w	*2x MACE71
LX-N90442	E-3A	NAEW&CF	*3x
Q-30	AH-64DN	301sq	*GLV-V
03.075/F-RAJA	A340-211	ET03/060	04 CTM1024
50+79	C-160D	LTG63	04 GAF038
D-INER	Ce525	Mach Operation	
OM-SYN	Ce525B	Opera Jet	04 OPJ500
04.ST47	SF260D	CC Air	*BAF195
744	C-130H	356 MTM	05 HAF356H
D-666	CH-47D	298sq	*Grizzly57, GLV-V
S-441	AS532U2	300sq	*Wolfhound23, GLV-V
D-INER	Ce525	Mach Operation	
LX-JET	Ce525B	Oyonnair	05
PH-MYX	Ce650	ASL	18
05.01	C-17A	HAW	06 Bartok33
84-0109	C-21A	76th AS	*Valor21
D-103	CH-47D	298sq	*Grizzly57, GLV-V
D-662	CH-47D	298sq	*Grizzly78, GLV-V
J-197	F-16AM	312sq	*Burst
L-12	PC-7	131EMVosq	*Diamond29
S-441	AS532U2	300sq	*SINTERKL/Duke2, GLV-V
I-DEAC	Ce525	Aviomar	LVN301/ -
OO-GMJ	Beech 350	Air Service Liège	
06.CE01	ERJ135LR	21sm	*BAF606
FB18	F-16BM	10w	*BAF419
84-0096	C-21A	76th AS	*Valor42
99-0402	C-37A	76th AS	*Valor37
OE-GVP	Lj60XR	VistaJet	VJS545/142
PH-JCI	Raytheon 390	Liberty Air	08
07.01	C-17A	HAW	08 Bartok33
OO-GMJ	Beech 350	Air Service Liège	10
09.XX329/CJ	Hawk T1	100sq tdy	16 RFR7020/Pirate17
D-662	CH-47D	298sq	*Corona2, GLV-V
S-440	AS532U2	300sq	*Wolfhound13
S-441	AS532U2	300sq	*Wolfhound67
N800CA	Beech 1900D	Air Charters Europe	
PH-ACE	Beech 300	JetNetherlands	
10.XX285/CB	Hawk T1	100sq tdy	16 RFR7021/Pirate14
CS-DFU	Ce560XL	NetJets Europe	NJE468P/549D
N28SP	Ce550 Bravo	Tradlux	11
OO-TNP	B737-45D(F)	TNT Airways	TAY347P/1308
UR-GAK	B737-5Y0	Ukraine Int'l Airlines	12 AUI2327/028
11.FB21	F-16BM	2w	*BAF251

D-891	CH-47F	298sq	*Grizzly21, GLV-V	J-632	F-16AM	322sq	*Killer
U-05	Fokker 50	DMO	*NAF60	HB-JEL	ERJ135BJ	G5 Executive	EXH651/2
12.ST19	SF260M+	CC Air	*BAF195	OY-SRF	B767-219(F)	Star Air	SRR151/152P
SF48	SF260D	CC Air	*BAF199	P4-GEM	Falcon 900EX	GEM Aviation	
50+87	C-160D	nn white c/s	GAF031/2	PH-SOL	Ce525	ASL	20
D-102	CH-47D	298sq	*Grizzly31, GLV-V	20.02-0042	C-40B	76th AS	*Valor40
<u>S-441</u>	AS532U2	300sq	*Wolfhound65, GLV-V	S-447	AS532U2	300sq	*Demon4, GLV-V
OO-PRM	Ce510	Air Service Liège		CS-TMT	A330-322	Belgium Air Force - HiFly	BAF630
PH-FJK	Ce525B	JetNetherlands	dep	D-CWIN	Ce680	Eisele Flugdienst	21 EFD888
13.51+15	C-160D	LTG61	GAF066	PH-JCI	Raytheon 390	Liberty Air	21
84-0096	C-21A	76th AS	*Valor42	PH-SOL	Ce525	ASL	26
84-0110	C-21A	76th AS	*Valor21	21.LZ-MDA	A320-232	Air Via	WZZ7715/6
<u>D-890</u>	CH-47F	298sq	*Grizzly77, GLV-V	N113WJ	G-IV	Professional Flight Transport	
<u>S-440</u>	AS532U2	300sq	*Wolfhound21, GLV-V	PH-CTH	Falcon 2000LX	Flying Group	FYG031V/2V
CS-DXK	Ce560XLS	NetJets Europe	NJE3LD/609G	PH-JCI	Raytheon 390	Liberty Air	28
G-FIRM	Ce550 Bravo	Flairjet	14 FLJ006F/782	PH-MYX	Ce650	ASL	23
OO-PRM	Ce510	Air Service Liège	20	23.92-13123	RC-12X	B/1MI Bn	*Argus27
PH-FJK	Ce525B	JetNetherlands	JNL128	OO-CIV	Ce525A	Abelag Aviation	AAB355
PH-MFX	Ce650	JetNetherlands	17 JNL739/397	PH-FJK	Ce525B	JetNetherlands	28 JNL196/7
PH-SOL	Ce525	ASL	17	24.EC-LCX	Ce510	Aerodynamics Malaga	DSP121/2
14.M-ABEU	Lj45XR	Ryanair	RYR01	PH-NDK	Falcon 900B	ASL	26 div
RA-76503	IL-76TD-90VD	Volga-Dnepr Airlines	16 VDA4022/3	25.OY-KLG	Ce560 Ultra	Scandinavia Executive Jet	JUT132
15.C-GOHB	Falcon 2000LX	Aviation Starlink	16	PH-ECC	PC-12/45	Elas Prof'l Services Network	26
D-CIRP	Do328-110	MHS Aviation (a/w)	06 MHV771	26.PH-PKX	Ce750	ASL	arr
D-IFGN	PA-31T		16	PH-SOL	Ce525	ASL	arr
PH-FJK	Ce525B	JetNetherlands	16 JNL128/9	28.01	C-17A	HAW	29 Bartok34
16.Q-08	AH-64DN	301sq	Knife01	PH-ECC	PC-12/45	Elas Prof'l Services Network	
Q-30	AH-64DN	301sq	Knife02	PH-FJK	Ce525B	JetNetherlands	29 JNL197/9
ES-TLE	L-39C	Skyline Aviation	Lion39	PH-JCI	Raytheon 390	Liberty Air	30
I-NATS	Falcon 2000EX	Eurojet	17 SIO613	29.T-255	DC-10-30	334sq	dep NAF40
PH-FJK	Ce525B	JetNetherlands	21 JNL129/96	G-FIRM	Ce550 Bravo	Marshall of Cambridge	FLJ783/783F
17.50+36	C-160D	LTG62	GAF640	PH-ECC	PC-12/45	Elas Prof'l Services Network	
L-07	PC-7	131EMVOsq	*	30.D-IPCC	Ce525A	Proair Aviation	31
Q-24	AH-64DN	301sq	Knife01	OO-CEJ	Ce525	Air Service Liège	arr
Q-30	AH-64DN	301sq	Knife02	PH-CTH	Falcon 2000LX	Flying Group	FYG033V/4V
ES-TLE	L-39C	Skyline Aviation	*Lion39	PH-JCI	Raytheon 390	Liberty Air	arr
N113WJ	G-IV	Professional Flight Transport	19	31.T-255	DC-10-30	334sq	arr NAF40
N369ST	PA-46-350P	BJ Aviation		PH-MYX	Ce650	ASL	arr
OO-CEJ	Ce525	Air Service Liège	29				
PH-JCI	Raytheon 390	Liberty Air	20 2x				
PH-SOL	Ce525	ASL	19				
18.99-0402	C-37A	76th AS	*Valor37				
L-03	PC-7	131EMVOsq	*Diamond23				
N341ML	M28	Sierra Nevada Corporation					
PH-CGC	Do228-212NG	Kustwacht	*NCG03				
PH-MFX	Ce650	JetNetherlands	arr JNL397				
19.CH07	C-130H	20sm	*				
J-509	F-16AM	322sq	*Killer				

On the 1st, an all white Saab 2000 departing fresh from the paint shop. It was replaced by a Cimber Canadairjet on the 4th, which came in for an all white coat of paint, too. Also on this date, several diversions from Amsterdam due to weather. Dinamo Zagreb arrived on the 6th for a Europa League football match the next day against PSV Eindhoven. Both RAF Hawks visited Eindhoven as they were fast moving training assets for the Purple Windmill exercise. Both planes flew multiple missions a day as Pirate/Aggressor flight with



Ilyushin Il-76 RA-76503 first flew in October 2011. Volga-Dnepr is the current operator. (Eindhoven, 3 December 2013, Ben Uffen)



On behalf of the Netherlands Ministry of Defence this French Air Force Airbus A340-211, 075/F-RAJA, flew a group of marines from Eindhoven to Curaçao and back to Eindhoven. M. de Rijk captured the Airbus on departure at Eindhoven on 2 December 2013.

the exception of 11 December as fog conditions blocked their flight plan. After a recent change Ramstein based 76th AS had a 'new' Learjet C-21A on duty so 84-0096 made some spotters happy on 6th and 13th. Volga-Dnepr on the 14th, arrived from Gander and departed to Belfast. The Dornier on the 15th, arrived for painting and departed in British Airways colours. It is destined for Sun-Air. Highlight of this month was the M-28 or C-145A as the USAF names it on the 18th, on its way to the USA for refurbishment by Sierra Nevada and will join 6th SOS afterwards. Next to the civilian registration it also carried (1)3-0341. The Falcon on the 24th was a Nieder-rhein diversion. Ending the month is local 334sq based DC-10 T-255 which flew its last operational mission for the RNLAf. After arrival she will be stored depending her fate, that will include scrap.

Credit: Eindhoven Airport, Luca Neggers, Coen van Noordwijk, Oscar Sannen, Yorden van de Weteringh, EWAS, Scramble MB.

Hilversum

December 2013			
02. D-HMSH	R44	S.P. Helicopter-Service	03 2x
03. D-HMSH	R44	S.P. Helicopter-Service	
08. PH-RWX	H269C	Rotor & Wings	
10. PH-PHY	H269C	Prince Helikopters	
PH-WRW	EC120B	Heli Holland	
12. D-HMSH	R44	S.P. Helicopter-Service	13
14. PH-RWX	H269C	Rotor & Wings	17
18. S-445	AS532U2	300sq	*Demon3
28. PH-RWX	H269C	Rotor & Wings	
29. PH-RWX	H269C	Rotor & Wings	

The helicopter on the 14th developed a technical problem, preventing a departure back to Lelystad on the same day.

Credit: Ernesto Bauer, Bert Visser, Kees van Aggelen.

Gilze-Rijen

December 2013			
03. PH-NLZ	SA226TC	N.L.R. - TU Delft	*
05. L-02	PC-7	131EMVOsq (spec c/s)	*Diamond29
S-441	AS532U2	300sq	Sinterklaas/Duke2
09. L-02	PC-7	131EMVOsq (spec c/s)	*Diamond19
ES-TLE	L-39C	Skyline Aviation	Lion39

N116MA	Lj36A	Skyline Aviation	Lion16
OE-FDN	SC-7	Pink Aviation	tdy 17
10. L-02	PC-7	131EMVOsq	*Diamond08, 31
L-05	PC-7	131EMVOsq	*Diamond10
L-07	PC-7	131EMVOsq	*Diamond15
L-10	PC-7	131EMVOsq	*Diamond04
ES-TLE	L-39C	Skyline Aviation	Lion39
N116MA	Lj36A	Skyline Aviation	17 Lion16
13. ES-TLE	L-39C	Skyline Aviation	17 Lion 39
ES-YLZ	L-39C	Skyline Aviation	17 Lynx01

The combined Army/Air Force training near former Deelen airbase continued in December, so the Skyline Aviation fleet was seen often operating from Gilze-Rijen. The Pink Aviation Skyvan was back again for extra parachute training course transports so despite the low amount of visitors it surely was busy. The local Cougar is mentioned, as it was flying from Gilze-Rijen to the GLV-V training grounds near Eindhoven with her transponder set as 'Sinterklaas', the well-known Saint in The Netherlands who celebrates his birthday on 5 December. After ATC informed the crew about their special flight code, they changed it to Duke2.

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

De Kooy

December 2013			
13. N-233	NH90-NFH	860sq	arr NRN836
17. H33	A109BA	1w	BAF340
20. PH-EUI	S-92A	CHC Netherlands	f/n

Besides the Belgian Agusta 109, the Caribbean deployed NH90 returned back to De Kooy with callsign Netherlands Navy 836. The number refer to the HNLMS Amsterdam, which carries A836. On the 20th, the first Sikorsky S-92 was noted.

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

Leeuwarden

December 2013			
04. G-988	C-130H	336sq	*NAF72
02. G-988	C-130H	336sq	*NAF78, 79
06. J-635	F-16AM	313sq	09 NAF313/NAF82

09.J-362	F-16AM	323sq	dep NAF81
10.FA57	F-16AM	2w	BAF221
G-988	C-130H	336sq	*NAF78

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

Lelystad

01.PH-BYE	Beech 58	KLS	KLM7908
02.N137KM	PA-46-500TP		
PH-ACE	Beech 300	JetNetherlands	
03.PH-ENK	R44	H. Vink	
06.D-666	CH-47D	298sq	*Grizzly53
07.PH-DWW	R44	Wikselaar Satellite Trading	
08.HB-LUQ	PA-31T	Martin Fleisch	
09.PH-DWW	R44	Wikselaar Satellite Trading	
PH-SEW	R22	Wikselaar Satellite Trading	
10.PH-ACE	Beech 300	JetNetherlands	
11.U-06	Fokker 50	DMO	tst NAF60
12.HB-JFJ	CL-600-2B16	Nomad Aviation	dep
14.PH-DWW	R44	Wikselaar Satellite Trading	
PH-KTM	R44	Eric Richter Heliservice	
PH-SEW	R22	Wikselaar Satellite Trading	3x
15.N35YY	AS350B2	Schuybroek Aviation	
16.L-09	PC-7	131EMVOsq	*Diamond15
PH-KGJ	EC120B	Heli Holland	18
17.G-TRAT	PC-12/47	Bournemouth Comm. Flt Training	
18.S-445	AS532U2	300sq	*Demon3
U-06	Fokker 50	DMO	tst NAF60
N537EM	Beech B200		
19.L-12	PC-7	131EMVOsq	*Diamond15
PH-LPH	EC120B	H.P.L. Metals	20
20.PH-ELP	EC135T2+	ANWB - MAA	arr
23.PH-DWW	R44	Wikselaar Satellite Trading	
PH-SEW	R22	Wikselaar Satellite Trading	
29.N137KM	PA-46-500TP		
30.D-EPUS	PA-46-500TP		

The Challenger on the 12th departed after a repaint by QAPS. The Beech on the 18th arrived from Koblenz-Winningen.

Credit: Jeroen Schonewille, Ernesto Bauer, Scramble MB.

Volkel

01.84-0085	C-21A	76th AS	*Spar91
02.G-988	C-130H	336sq	*NAF78
ES-TLE	L-39C	Skyline Aviation	Lion39
04.D-666	CH-47D	298sq	Grizzly57

December 2013

J-628	F-16AM	DMO	arr Archer1
N116MA	LJ36A	Skyline Aviation	Lion16
06.FB18	F-16BM	10w	BAF419
09.PH-NLZ	SA226TC	N.L.R. - TU Delft	*
16.LX-N90450	E-3A	NAEW&CF	*NATO02
A-247	SA316B	300sq	*Bluebird form
A-275	SA316B	300sq	*Bluebird form
19.84-0081	C-21A	76th AS	Bursa92

Credits: SG Volkel Message Board, Oscar Sannen, Scramble MB.

Woensdrecht

01.PR-ONC	A318-121	Avianca	dep ONE9902
02.Q-19	AH-64DN	301sq	tst Redskin05
SP-AEK	A320-214	Bingo Airways	18 BGY157P/158P
04.D-102	CH-47D	298sq	*Grizzly78
G-781	C-130H	336sq	*Bull01
PH-KZA	Fokker 70	KLM Cityhopper	dep KL9956
PH-PXZ	AW139	Nationale Politie	*ZXP26
05.HA-LPO	A320-232	Wizzair	11 WZZ701
06.Q-19	AH-64DN	301sq	dep Redskin06
10.PR-AVC	A319-115	Avianca	19 ONE9902
11.S-440	AS532U2	300sq	*Wolfhound13
9A-CTF	A320-212	Croatia Airlines	arr CTN7450
G-JEDK	DHC-8-402	AMRA Leasing (a/w)	dep SYU051
HA-LPQ	A320-232	Wizzair	17 WZZ703/1
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
12.G-275	C-130H-30	336sq	*NAF75
16.1x	F-16BM	10w	*BAF431
S-440	AS532U2	300sq	*Duke4
18.H35	A109BA	1w	*BAF317
ST46	SF260D	CC Air	*BAF195
Q-19	AH-64DN	301sq	*
19.S-445	AS532U2	300sq	*Duke6
20.S-445	AS532U2	300sq	*Demon4
OE-ICR	A320-233	TAME	arr SXI1352
YL-LCM	A320-211	SmartLynx (a/w)	dep AXE421P
30.PH-KZB	Fokker 70	KLM Cityhopper	arr KL9955

December brought Woensdrecht mainly local military visitors. On the civil side was more excitement, as Avianca got her Airbus A318 back after maintenance and later on returned with an A320. They keep increasing in size, however these Brazilian visitors won't become any bigger than this as Fokker Service can't handle these. Bingo Airways brought back their A320 for some love and tender. Wizzair Hungary brought two A320s. A former FlyBe Dash 8 left as well, in all



CHC Helicopters Netherlands took delivery of Agusta Westland AW139 PH-EUJ in November 2013. (De Kooy, 23 December 2013, Ernesto Bauer)

white colours. TAME Ecuador is about to receive another A320 and SmartLynx has one of their A320s leased to Air Explore Slovakia. KLM Cityhopper closes the year with KZB arriving for maintenance.

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

Flamingo (Bonaire, Dutch Caribbean)

December 2013

01. N387CC	SA226T(B)	Icon Aviation	
N66ZB	BAe125-800XP	REG Equipment	
YV1851	RC690C		03
02. YV1426	Ce402B		
05. N340DD	Ce340A	Van Straten Wiekenkamp Airservice	
N497AS	Beech 400	Inversiones L-55-014 C.A.	
YV2602	PA-31-350		
06. N100RY	EMB500	Panalux Global Trading	
PJ-SBC	PA-31-350	United Caribbean Airlines	
09. N100RY	EMB500	Panalux Global Trading	
10. YV2679	IAI1125SP	Constructora Sambil	
11. PJ-SBC	PA-31-350	United Caribbean Airlines	
YV1425	Ce402B		
12. HK-4253	B737-2H6C	Aérosucre Colombia	13
YV1820	Ce551		13
13. HK-727	B727-59(F)	Aérosucre Colombia	
14. N3750C	Ce402B	Adams Aviation Services	
17. YV512T	Beech 90		
YV525T	Lj25		
19. YV1987	BN-2B-21	(a/w)	
YV1994	RC690		
YV2875	Ce550		
20. 8R-NBH	Ce208B		del
YV1486	Beech 100		
YV547T	BAe3101	Sundance Air Venezuela	f/v
21. PJ-SBC	PA-31-350	United Caribbean Airlines	
YV1987	BN-2B-21	(a/w)	
22. N87SA	Beech B200	Trond Osthaug	
YV1851	RC690C		29
YV537T	BAe3101	Sundance Air Venezuela	f/v
23. N760JR	IAI1125SPX		
YV1994	RC690		
YV2342	PA-34		
YV2812	PA-31		
24. N539XJ	CL-300	Xojet	

PJ-SBC	PA-31-350	United Caribbean Airlines	
26. YV2406	RC690B		
27. N322ST	Ce501	C & W Aviation	
N356DC	Ce525B	Zephyr Air	29
28. PJ-SBC	PA-31-350	United Caribbean Airlines	
YV290T	A109S	Inversiones Occiaerea	29
29. N119PA	Ce402B	Jose G. Ramos	
PJ-SBC	PA-31-350	United Caribbean Airlines	
YV1526	PA-34		
30. N153ML	Beech 200	Jet Resale Company	
YV2406	RC690B		
31. HK-4058G	PA-31-350		

Arke Fly:

PH-OYE	10	PH-OYI	07, 17, 19, 26, 28
PH-OYJ	03, 05, 12, 14, 21, 24, 31		

Delta:

N676DL	07	N681DA	28
N679DA	14	N686DA	21

United:

N13716	07	N37255	22
N14731	21	N37422	29
N15710	14	N37462	23
N16709	07	N37464	29
N27733	14	N39475	30
N33284	28	N54711	28
N33286	20	N77258	21
N36447	22	N87527	27

Left out were KLM, EZ Air (BN2- and PA-31), Insel Air (EMB110, Fokker 50 and MD-80), Tiara Air (Sh360), Divi Divi Air (BN-2) and Learjet 35 N389KA which is based here, unless operating a non-scheduled flight.

A nice variety of aircraft this month, starting with SA226 on the 1st and a Phenom 100 on the 6th and 9th. On the 20th a first visit of Sundance Air Venezuela with a Jetstream and a delivery flight of a Caravan, travelling from Kingston, Jamaica to Georgetown Ogle Airport in Guyana. The second Sundance Jetstream visited on the 22nd. The 28th brought us a chopper and the 31st a Colombian pre-fix on a twin, something different from the usual Venezuelans. ArkeFly added a third flight in the week and United really expanded during Christmas.

Credit: Danny de Kiewit.



The EP-3E Aries II remains one of the most interesting versions of the Lockheed Orion. This Whidbey Island based VQ-1 Aries II 156514 is used for electronic intelligence gathering from Hato. (13 December 2013, Felix Martina)

Movements Belgium & Luxembourg



Originally delivered to Air France in 1981 as F-BVGO this Airbus A300 has been flying for Tristar Air Cargo as SU-BMZ since April 2003. They have added their website on the back of the fuselage. They are flying twice a week to Brussels. (Brussels, 20 December 2013, Robin Bamps)

Antwerp

December 2013

01. CS-DNW	Ce560XL	NetJets Europe		10. N800J	G550	Johnson & Johnson	f/v
D-HUAE	EC120B	Heliventure FTO - HTM		OO-MTM	R44	Mirimar	lf
OO-RFF	R44	Heliventure FTO		PH-ECR	EC120B	Heli Holland	
OO-TOF	R44	Toran		VQ-BSP	Falcon 7X	Shell	f/v
02. CS-DFS	Ce560XL	NetJets Europe	2x 08	11. G-SONE	Ce525A	Centreline Air Charter	
D-HUAE	EC120B	Heliventure FTO - HTM		G-WALI	R44	Casdron Enterprises	f/v 12
G-JAGA	EMB505	London Executive Aviation	f/v 03	M-ARTY	PC-12/47E	Creston (UK)	12
LX-HBL	Cabri G2	BC Consulting	f/v	OO-CEJ	Ce525	Air Service Liège	17
OO-GEE	PC-12/47E	Pilatus Club One	07	OO-TOI	Falcon 7X	Flying Group	del
OO-RFF	R44	Heliventure FTO		PH-DIX	PC-12/45	Din-Air	12
03. CS-DRG	BAe125-800Xi	NetJets Europe	05	12. S-441	AS532U2	300sq	
CS-DRI	BAe125-800Xi	NetJets Europe	04	G-LUBB	Ce525	Centreline Air Charter	13
G-JAGA	EMB505	London Executive Aviation	04	OO-CIV	Ce525A	Abelag Aviation	
M-ARTY	PC-12/47E	Creston (UK)		OO-LAC	Beech 200C	Abelag Aviation	
OE-LIR	Do328-110	Welcome Air		13. D-ISKY	Beech B200	Air Hamburg	14
OO-STZ	AS350B2	Stephex Stables	arr	M-LEYS	Beech C90GT	Heres Aviation	15
PH-VBG	Falcon 2000EX	JetNetherlands		OO-ACC	Ce525A	Air Service Liège	
04. CS-DXE	Ce560XLS	NetJets Europe		OO-LET	Beech B200	Air Service Liège	arr
D-CHGS	EMB505	Hans Grohe	f/v 05	SE-MIR	DA42NG	SPU - Svensk Pilotutbildning	14
F-HACJ	Beech 350	CASAM	05	14. N999GP	G450	GEP Air	f/v 15
G-CEGP	Beech B200	Cega Air Ambulance	f/v	15. OO-MTM	R44	Mirimar	18
PH-AIJ	PA-34-200T	Expair		16. OE-GAA	Ce560	Tyrolean Air Ambulance	
PH-WRW	EC120B	Heli Holland		OH-STP	CL-300	Airfix Aviation	f/v
05. D-FSFS	PA-46-500TP	Schumacher Packaging		OO-HPK	CeU206G	Para Club Hoevenen	23
EX-JXM	PC-12/45	Heliworld Compania Aérea	f/v	YU-BZZ	Ce550 Bravo	Air Pink	17
LX-EBE	Ce560XLS+	Flying Group Luxembourg	06	17. M-ARTY	PC-12/47E	Creston (UK)	
06. D-FKGI	PC-12/47E	Hans Grohe	f/v 07	OO-HEY	R44	Paramount	
LX-EBE	Ce560XLS+	Flying Group Luxembourg	08	18. F-HACJ	Beech 350	CASAM	
OE-GAA	Ce560	Tyrolean Air Ambulance	07	OE-LIR	Do328-110	Welcome Air	
PH-AIJ	PA-34-200T	Expair		OO-GEE	PC-12/47E	Pilatus Club One	20
07. OK-ESC	Beech 400XT	Time Air	08	OO-MTM	R44	Mirimar	26
OO-RFF	R44	Heliventure FTO		PH-AIJ	PA-34-200T	Expair	
08. D-HUAE	EC120B	Heliventure FTO - HTM		PH-KGJ	EC120B	Heli Holland	
LX-EBE	Ce560XLS+	Flying Group Luxembourg	11	19. D-IHNN	Ce525A	German Private Jet Group	
OO-GEE	PC-12/47E	Pilatus Club One	09	LX-EBE	Ce560XLS+	Flying Group Luxembourg	02
09. CS-DHR	Ce550 Bravo	NetJets Europe	10	20. D-AUKE	CL-604	Challenge Air	
CS-DXL	Ce560XLS	NetJets Europe		G-LEAA	Ce510	London Executive Aviation	
M-ARTY	PC-12/47E	Creston (UK)		OO-GEE	PC-12/47E	Pilatus Club One	21
N300PP	Beech 300LW	A. Ruijgrok		PH-DIX	PC-12/45	Din-Air	
OO-ACO	Ce510	Air Service Liège		21. G-LEAB	Ce510	London Executive Aviation	
OO-ACT	Falcon 900C	Flying Group		M-LEYS	Beech C90GT	Heres Aviation	
OO-CEJ	Ce525	Air Service Liège	10	YU-SVL	Ce560XLS	Prince Aviation	f/v
OO-GEE	PC-12/47E	Pilatus Club One	18	22. CS-TFO	Lj40	Omni Air	f/v 23
OO-MTM	R44	Mirimar	lf	23. CS-DXH	Ce560XLS	NetJets Europe	
PH-AIJ	PA-34-200T	Expair		OO-HPK	CeU206G	Para Club Hoevenen	
				26. D-CAST	Ce525B	Vibro Air Services	f/v 27
				LY-VJB	Ce510	Avia Baltika	07
				OO-MTM	R44	Mirimar	28

27. D-ISKY	Beech B200	Air Hamburg	28	99-0004	C-32A	1st AS	SAM598
PH-WRW	EC120B	Heli Holland		01-0029	C-37A	310th AS	Racer97
28. F-GISH	Ce510	Wijet	29	02	C-37A	U.S. Coast Guard	
M-LEYS	Beech C90GT	Heres Aviation		CS-DUH	BAe125-750	NetJets Europe	
PH-FVD	R44	Delon Air		CS-DXI	Ce560XLS	NetJets Europe	
29. OO-MTM	R44	Mirimar	30	CS-DXL	Ce560XLS	NetJets Europe	
PH-TAK	DA42	Happy Landings		EC-LTF	Global 6000	TAG Aviation España	
30. OE-FHA	Ce510	GlobeAir		F-GLOS	Ce510	Wijet	
OO-ACO	Ce510	Air Service Liège		G-JAGA	EMB505	London Executive Aviation	
OO-MTM	R44	Mirimar		I-ARIF	Falcon 2000	Eurofly Service	
OO-RFF	R44	Heliventure FTO		OE-GSP	Ce560XLS	Jet Alliance	
31. OO-MCJ	R44	AEV Telecom		OH-NGB	MD-11F	Nordic Global	div
PH-AIJ	PA-34-200T	Expair		OK-SLA	Ce525	Silesia Air	
PH-ECR	EC120B	Heli Holland		OM-BYL	Yak-40	Slovak Government	

On the 2nd, a Guimbal, registered in Luxembourg visited Antwerp. The Eurocopter on the 3rd arrived to be temporary based. The Mirimar Robinson operated a local flight on the 9th and 10th. Flying Group took delivery of a Falcon 7X on the 11th after some delay. The ASL Beech on the 13th seems to be based again.

Credit: ASA Belgium vzw.

Brussels International

December 2013

01. A7-BCA	B787-8	Qatar Airways	f/v QTR193/4	04. 14+03	135L-484	Global 5000	FBS BMVg	
CS-DFU	Ce560XL	NetJets Europe		MM62171	Falcon 900EX	93° Gruppo TS	IAM3120	
F-HCEV	Beech B200GT	DGAC		T.18-2/45-41	Falcon 900B	451 Esc		
LX-JFM	PC-12/47	Jetfly Aviation		T.18-3/45-42	Falcon 900B	451 Esc	AME4542	
OE-FZD	Ce510	GlobeAir		102004	Tp102C	TSFE	SVF631	
OO-CIV	Ce525A	Abelag Aviation		102005	Tp102D	TSFE	SVF658	
02. 5119/61-PC	C-130H	ET02.061		ZE700	BAe146 CC2	RAF	RRR1194/KRF94	
9A-DWA	Ce525A	Winair		A7-BCG	B787-8	Qatar Airways	f/v QTR193/4	
A7-BCE	B787-8	Qatar Airways	f/v QTR193/4	CS-DTZ	Falcon 2000	Masterjet		
D-BOBI	Falcon 2000LX	BASF		D-AFAI	CL-604	FAI Rent-A-Jet		
D-CAWU	Ce560XLS	Adolf Würth		D-AJJK	G550	Windrose Air		
D-CNAF	SA227DC	Binair		D-BEKY	Falcon 2000LX	BASF		
EC-KBC	G200	TAG Aviation España		D-CEEE	Ce560XLS	HTM Helicopter Travel Munich		
I-FXRG	P180	Foxair		D-CSAG	EMB505	Sudzucker Reise Service		
LN-SOV	Ce680	Sundt Air		D-1KBO	Ce525A	Atlas Air Service		
N560HJ	Ce560XL	Kinnarps		EC-HYI	Falcon 2000	Gestair		
OM-USS	BAe125-900XP	US Steel Kosice		I-EPAM	BAe125-750	Eurofly Service		
OO-PHB	Beech 1900D	Air Service Liège		N128GV	G550	Executive Jet Management		
OY-CLS	Falcon 7X	Danfoss - Air Alsie		OE-GLL	Ce550 Bravo	Jet Fly		
SE-RKL	G550	Saab		OH-GPE	Falcon 900LX	Airfix Aviation		
YU-SMK	Ce560XLS	Prince Aviation		OH-WIC	CL-604	Jetflite		
03. 1257	Yak-40K	241.dlt	CEF05B	OM-USS	BAe125-900XP	US Steel Kosice		
2601	L-410UVP	242.tsl		OO-FPE	Ce525B	Flying Group		
15+02	A319-115(ACJ)	FBS BMVg	GAF880	OO-JDL	B787-8	Jetairfly	08 JAF787/7567	
50+54	C-160D	LTG63	GAF640	OO-PHB	Beech 1900D	Air Service Liège		
T.18-1/45-40	Falcon 900B	451 Esc	AME4540	PH-KBX	Fokker 70	Dutch Government	KLM9925	
ZE700	BAe146 CC2	32(TR)sq	KRF76	PR-SIR	Global Express	Paulicopter		
				TC-ATA	G-IV	Turkish Government		
				VQ-BNZ	G650	Royal Flight of Jordan		
				YU-BNA	Falcon 50	Serbian Government		
				05. 14+02	Global 5000	FBS BMVg		
				14+03	Global 5000	FBS BMVg		
				MM62209	A319-115(ACJ)	306° Gruppo TS		
				G-781	C-130H	336sq		



Gulfstream G550 N800J is the fourth frame with this registration. This May 2012 built frame was delivered to Johnson & Johnson one year later. (Antwerp, 10 December 2013, Walter Van Brempt)



"I've a feeling we're not in Kansas anymore", a famous quote from the Wizard of Oz. This also suites for the 117th ARS/Forbes Field Air National Guard as they ended up in Brussels-International. KC-135R 61-0266 is seen here parked up at the cargo apron and left the following day as Reach337. (Eric Vangeel)

016	C295M	8.BLTr (13.el)		UR-82009	An-124-100	Antonov Des. Bur.	09 ADB138F/1432
T.18-5/45-44	Falcon 900B	451 Esc	AME4543	VP-BBO	G550	Braco	
T-784	Ce560XL	LTDB		VQ-BFN	Falcon 7X	Squadron Aviation	
CS-DLH	Falcon 2000EX	NetJets Europe		VQ-BHA	Falcon 7X	Squadron Aviation	
CS-DXI	Ce560XLS	NetJets Europe		Z3-MKD	Lj60	Government of Macedonia	
CN-ROJ	B737-85P	Royal Air Maroc	div RAM850	09.1257	Yak-40K	241.dlt	CEF5E
D-ASTS	CL-604	ACM Air Charter		14+01	Global 5000	FBS BMVg	
D-CAAE	Lj55	FAI Rent-A-Jet		258	Lj45	MATS	
D-CUUU	Ce560XLS+	DC Aviation		T.18-2/45-41	Falcon 900B	451 Esc	
D-CZZZ	Ce560XLS+	DC Aviation		T.18-3/45-42	Falcon 900B	451 Esc	
HB-JIN	Falcon 900EX	Jet Aviation Business Jets		102004	Tp102C	TSFE	
I-AFIT	Falcon 7X	Eurofly Service		CS-DRI	BAe125-800XPi	NetJets Europe	
LX-FGC	Ce510	Flying Group Luxembourg		CS-DXC	Ce560XLS	NetJets Europe	
M-AJOR	BAe125-900XP	Ineos Aviation		CS-TQZ	A340-313	HiFly	15 SAS9227/BEL205
N607LM	Eclipse 500	SAS – Ing. Gerritse Holding		D-CEXP	Lj35A	Air Alliance Express	
OE-GPK	Ce525B	Porsche		D-CSAG	EMB505	Sudzucker Reise Service	
OK-AJA	Ce510	Time Air		EC-KPB	Ce560XLS	Excelair	
OK-CAA	Ce560XL	Czech Civil Aviation Inspectorate		LX-MOI	ERJ135BJ	Luxaviation	
OO-AMR	Ce525A	Air Service Liège		M-EMCT	Ce560	Control Techniques	
OO-LIE	Ce525B	Abelag Aviation		N8000E	Falcon 7X	Emerson Electric	
06.102005	Tp102D	TSFE	SVF658	N8100E	Falcon 900EX	Emerson Electric	
A7-BCL	B787-8	Qatar Airways	f/v QTR193/4	OO-FPE	Ce525B	Flying Group	
CS-DRG	BAe125-800XPi	NetJets Europe		SE-DJB	Falcon 900EX	Blue Chip Jet	
CS-DXI	Ce560XLS	NetJets Europe		SP-ENV	B737-8BK	Enter Air	
I-EPAM	BAe125-750	Eurofly Service		10.14+01	Global 5000	FBS BMVg	
LX-NEW	PC-12/47E	Jetfly Aviation		69-033	C-160D	221 Filo	
M-YNNS	Falcon 7X	NS Falcon		LX-N90442	E-3A	NAEW&CF	
N155AN	G550	Nissan North America		LX-N90446	E-3A	NAEW&CF	
OM-SYN	Ce525B	Opera Jet		ZE700	BAe146 CC2	RAF	
OO-AMR	Ce525A	Air Service Liège		CS-DRD	BAe125-800XP	NetJets Europe	
OO-IDE	Ce525	Air Service Liège		CS-DXF	Ce560XLS	NetJets Europe	
OO-SDT	Beech 350	Bongrain Benelux		CS-DXY	Ce560XLS	NetJets Europe	
OO-TNL	B737-34S(F)	TNT Airways		D-CHLR	EMB505	Aero Dienst	
OY-GKC	Ce560XLS+	Lego – Air Alsie		D-INER	Ce525	Mach operation	
07.3B-PGF	G-IV	G. Forrest International		EI-FCV	B767-3X2ER	Blue Panorama	
C-FUAA	B737-8BK	Sunwing Airlines	dep SWG9178	F-HAJV	Ce550	Aero St. Exupery	
D-IAWG	Ce425	Aerowest		LX-FGC	Ce510	Flying Group Luxembourg	
OO-EDV	Ce525B	Air Service Liège		LX-LAA	Lj45	Duair – LAR	
OO-FPE	Ce525B	Flying Group		M-EMCT	Ce560	Control Techniques	
OO-TNB	B737-3T0(F)	TNT Airways	dep TAY941E	N850EP	Falcon 50	Emerson Electric	
08.A7-BCB	B787-8	Qatar Airways	f/v QTR193/4	OE-GSV	Lj60	Baltic Jet Aircompany	
CS-DNP	Falcon 2000	NetJets Europe		OO-JDL	B787-8	Jetairfly	tst JAF201
CS-DRI	BAe125-800XPi	NetJets Europe		OO-SLM	Ce560XLS	Abelag Aviation	
CS-DUF	BAe125-750	NetJets Europe		11.61-0266	KC-135R	117th ARS	
LX-NEW	PC-12/47E	Jetfly Aviation		D-CEXP	Lj35A	Air Alliance Express	
M-AAAL	Global 6000	ALM Jet		D-IHEB	Ce525A	Business Flugservice	
M-UNIS	Global XRS	Lapwing		HB-GJU	Beech 350	VF International	
N597DC	G450	Dow Corning		HB-JEL	ERJ135BJ	G5 Executive	
OO-SLM	Ce560XLS	Abelag Aviation		HB-JIN	Falcon 900EX	Jet Aviation Business Jets	
SE-DJB	Falcon 900EX	Blue Chip Jet		HB-JOE	G550	G5 Executive	f/v EXH231/2
SU-BMZ	A300B4-203(F)	Tristar Air	TSY701	M-AZIA	Ce525C	Hunting Star	

OO-LIE	Ce525B	Abelag Aviation		OO-LIE	Ce525B	Abelag Aviation	
OO-VLF	Fokker 50	Cityjet		OO-SFY	A330-223	Brussels Airlines	dep BEL502
TC-MZA	G450	Zorlu Air Havacilik		16. 14+03	Global 5000	FBS BMVg	
12. C-FJAU	B737-8K5	Sunwing Airlines	dep SWG9179	MM62174	A319-115(ACJ)	306° Gruppo TS	
CS-DKD	G550	NetJets Europe		102004	Tp102C	TSFE	
CS-DRQ	BAe125-800XPi	NetJets Europe		9K-ALD	A310-308	Kuwait Government	
D-AEUK	CL-604	Challenge Air		C-GVAQ	B737-8K5	Canjet	dep CJA9801
D-CAST	Ce525B	Vibro Air Services		CS-DRO	BAe125-800XPi	NetJets Europe	
D-IWIN	Ce525A	Silver Cloud Air		CS-DRW	BAe125-800XPi	NetJets Europe	
HB-JJD	B757-236	ECAir	dep PT1757	CS-DXO	Ce560XLS	NetJets Europe	
LX-JFI	PC-12/45	Jetfly Aviation		CS-TQM	A340-313	HiFly	BEL251/5
M-EMCT	Ce560	Control Techniques		D-CTRI	Lj35A	Air Alliance	
N410M	G-V	Executive Jet Management		F-HLIM	Ce560 Encore	Limagrain Service Aeronautique	
OM-USS	BAe125-900XP	US Steel Kosice		G-HCGD	Lj45	TAG Aviation (UK)	
OO-LIE	Ce525B	Abelag Aviation		G-THFC	ERJ135BJ	London Executive Aviation	
SP-ENV	B737-8BK	Enter Air		M-AZIA	Ce525C	Hunting Star	
TC-LLL	Ce560XLS	THK Universitesi		N2FE	Global Express	Federal Express	
UR-DAV	Do328-310	Aerostar		N940AJ	G-V	ORFRO	
VP-CCK	Global Express	Falconwing		OE-INY	CL-604	Vistajet	
13. 9H-SEA	A340-642	HiFly Malta		OO-DDA	Ce525A	Abelag Aviation	
CS-DXD	Ce560XLS	NetJets Europe		RA-96017	Il-96-300	Rossia	
HB-GJU	Beech 350	VF International		TC-DAK	Ce560XLS+	THK Universitesi	
N185GA	G550	Caimito Enterprises		VP-BCL	CRJ701	Consolidated Contractors	
OE-GVN	Lj60	Vistajet		YR-BAZ	B737-405	Blue Air	f/v BMS123/4
OE-IMK	CL-604	Common Sky - A & N Luftfahrt		17. 14+02	Global 5000	FBS BMVg	
OO-ACC	Ce525A	Air Service Liège		258	Lj45	MATS	
OO-FPE	Ce525B	Flying Group		T.18-2/45-41	Falcon 900B	451 Esc	
OO-SLM	Ce560XLS	Abelag Aviation		CS-DRO	BAe125-800XPi	NetJets Europe	
PH-TFA	B737-8K5	Arkefly	div	CS-DRQ	BAe125-800XPi	NetJets Europe	
YU-BNA	Falcon 50	Serbian Government		CS-DXB	Ce560XLS	NetJets Europe	
14. C-GLBG	B737-8K5	Canjet	dep CJA9800	CS-TEX	A310-304	HiFly a/w	18 BEL9902/0229
CS-TQM	A340-313	HiFly	15 BEL9904/0251	CS-TQM	A340-313	HiFly	BEL256/31
D-IHLA	PA-42-720	Aerowest		CS-TRN	B767-33AER	Euroatlantic Airw.	18 BEL9904/1367
F-GRET	Ce510	Wijet		D-AJJK	G550	Windrose Air	
N30GD	G-IVSP	Advanced Air Management		D-CPSW	SA227AC	Bin Air	
N800J	G550	Johnson & Johnson		D-CRIS	IAI1125SPX	Tyrol Air Ambulance	
OO-GHE	Falcon 2000LX	Abelag Aviation		N650GL	G650	Hinson Corporate Flight Services	
OO-LIE	Ce525B	Abelag Aviation		OE-HAS	G200	Avcon Jet	
OO-TNN	B737-45D(F)	TNT Airways		OO-FPC	Ce525B	Flying Group	
15. 1257	Yak-40K	241.dlt		SP-MRB	Saab 340A(QC)	Sky Taxi	
251	G-IV	MATS		TC-MZA	G450	Zorlu Air Havacilik	
T.18-5/45-44	Falcon 900B	451 Esc		YU-BZZ	Ce550 Bravo	Air Pink	
ZE700	BAe146 CC2	RAF		18. MM62210	Falcon 900EX	93° Gruppo TS	
A7-BCD	B787-8	Qatar Airways	f/v QTR193/4	06	C-27J	Lithuanian Air Force	LYF192
CS-DFF	Falcon 2000	NetJets Europe		T.18-2/45-41	Falcon 900B	451 Esc	
D-IWIN	Ce525A	Silver Cloud Air		102004	Tp102C	TSFE	
HB-JEL	ERJ135BJ	G5 Executive		ZE395	BAe125 CC3	32(TR)sq	
OE-GVP	Lj60	Vistajet		A6-SAB	A319-132	Air Serbia	JAT300/1



Blue Air added a former Jet Time Boeing 737 to its fleet as YR-BAZ. It was photographed at Brussels in this hybrid scheme by Robin Bamps on 16 December 2013.

A7-BCK	B787-8	Qatar Airways	f/v QTR193/4	24. A6-AFF	A330-343	Emirates	div ETD37
C-GDPG	Global 5000	Execaire		A7-AGA	A340-642	Qatar Airways	div QTR041
CS-DLH	Falcon 2000EX	NetJets Europe		CS-DXJ	Ce560XLS	NetJets Europe	
CS-DXT	Ce560XLS	NetJets Europe		CS-DXU	Ce560XLS	NetJets Europe	
CS-TQM	A340-313	HiFly	BEL231/03	CS-TQM	A340-313	HiFly	BEL256/HFY661P
F-RAFD	Falcon 2000LX	ET00.060		EI-DTC	A320-216	Alitalia	div AZA300
HB-JRA	CL-604	Swiss Air-Ambulance		EI-IXJ	A321-112	Alitalia	div AZA316
OE-FZE	Ce510	GlobeAir		F-GRET	Ce510	Wijet	
OM-BYL	Yak-40	Slovak Government		G-EZAF	A319-111	easyJet	div EZY2431
OO-DDA	Ce525A	Abelag Aviation		M-AAAL	Global 6000	ALM Jet	
OO-SFY	A330-223	Brussels Airlines	arr BEL9916	N189AN	B757-223	American Airlines	div AAL120
OO-TCP	A320-214	Thomas Cook Belgium	dep TCW294T	OE-IAT	B737-4M0(F)	TNT Airways	
TC-SCR	CL-300	Palmali Group		OE-LBC	A321-111	Austrian	div OS411
19.2601	L-410UVP	242.tsl		OO-CIV	Ce525A	Abelag Aviation	
C-168	CL-604	Esk 721	DAF02	OO-NGI	ERJ190BJ	Flying Group	f/v 30 FYG77W/80W
14+03	Global 5000	FBS BMVg		OO-PRM	Ce510	Air Service Liège	
15+01	A319-115(ACJ)	FBS BMVg		26. D-CTWO	Lj35A	Air Alliance Express	
251	G-IV	MATS		OO-ACC	Ce525A	Air Service Liège	
MM62210	Falcon 900EX	93° Gruppo TS		OO-SDT	Beech 350	Bongrain Benelux	
L1-01	Falcon 2000EX	Slovenian Air Force		OO-SLM	Ce560XLS	Abelag Aviation	
T.18-5/45-44	Falcon 900B	451 Esc		27. 3B-PGF	G-IV	G. Forrest International	
102004	Tp102C	TSFE	SVF636	A7-BCF	B787-8	Qatar Airways	f/v QTR193/4
ZE700	BAe146 CC2	RAF		CS-DTC	EMB500	Helibravo	
9A-CRO	CL-604	Government of Croatia		OE-FCB	Ce510	GlobeAir	div
9H-AFJ	Lj60	Eurojet		OO-FPE	Ce525B	Flying Group	
CS-DNW	Ce560XL	NetJets Europe		OO-TNL	B.737-34S(F)	TNT Airways	
CS-DRS	BAe125-800XPi	NetJets Europe		VP-BBW	B.737-7BJ	Gama Aviation	
CS-TEX	A310-304	HiFly a/w	BEL229/51	28. ZH882	Hercules C5	24/30sq	
CS-TQM	A340-313	HiFly	BEL204/5	D-AUKE	CL-604	Challenge Air	
CS-TRN	B767-33AER	Euroatlantic Airways	BEL1367/0367	OO-DJP	BAe146-RJ85	Brussels Airlines	arr BEL9901
D-BFFB	Falcon 2000EX	ACM Air Charter		OO-GHE	Falcon 2000LX	Abelag Aviation	
D-COOL	Lj55	Air Alliance		OO-SLM	Ce560XLS	Abelag Aviation	
F-RAFA	Falcon 7X	ET00.060		29. A7-ACL	A330-202	Qatar Airways	QTR193/4
LX-NEW	PC-12/47E	Jetfly Aviation		HB-JHN	A330-343	Swiss	SWR786/7
LZ-OOI	Falcon 2000	Republic of Bulgaria		OE-GAA	Ce560	Tyrolean Air Ambulance	
M-YNNS	Falcon 7X	NS Falcon		30. A7-AFM	A330-202	Qatar Airways	QTR193/4
N1905W	G550	Whirlpool		CS-TQM	A340-313	HiFly	
N240LG	Falcon 900EX	Liberty Global		D-APBD	B737-8BK	Privatair	09 PTG10F/1F
OE-FWF	Ce510	GlobeAir		EC-LJC	Ce510	Suraviation	
OE-GCB	Ce560	Goldeck-Flug		F-HIPE	EMB505	Pan Européenne Air Service	
OE-INN	CL-605	Vistajet		OO-FPE	Ce525B	Flying Group	
OH-WIC	CL-604	Jetflite		31. LX-JFS	PC-12/47E	Jetfly Aviation	
OM-BYO	Tu-154M	Slovak Government	SSG2	N900GX	Global XRS	Priester Aviation	
OO-CIV	Ce525A	Abelag Aviation		OE-FZC	Ce510	GlobeAir	
PH-DTP	Beech 400A	JetNetherlands	22 JNL335	OO-FPE	Ce525B	Flying Group	
SP-LIG	ERJ175LR	Polish Government					
YR-TII	G200	Ion Tiriac Air					
20. CS-DRV	BAe125-800XPi	NetJets Europe					
CS-DUB	BAe125-750	NetJets Europe					
CS-TEX	A310-304	HiFly a/w	21 BEL251/9903				
CS-TQM	A340-313	HiFly	BEL206/55				
CS-TRN	B767-33AER	Euroatlantic Airways	BEL367/9901				
D-CTRI	Lj35A	Air Alliance					
F-RAFB	Falcon 7X	ET00.060					
LX-JFI	PC-12/45	Jetfly Aviation					
N212AZ	ATR42-320	Blue Ridge Aero Services					
OO-FPC	Ce525B	Flying Group					
21. D-AICN	A320-214	Condor					
CS-TQM	A340-313	HiFly	BEL256/31				
OE-GXL	Ce560XL	Speedwings					
OO-CIV	Ce525A	Abelag Aviation					
22. ZH888	Hercules C5	24/30sq					
CS-TQM	A340-313	HiFly	BEL231/51				
D-CHHH	Ce560XLS	Augusta Air					
F-GXRM	Falcon 900EX	Ixair					
LX-UCV	B747-4R7F	Cargolux					
PH-DTP	Beech 400A	JetNetherlands					
23. CS-TQM	A340-313	HiFly	BEL251/5				
D-CHHH	Ce560XLS	Augusta Air					
D-CTTT	Ce56XLS	Augusta Air					
HB-IUW	Falcon 900B	Jet Aviation Business Jets					
LX-EAA	Lj45	Duair – LAR					
N900GX	Global XRS	Priester Aviation					
OO-CIV	Ce525A	Abelag Aviation					
OO-FPB	Ce550 Bravo	Flying Group					
TC-MZA	G450	Zorlu Air Havacilik					

The month started with the first Qatar Dreamliner on a regular service. On the 3rd, traffic started to arrive for the NATO foreign ministers meeting in Brussels. Nordic Global and Egyptair Cargo diverted from Ostend. The first Jetairfly Dreamliner arrived on the 4th. Its first service was four days later. Former OO-JAA departed to Canada on the 7th for winter lease to Sunwing. On this same date, a former TNT Boeing was delivered to its new operator. A photo was already printed in issue 416, page 40. The Antonov on the 8th ferried in from Moulay Ali Cherif Airport, Morocco and departed to King Fahad International, Saudi Arabia. Jetairfly operated a promotional flight on the 10th, from Brussels via Liège to Ostend and Charleroi, and thereafter back to Brussels. The Gulfstream on the 11th was an Eindhoven diversion. On the 12th, a second winter lease departed Brussels. The EC Air Boeing departed after maintenance via Liège to Charles de Gaulle. On the 13th, Arkefly diverted from Amsterdam. A Canjet winter lease departed on the 14th. Brussels Airlines developed some equipment issues and made a call to Lisbon. The following days several aircraft, operated by Hifly and Euroatlantic where seen at Brussels. A second Canjet lease departed on the 16th. The Blue Air Boeing on the same date is a recent acquisition from Jet Time. The Thomas Cook Airbus on the 18th departed via Keflavik and Bangor to Roswell, on return to lessor. Condor started operating for Thomas Cook on the 21st. Most diversions on the 24th where destined for Charles de Gaulle. Flying Group's new Lineage 1000 was the sole Antwerp diversion, delivered via Luton. Globear on the



In 2012, Golden Air was acquired by Braathens. On 1 January 2013, the name was changed to Braathens Regional. Saab 2000 SE-LTU was born in 1999 and returned to Sweden via Switzerland in 2003. (Liège, 11 December 2013, Jacek Gorczyński)

27th was also an Antwerp diversion. On the 28th, a BAe146 was taken out of storage in Exeter, for use as back-up aircraft. The last days of the month, Qatar used different equipment due to increased volume. The Privatair Boeing on the 30th arrived for Lufthansa Technik.

Credit: ASA Belgium vzw, Luchtzak.be forum.

Kleine Brogel

			December 2013
02. LX-N90442	E-3A	NAEW&CF	*
	G01	Ce182Q	Federale Politie *
	ST20	SF260M+	CC Air *
04. 1x	SF260	CC Air	*
	G-781	C-130H	336sq *
	FA91	F-16AM	2w *
10. H40	A109BA	1w	*
	CH10	C-130H	20sm *
18. 1x	SF260	CC Air	*
19. 84-0081	C-21A	76th AS	
	CH05	C-130H	20sm *
	CH07	C-130H	20sm *
20. CH07	C-130H	20sm	2x *
23. CH10	C-130H	20sm	
	CH13	C-130H	20sm special c/s *
	ST45	SF260D	CC Air *

Credits: Toon Cox, Edwin Huskens, Jaak Stinkens, Raf Verheyen.

Koksijde

			December 2013
05. 1x	A109BA	1w	*
02. FA102	F-16AM	10w	*
	CH07	C-130H	20sm 4x *
	G10	MD902	Federale Politie *
	OO-MMM	BN-2B-21	MUMM *
04. G16	MD902	Federale Politie	
05. ST48	SF260D	CC Air	*
06. 1x	SF260	CC Air	*
	G01	Ce182Q	Federale Politie *
11. FB23	F-16BM	10w	*
16. CH05	C-130H	20sm	*
	ST24	SF260M+	CC Air *
	OO-MMM	BN-2B-21	MUMM *
18. H35	A109BA	1w	*
	ST19	SF260M+	CC Air *

19. H35	A109BA	1w	*
	ST40	SF260D	CC Air *
20. ST43	SF260D	CC Air	*
	ST46	SF260D	CC Air *

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Robin De Nys, Bart Provoost.

Liège

			December 2013
01. G-JMCO	B737-3T0(F)	West Atlantic	NPT034P/TAY034S
02. G-JMCO	B737-3T0(F)	West Atlantic	TAY035R/NPT737P
05. RA-82077	An-124-100	Polet Aviakompania	07 POT4753/124
09. OO-JDL	B787-8	Jetairfly	f/v JAF51P/5XC
10. OO-JDL	B787-8	Jetairfly	*JAF201
	DA42	Twin Star Netherlands	
11. SE-LTU	Saab 2000	Braathens Regional	12 BRX6501/0
12. HB-JJD	B757-236	ECAir	PTI757
	VP-BCK	B737-4QQ6(F)	Atran VAS14F/834V
13. LX-LGE	DHC-8-402	Luxair	div LGL72C
	LX-LGR	B737-7C9	Luxair div LGL3770/376D
	OO-VLZ	Fokker 50	Cityjet div BCY13X
24. PH-JXK	Fokker 50	Denim Air	DNM3434/343F
	UR-82008	An-124-100	Antonov Design Bureau 25 ADB1384
26. RA-76952	Il-76TD-90VD	Volga-Dnepr	VDA7229
30. D-APBD	B737-8BK	Privatair	2x *PTG10F

West Atlantic operated a one-off charter for TNT to Barcelona on the 1st, returning the following night. Jetairfly's sole Dreamliner operated a flight to Málaga on the 9th. The next day the Dreamliner made a low pass over the runway during a promotional flight over Belgium. Atran was first listed on the 12th, as operating from Liège, but various radar logs show the first flight on 4 December. The flights lasted until 20 December 2013. EC Air arrived from Brussels and departed to Charles de Gaulle. On the 13th there were three diversions from Luxembourg. The Antonov on the 26th arrived from Tulsa and departed to Tel Aviv. The month ended with a Privatair Boeing, making at least two touch and goes before continuing to Brussels.

Credit: MST Aviation.

Ostend-Bruges

			December 2013
01. N715CK	B747-209B(SF)	Kalitta Air	div CKS209
	OH-NGB	MD-11F	Nordic Global Airlines dep

02. G-KLNW	Ce510	Saxonair	
OH-NGB	MD-11F	Nordic Global Airlines	
07. OH-NGA	MD-11F	Nordic Global Airlines	08
RA-82068	An-124-100	Polet Flight	10 POT4751/4727
09. G-KLNW	Ce510	Saxonair	
OH-NGA	MD-11F	Nordic Global Airlines	
10. OO-JDL	B787-8	Jetairfly	f/v JAF201
11. OH-LGD	MD-11F	Nordic Global Airlines	12
OH-NGA	MD-11F	Nordic Global Airlines	14
VQ-BIZ	B737-86N	Orenair	12 ORB6825/6
16. G-KLNW	Ce510	Saxonair	
OH-NGA	MD-11F	Nordic Global Airlines	17
18. EC-JCU	SA227AC	Aeronova	19 OVA72Q/61X
M-YLEO	PC-12/47E	Guernsey PC-12	
OH-LGD	MD-11F	Nordic Global Airlines	19
OH-NGA	MD-11F	Nordic Global Airlines	22
20. OO-ACC	Ce525CJ2+	Air Service Liège	
OO-ROB	RC690B	ABK	
PH-HSE	B737-8K2	Transavia	TRA171
23. G-KLNW	Ce510	Saxonair	
OH-NGA	MD-11F	Nordic Global Airlines	
24. TF-AMF	B747-412BCF	Saudia Cargo	25 SVA6854
25. A6-DDB	B777-FFX	Etihad Airways	ETD9911/22
OH-NGB	MD-11F	Nordic Global Airlines	arr
27. PH-HZW	B737-8K2	Transavia	TRA171
UR-CAK	An-12BP	Ukraine Air Alliance	UKL4042/85
28. 4K-AZ101	Il-76TD-90VD	Silk Way Airlines	AZQ4991/2
9H-GYB	BAe125-900XP	Comlux Aviation Malta	30 MLM096
OH-NGA	MD-11F	Nordic Global Airlines	
UR-CAK	An-12BP	Ukraine Air Alliance	UKL4086/7
29. N602AL	DC-8-73CF	ATI c/s,n/t	arr ATN9829
30. G-KLNW	Ce510	Saxonair	
31. OH-NGA	MD-11F	Nordic Global Airlines	arr

Atlas Air Cargo:

N408MC 01, 04, 10, 11, 13/15, 15, 17, 20, 22, 24, 26/29
N496MC 29

EgyptAir Cargo:

SU-GAC 01, 02, 03, 05 SU-GAS 05, 07, 08, 10, 15, 17, 22
SU-GAY 02/03, 05, 14/15, 17, 18, 21, 23, 24, 25, 26, 27, 28, 31

JetairFly:

OO-JAN 13 OO-JLO 06², 07², 09², 10², 13², 14²,
OO-JAS 02 16, 16/17, 17, 20², 21², 23,
OO-JEB 06, 10, 16, 17, 23, 27, 30, 31 23/24, 24, 27², 28², 30, 31
OO-JEM 09, 24 OO-JAQ 02, 02/03

The Jetairfly on the 10th is their first B787 Dreamliner, just six days after being delivered to the company. The good old days revived in the final days of 2013 with two Antonov 12s and an Ilyushin 76. The ATI DC-8 on the 29th was on its way

to Fujairah International Airport, reportedly on delivery to Bravo International Airways. New start-up airline Stabo Air in the Democratic Republic Congo has the idea to start flying cargo with a DC-8 and will lease the aircraft from Bravo International. Due to issues with their AOC, this is the first month without World Cargo MD-11s. Most of their flights were taken over by Atlas Air.

Credit: Replo.be

Luxembourg

14. N81169 Ce208B

01. LN-RDV	DHC-8-402	Widerøe	
02. 4K-SW800	B747-4R7F	Silk Way Airlines	dep WIF7408
05. 744	C-130H	356 MTM	HAF356H
CS-GLB	Global 6000	NetJets Europe	
CS-TJG	A321-211	TAP Portugal	
G-CGSJ	Global XRS	TAG Aviation (UK)	
08. 4L-GAF	G450	Georgian Airways	
12. PH-KBX	Fokker 70	Dutch Government	
15. VQ-BLR	B747-8HVF	Air Bridge Cargo	
16. D-CREY	Ce650	Proair Aviation	
G-EJEL	Ce550	Futura Trading	
17. F-HSEA	B747-422	Corsair International	arr CRL090
PH-HRK	P180	JetNetherlands	20 JNL275
VQ-BLR	B747-8HVF	Air Bridge Cargo	
18. T.18-4/45-43	Falcon 900B	451 Esc	
9H-GTY	Beech 350i	SkyWork Executive	
D-FSFS	PA-46-500TP	Schumacher Packaging	
G-RHMS	ERJ135BJ	TAG Aviation (UK)	
I-VITH	Beech 400A	Aliparma	
F-GVVB	Ce525B	Evolem Aviation	
N118HC	Beech C90	Sport Elec International	
19. LX-GVV	A319-115(ACJ)	GlobalJet Luxembourg	del
TC-ACF	B747-481(F)	Saudia Cargo	
21. HB-IJV	A320-214	Edelweis	SWR758/9
RA-76951	Il76TD-90VD	Volga-Dnepr	22 VDA6515/6496
22. RA-76951	Il76TD-90VD	Volga-Dnepr	23.VDA6497
24. UR-CAK	An-12BP	Ukraine Air Alliance	dep
30. UR-DWF	An-12BK	Ukraine Air Alliance	

November 2013

December 2013

The additional Cessna for November arrived from Prestwick in a smart gold finish. Its final destination is unknown. In December a new corporate jet was delivered on the 19th. The Volga-Dnepr on the 21st arrived from Stavanger and operated several charters to Africa.

Credits: Mike Moro, Luxspotting.eu.



Boeing 747 construction number 25645 was delivered to ANA in 1993. During 2011, it was converted to a freighter at Tel Aviv. ACT Airlines took delivery of the aircraft in August of that same year and since October 2013, they operate TC-ACF on behalf of Saudia Cargo. (Luxembourg, 19 December 2013, Peter Bakema)

Military Movements Elsewhere



Based at Eielson AFB Alaska is the 168th Air Refueling Squadron, part of the Alaska ANG. In December they sent two KC-135R Stratotankers to Geilenkirchen for their two weeks training deployment. Jack Halbach caught up with 63-0815 about to land on 12 December 2013.

Germany

Geilenkirchen

		December 2013	
03.92-13125	RC-12X	1st MI Bn	Argus88
	D-HBYE	ADAC Luftrettung	
04.02	C-17A	HAW	05 Bartok81
	01-0029	C-37A	05 Racer97
	86-00079	C-12J	Duke46
05.D-IROL	Do228-100	Business Wings	JMP442
06.FA89	F-16AM	2w	
	FA133	F-16AM	2w
	60-0347	KC-135R	121st ARW OH ANG RCH412
	64-14840	KC-135R	121st ARW OH ANG RCH973
09.60-0334	KC-135R	168th ARS AK ANG	arr Chena72
	63-8015	KC-135R	168th ARS AK ANG arr RCH245
10.D-CCAA	Lj35A	DRF Luftrettung	
	D-HEGD	AS332L1	Bundespolizei
12.92-13123	RC-12X	1st MI Bn	Argus88
18.92-13125	RC-12X	1st MI Bn	Argus59
20.60-0334	KC-135R	168th ARS AK ANG	dep RCH590
	63-8015	KC-135R	168th ARS AK ANG dep RCH245

Credit: MST-Aviation.

Ramstein

		December 2013	
01.87-0043	C-5B	68th AS AFRC	02 RCH311
	95-0104	C-17A	437th AW dep RCH469
	95-0106	C-17A	62nd AW 02 RCH332
	98-0057	C-17A	137th AS NY ANG 02 RCH272
	99-0169	C-17A	437th AW 03 RCH129
	00-0181	C-17A	62nd AW dep RCH341
	01-0188	C-17A	137th AS NY ANG dep E10188
	03-3119	C-17A	183rd AS MS ANG dep RCH785
	04-4129	C-17A	437th AW dep RCH735
	07-7175	C-17A	436th AW dep RCH728
	08-8197	C-17A	62nd AW dep RCH421
	10-0221	C-17A	437th AW 02 RCH422
	84-0188	KC-10A	305th AMW 04 RCH961
	07-0779	U-28A	319th SOS det Stuttgart Trojan01
	07-0793	U-28A	319th SOS det Stuttgart Trojan02
02.69-0021	C-5A	167th AS WV ANG	dep RCH970
	94-0065	C-17A	155th AS TN ANG dep RCH328
	92-3292	C-17A	437th AW 03 RCH787
	95-0104	C-17A	437th AW 03 RCH741
	99-0060	C-17A	89th AS AFRC 03 RCH951
	00-0184	C-17A	62nd AW 03 RCH298/281
	03-3119	C-17A	183rd AS MS ANG 03 RCH785/907
	08-8193	C-17A	62nd AW 03 RCH242/452
	88-0195	MC-130H	7th SOS 03 Jolt31
	164998/AX	C-130T	VR-53 03 CNV6053
03.T.21-02/35-40	C-295M	Ala 35	AME3549
	03-3113	C-17A	183rd AS MS ANG 04 RCH924
	07-7175	C-17A	436th AW 04 RCH925

08-8198	C-17A	437th AW	04 RCH926
09-9212	C-17A	437th AW	04 RCH927
88-0195	MC-130H	7th SOS	04 Jolt31
04.89-1190	C-17A	62nd AW	05 RCH540
03-3119	C-17A	183rd AS MS ANG	06 RCH907/E33119
03-3124	C-17A	437th AW	05 RCH919
05-5139	C-17A	729th AS AFRC	05 RCH716
08-8191	C-17A	437th AW	06 RCH129/500
08-8198	C-17A	437th AW	05 RCH926
09-9209	C-17A	62nd AW	05 RCH534
10-0218	C-17A	62n AW	05 RCH224
85-0030	KC-10A	305th AMW	05 RCH253
88-0195	MC-130H	7th SOS	05 Jolt31
164407	E-6B	SCW-1	06
05.00-0184	C-17A	62nd AW	08 RCH281/283
03-3113	C-17A	183rd AS MS ANG	RCH924/441n/s
03-3126	C-17A	305th AMW	08 RCH736
03-3127	C-17A	62nd AW	06 RCH551
08-8201	C-17A	62nd AW	06 RCH954
09-9212	C-17A	62nd AW	06 RCH927
10-0213	C-17A	437th AW	06 RCH500/129
58-0001/D	KC-135R	351st ARS	06 Bobby11/Quid69
06.70-0445	C-5A	68th AS AFRC	08 RCH320
98-0054	C-17A	437th AW	08 RCH875
99-0166	C-17A	62nd AW	07 RCH898
01-0193	C-17A	437th AW	07 RCH740
03-3116	C-17A	183rd AS MS ANG	07 RCH194
03-3124	C-17A	437th AW	RCH919
05-5139	C-17A	729th AS AFRC	07 RCH716
07-7175	C-17A	436th AW	08 RCH925
75-0125	E-4B	1st ACCS	09 Bret25
85-0030	KC-10A	305th AMW	07 RCH253
07.94-0066	C-17A	62nd AW	08 RCH583
96-0004	C-17A	89th AS AFRC	08 RCH240
03-3113	C-17A	183rd AS MS ANG	09 RCH441/E33113
03-3114	C-17A	183rd AS MS ANG	08 RCH628
04-4134	C-17A	305th AMW	RCH730
08.86-0023	C-5B	337th AS AFRC	10 RCH164
89-1190	C-17A	62nd AW	10 RCH881
97-0041	C-17A	437th AW	RCH428
05-5144	C-17A	729th AS AFRC	09 RCH522
05-5145	C-17A	729th AS AFRC	09 RCH521
08-8198	C-17A	437th AW	09 RCH170
09-9206	C-17A	437th AW	RCH978
87-0023	MC-130H	7th SOS	Toto31
88-1803	MC-130H	7th SOS	Toto32
09.3x	Alpha Jet E	FRaF	10
CE04	ERJ145LR	21sm	10 BAF618
96-0004	C-17A	89th AS AFRC	10 RCH240
97-0041	C-17A	437th AW	10 RCH428
00-0184	C-17A	62nd AW	17 RCH283/285

03-3114	C-17A	183rd AS MS ANG	13 RCH628/E33114	10-0213	C-17A	437th AW	RCH539
03-3126	C-17A	305th AMW	10 RCH736	10-0221	C-17A	437th AW	14 RCH435
09-9206	C-17A	437th AW	RCH978	85-0030	KC-10A	305th AMW	14 RCH587
59-1482	KC-135R	336th ARS AFRC	10 RCH464	14.03	C-17A	HAW	Bartok97
10.ST45	SF-260D	CC Air	BAF197	92-3294	C-17A	62nd AW	18 RCH140/717
01	C-17A	HAW	Bartok50	01-0196	C-17A	437th AW	15 RCH700
94-0069	C-17A	437th AW	RCH552	03-3115	C-17A	183rd AS MS ANG	15 RCH969
01-0186	C-17A	436th AW	RCH550	03-3123	C-17A	437th AW	15 RCH150/266
01-0188	C-17A	137th AS NY ANG	11 RCH958	03-3125	C-17A	305th AMW	15 RCH568
01-0193	C-17A	437th AW	11 RCH932	08-8191	C-17A	437th AW	RCH635
06-6161	C-17A	60th AMW	12 RCH324	10-0213	C-17A	437thAW	RCH539
08-8191	C-17A	437th AW	11 RCH778/500	10-0221	C-17A	437th AW	15 RCH435/383
10-0221	C-17A	437th AW	11 RCH435	58-0100/D	KC-135R	351st ARS	16 Quid97
92-13123	RC-12X	1st MI Bn	* Argus55	07-0779	U-28A	319th SOS det Stuttgart	Trojan01
88-26023	UH-60A	1-214th AVN	*	900531	C-26D	Naples AOD	CNV6781
11.2601	L-410UVP-E14	242. tsl	CEF142	15.96-0004	C-17A	89th AS AFRC	16 RCH950
PI-01	PC-12/47E	TukillLv	12 FNF334	96-0006	C-17A	437th AW	RCH975/230
85-0030	KC-10A	305th AMW	12 RCH587	01-0188	C-17A	137th AS NY ANG	16 RCH213
94-0069	C-17A	437th AW	13 RCH552	08-8191	C-17A	437th AW	RCH635
98-0052	C-17A	62nd AW	12 RCH644	09-9206	C-17A	437th AW	RCH955
00-0181	C-17A	62nd AW	12 RCH303	60-0350	KC-135R	22nd ARW	16 RCH961
01-0186	C-17A	62nd AW	RCH550	16.86-0034	KC-10A	60th AMW	17 RCH248
02-1109	C-17A	62nd AW	12 RCH963	97-0042	C-17A	62nd AW	17 RCH177
04-4129	C-17A	437th AW	RCH555	01-0189	C-17A	437th AW	17 RCH600
05-0932	C-40C	73rd AS AFRC	12 Avalon31	03-3115	C-17A	183rd AS MS ANG	17 RCH969/976
62-3529	KC-135R	91st ARS	12 RCH662	03-3123	C-17A	437th AW	17 RCH266
160051	C-9B	VR-61	12 CNV611H	07-7169	C-17A	436th AW	19 RCH561
12.01	C-17A	HAW	Bartok50	09-9205	C-17A	437th AW	RCH970
013	C295M	13.el	PLF038	09-9206	C-17A	437th AW	RCH955
69-0025	C-5A	167th AS WV ANG	13 RCH747	10-0221	C-17A	437th AW	17 RCH383
86-0025	C-5M	436th AW	13 RCH456	96-26686	UH-60L	3-158th AVN	Army26686
92-3292	C-17A	437th AW	RCH270	17.69-0006	C-5A	68th AS AFRC	21 RCH944
92-3294	C-17A	62nd AW	13 RCH306	03-3113	C-17A	183rd AS MS ANG	18 RCH971
96-0006	C-17A	437th AW	15 RCH975	03-3123	C-17A	437th AW	18 RCH266/566
01-0188	C-17A	137th AS NY ANG	13 RCH958/977	03-3127	C-17A	62nd AW	18 RCH597
02-1101	C-17A	437th AW	RCH538	06-6157	C-17A	60th AMW	19 RCH461/243
04-4129	C-17A	305th AMW	RCH555	07-7174	C-17A	436th AW	18 RCH973
07-7180	C-17A	437th AW	13 RCH352	07-7185	C-17A	437th AW	18 RCH1815
08-8196	C-17A	62nd AW	13 RCH220	09-9205	C-17A	437th AW	RCH970
09-9210	C-17A	62nd AW	13 RCH881	83-0082	KC-10A	305th AMW	RCH504
10-0214	C-17A	437th AW	13 RCH353	91-0343/SP	F-16CM	480th FS	*
10-0221	C-17A	437th AW	13 RCH435	92-3918/SP	F-16CM	480th FS	*
900528	C-26D	Naples AOD	CNV6961	95-00124	UC-35A	52nd AVN	Duke52
13.LJ-3	Lj35A	TukillLv	FNF329	18.015	C295M	13.el	PLF044
92-3292	C-17A	437th AW	RCH270	83-0075	KC-10A	60th AMW	20 RCH922
95-0107	C-17A	437th AW	15 RCH556	95-0106	C-17A	62nd AW	19 RCH161
01-0196	C-17A	437th AW	RCH700	00-0184	C-17A	62nd AW	20 RCH717/282
02-1101	C-17A	437th AW	14 RCH538	01-0189	C-17A	437th AW	RCH600
03-3123	C-17A	437th AW	14 RCH150	02-1108	C-17A	62nd AW	19 RCH948/421



A regular sight in Western Europe are US Army RC-12X Guardrails. Mostly operating as Argus flights they fly from Wiesbaden, Germany. Visiting Geilenkirchen is 92-13125 from the 1st MI Bn. (18 December 2013, Toon Cox)

03-3115	C-17A	183rd AS MS ANG	19 RCH976	31.96-0003	C-17A	62nd AW	01 RCH971
03-3123	C-17A	437th AW	19 RCH566	97-0047	C-17A	437th AW	RCH457
06-6161	C-17A	60th AMW	19 RCH275	01-0188	C-17A	137th AS NY ANG	01 RCH610
08-8197	C-17A	62nd AW	19 RCH421/704	01-0196	C-17A	437th AW	02 RCH700dep
08-8197	C-17A	62nd AW	arr 28/11 RCH421	02-1102	C-17A	62nd AW	03 RCH969
09-9209	C-17A	62nd AW	19 RCH234	03-3127	C-17A	62nd AW	01 RCH105
99-0003	C-32A	99th AS	19 SAM852	08-8195	C-17A	62nd AW	03 RCH290/630
01-0030	C-37A	310th AS	19 Spar31	10-0214	C-17A	437th AW	01 RCH428
58-0001/D	KC-135R	351st ARS	19 Quid44/74	62-3551/D	KC-135R	351st ARS	Quid11
19.97-0042	C-17A	62nd AW	RCH177	Remark: Most of the movements are composed with the aid of SBS or other ways of "computer spotting".			
01-0191	C-17A	436th AW	21 RCH973/174	Please let us know if you have read it off yourself or that you used other ways to acquire the serial of an aircraft.			
03-3113	C-17A	183rd AS MS ANG	20 RCH571/870	<u>Credit:</u> MAR, Scramble messageboard			
03-3127	C-17A	62nd AW	RCH597	Spangdahlem			
04-4131	C-17A	305th AMW	RCH269	01.89-1190	C-17A	62nd AW	02 RCH573
06-6161	C-17A	60th AMW	20 RCH275	06-6155	C-17A	60th AMW	02 RCH526
85-0030	KC-10A	305th AMW	21 RCH705	06-6157	C-17A	60th AMW	02 RCH943
58-0001/D	KC-135R	351st ARS	20 Quid74/44	02.00-0179	C-17A	62nd AW	03 RCH413
20.ZH887	Hercules C5	Brize Norton Wg	RRR5826/27	02-1105	C-17A	62nd AW	03 RCH133
96-0004	C-17A	89th AS AFRC	21 RCH601	03-3120	C-17A	62nd AW	03 RCH326
00-0175	C-17A	62nd AW	21 RCH615	03.99-0059	C-17A	62nd AW	05 RCH789
04-4131	C-17A	305th AMW	21 RCH269/237	00-0176	C-17A	155th AS TN ANG	04 RCH536
08-8197	C-17A	62nd AW	22 RCH704/807	06-6155	C-17A	60th AMW	04 RCH526
09-9207	C-17A	437th AW	RCH288	08-8202	C-17A	62nd AW	04 RCH529
21.85-0006	C-5B	337th AS AFRC	23 RCH749	10-0217	C-17A	62nd AW	04 RCH138
85-0030	KC-10A	305th AMW	22 RCH705	10-0222	C-17A	437th AW	04 RCH875
95-0107	C-17A	437th AW	22 RCH964	10-8024	KC-135R	336th AS AFRC	04 RCH411
00-0184	C-17A	62nd AW	22 RCH647/286	93-13123	RC-12X	1st MI Bn	Argus88
02-1100	C-17A	155th AS TN ANG	22 RCH775	04.86-0023	C-5B	337th AS AFRC	07 RCH164
03-3113	C-17A	183rd AS MS ANG	22 RCH870/E33113	97-0042	C-17A	62nd AW	06 RCH725
58-0035	KC-135R	92nd/141st ARW	22 RCH984	02-1111	C-17A	62nd AW	05 RCH127
62-3556	KC-135R	459th ARW AFRC	22 RCH236	05-5145	C-17A	729th AS AFRC	05 RCH720
84-00161	C-12U	52nd AVN	Duke75	06-6157	C-17A	60th AMW	05 RCH145
22.86-0025	C-5M	436th AW	23 RCH455	06-6158	C-17A	60th AMW	05 RCH554
95-0107	C-17A	437th AW	23 RCH964	08-8194	C-17A	62nd AW	05 RCH115
96-0004	C-17A	89th AS AFRC	23 RCH601	04.07-0779	U-28A	319th SOS det Stuttgart	Trojan01
03-3125	C-17A	305th AMW	23 RCH725	05.08-8193	C-17A	62nd AW	06 RCH452
04-4131	C-17A	305th AMW	25 RCH237/109	06.95-0104	C-17A	437th AW	07 RCH932
07-7175	C-17A	436th AW	24 RCH506/413	07.02-1111	C-17A	62nd AW	08 RCH905
23.69-0006	C-5A	68th AS AFRC	24 RCH944	05-5141	C-17A	729th AS AFRC	08 RCH633n/s
00-0184	C-17A	62nd AW	24 RCH235/429	06-6156	C-17A	60th AMW	08 RCH211
06-6157	C-17A	60th AMW	24 RCH581	08.85-0006	C-5B	439th AW AFRC	09 RCH307
02-1100	C-17A	155th AS TN ANG	24 RCH775/139	97-0042	C-17A	62nd AW	RCH725
07-7172	C-17A	60th AMW	24 RCH693	09.06-6154	C-17A	60th AMW	RCH444
24.97-0047	C-17A	437th AW	25 RCH959	06-6156	C-17A	60th AMW	10 RCH211
03-3113	C-17A	183rd AS MS ANG	25 RCH980	07-0779	U-28A	319th SOS det Stuttgart	Trojan01
07-7175	C-17A	436th AW	25 RCH413	10.70-0445	C-5A	433rd AW AFRC	11 RCH320
08-8197	C-17A	62nd AW	arr RCH807	90-0534	C-17A	437th AW	11 RCH556
25.00-0184	C-17A	62nd AW	27 RCH429/645	00-0182	C-17A	62nd AW	11 RCH721
02-1100	C-17A	155th AS TN ANG	26 RCH139	04-4136	C-17A	305th AMW	14 RCH399Dep
02-1103	C-17A	62nd AW	26 RCH307	08-8196	C-17A	62nd AW	11 RCH220
26.03-3113	C-17A	183rd AS MS ANG	27 RCH980/685	08-8203	C-17A	62nd AW	11 RCH743
08-8195	C-17A	62nd AW	30 RCH645/290	10-0217	C-17A	62nd AW	12 Hire41/RCH569
27.07/bl	C-27J	Lithuanian AF	LYF217	10.07-0793	U-28A	319th SOS det Stuttgart	Trojan02
83-0079	KC-10A	305th AMW	28 RCH159	12.10-0217	C-17A	62nd AW	13 RCH569
84-0189	KC-10A	305th AMW	28 RCH505	13.02-1109	C-17A	62nd AW	14 RCH312
03-3126	C-17A	305th AMW	28 RCH533	10-0219	C-17A	62nd AW	14 RCH415
07-7175	C-17A	436th AW	RCH413	14.02-1105	C-17A	62nd AW	15 RCH9532
08-8201	C-17A	62nd AW	28 RCH226	04-4129	C-17A	437th AW	15 RCH112
09-9212	C-17A	437th AW	28 RCH789	15.04-4136	C-17A	305th AMW	16 RCH399
28.69-0009	C-5A	167th AS WV ANG	31 RCH801	09-9209	C-17A	62nd AW	16 RCH948
03-3113	C-17A	183rd AS MS ANG	29 RCH685/E33113	57-1456	KC-135R	77th ARS AFRC	16 RCH951
03-3118	C-17A	183rd AS MS ANG	29 RCH690	16.10-0219	C-17A	62nd AW	17 RCH246
29.OM-BYO	Tu-154M	Slovak Gvmt	SSG002	07-0793	U-28A	319th SOS det Stuttgart	Trojan02
69-0024	C-5M	436th AW	30 RCH170	17.333/113-IH	Rafale B	EC01.091	*
83-0079	KC-10A	305th AMW	30 RCH159	00-0175	C-17A	62nd AW	19 RCH599
97-0044	C-17A	89th AS AFRC	30 RCH120	00-0179	C-17A	62nd AW	18 RCH440
03-3126	C-17A	305th AMW	30 RCH533	08-8203	C-17A	62nd AW	18 RCH598
08-8193	C-17A	62nd AW	30 RCH238	59-1482	KC-135R	336th ARS AFRC	18 RCH255
08-8201	C-17A	62nd AW	30 RCH226	20.97-0041	C-17A	437th AW	21 RCH101
10-0214	C-17A	437th AW	30 RCH428	97-0047	C-17A	437th AW	21 RCH959
30.86-0025	C-5M	436th AW	31 RCH972	00-0179	C-17A	62nd AW	21 RCH301
87-0045	C-5M	436th AW	31 RCH530	08-8203	C-17A	62nd AW	21 RCH733
03-3118	C-17A	183rd AS MS ANG	31 RCH690/837	21.59-1482	KC-135R	336th ARS AFRC	22 RCH407
07-7187	C-17A	437th AW	31 RCH270				
10-0215	C-17A	437th AW	31 RCH495				
10-0223	C-17A	437th AW	01 RCH789				

22.03-3120	C-17A	62nd AW	23 RCH307
27.03-3124	C-17A	437th AW	28 RCH126
28.01-0196	C-17A	437th AW	29 RCH637
07-7187	C-17A	437th AW	29 RCH340
29.97-0047	C-17A	437th AW	30 RCH457
08-8203	C-17A	62nd AW	30 RCH625

Remark: For the Spangdahlem movements it is the same as with Ramstein, most of it composed with the aid of SBS or other ways of computer spotting. Please let us know if you have read it off yourself or that you used other ways to acquire the tailnumber of an aircraft.

Credit: MAR, Scramble messageboard

Stuttgart

01.HS-CMV	B737-4Z6	904sq	VM904
02-0042	C-40B	76th AS	Spar70
12-3050	C-146A	524th SOS	02 Magma30
02.144615	C-144B	412sq	04 CFC3074
HS-CMV	B737-4Z6	904sq	VM904
12-3050	C-146A	524th SOS	03 Magma30
92-13123	RC-12X	1st MI Bn	
03.76-0168	C-12C	USE Budapest	04 Duna95
12-3050	C-146A	524th SOS	05 Magma30
11-5731	MC-130J	67th SOS	Rufus41
03.11-0059	CV-22B	7th SOS	Clip31
88-26019	UH-60A	52nd AVN	Duke54
89-26165	UH-60A	52nd AVN	Duke23
04.76-0168	C-12C	USE Budapest	
05.90-0300	C-20H	76th AS	Fendy07
06.90-0300	C-20H	76th AS	Fendy07
02-0042	C-40B	76th AS	Spar70
164407	E-6B	SCW-1	07 Shadow99/Pedro22
09.CE01	ERJ135LR	21sm	
10.HZ-MS5B	G-V	RSAFMS	11
84-0109	C-21A	76th AS	11 Jalop92
84-00156	C-12U	52nd AVN	
11.40-MNE	Lj45	Montenegro Gvmt	
99-0402	C-37A	76th AS	13 Juvat80
08-8604/RS	C-130J-30	37th AS	3x Jump41
12.14+02	Global 5000	FBS BMVg	
CE03	ERJ145LR	21sm	BAF610
84-0109	C-21A	76th AS	Jalop92
1x	C-130J-30	37th AS	Jump41
13.10+23	A310-304	FBS BMVg	GAF092
51+01	C-160D	LTG62	
1x	C-130J-30	37th AS	Jump41
164998/AX	C-130T	VR-53	CNV6601
15.96-0006	C-17A	437th AW	RCH975/230
11-3097	C-146A	524th SOS	16 Magma50
16.11-3097	C-146A	524th SOS	18 Magma50
88-0195	MC-130H	7th SOS	
17.90-0300	C-20H	76th AS	Fendy06
164998/AX	C-130T	VR-53	CNV6941
18.88-26019	UH-60A	52nd AVN	Duke35
19.99-0402	C-37A	76th AS	Spar70
10-5717/FT	HC-130J	79th RQS	Baron71
20.99-0402	C-37A	76thAS	Spar70
21.166715	UC-35D	VMR-1	Lobo715
23.166715	UC-35D	VMR-1	Lobo715
28.160050	C-9B	VR-61	CNV6442

Credit: MAR, Scramble messageboard

Ireland

Shannon

02.166376	C-37B	VR-1	03 VV376
164993	C-130T	VR-64	03 CNV3884
04.06-0500	C-37B	99th AS	S638
05.01-0040	C-40B	99th AS	S595
161529	C-9B	VR-61	06 CNV9781
166693	C-40A	VR-57	CNV4461
06.99-0004	C-32A	1st AS	S598
06-0500	C-37B	99th AS	S638
07.161529	C-9B	VR-61	CNV9781
166693	C-40A	VR-57	CNV4461
09.165349/RU	C-130T	VR-55	10 CNV3002

December 2013

10.130605	CC-130J	436sq	11 CFC2530
05-0932	C-40C	73rd AS AFRC	11 Avlon31
61-0267	KC-135R	22nd ARW	RCH535
62-3528	KC-135R	77th ARS AFRC	12 RCH462
64-14854	MC-130P	67th SOS	Rave41
11.130609	CC-130J	436sq	12 CFC2531
11-0550	C-37B	99th AS	S787
12.130601	CC-130J	436sq	14 CFC2533
130613	CC-130J	436sq	13 CFC2532
98-0002	C-32A	1st AS	S600
165379/BD	C-130T	VR-64	13 CNV3969
13.11-0550	C-37B	99th AS	S787
14.130601	CC-130J	436sq	15 CFC2533
15.130616	CC-130J	436sq	17 CFC2544
16.130605	CC-130J	436sq	17 CFC2536
130609	CC-130J	436sq	17 CFC2545
18.97-0401	C-37A	99th AS	S839
166693	C-40A	VR-57	19 CNV4102
19.TP-01	B-757-225EM	CGTAP	MAF01
160050	C-9B	VR-61	20 CNV9644
164998/AX	C-130T	VR-53	20 CNV3426
20.97-0401	C-37A	99th AS	S839
165736/QB	KC-130J	VMGR-352	21 Raider29/33
167111/QB	KC-130J	VMGR-352	21 Raider28
21.160051	C-9B	VR-61	22 CNV9466
166693	C-40A	VR-57	22 CNV4102
23.830500	C-20A	VR-1	Catbird1
24.HZ-102	B737-8DP	1sq/Royal Flt	HZ102
27.166714	UC-35D	VMR-1	29 VM500
28.HZ-102	B737-8DP	1sq/Royal Flt	HZ102
30.HZ-102	B737-8DP	1sq/Royal Flt	HZ102
31.79-1949	KC-10A	305th AMW	01 RCH028

Credit: MAR

Portugal

Lajes, Azores

01.130605	CC-130J	436sq	02 CFC2569
14+02	Global 5000	FBS BMVg	GAF689
02.SU-BEW	C-130H	Egyptian AF	EGY1124
4159	C-130E	Pakistan AF	PAAF638
16706	C295M	Esq502	Medic16
03.R09-001	Il-78MKI	Pakistan AF	04 PAAF567
05.130605	CC-130J	436sq	CFC2569
50+33	C-160D	nn	06 GAF189
16804	C-130H	Esq501	Ocean32
09-5709/FT	HC-130J	79th RQS	RCH5709
160761	P-3C	VP-1	06 VVYB802
06.98-1932	EC-130J	193rd SOS PAANG	07 RCH1025
69-5819	MC-130P	9th SOS	
160047	C-9B	VMR-1	Lobo01
161414	P-3C	VP-1	07 VVYB803
07.88-1303	AC-130W	73rd SOS	RCH1030
88-1304	AC-130W	73rd SOS	RCH1031
159894	P-3C	VP-1	08 VVYB805
08.1x	CF-188A/B	409sq	CFC0851
1x	CF-188A/B	409sq	CFC0852
1x	CF-188A/B	409sq	CFC0853
1x	CF-188A/B	409sq	11 CFC0854
130607	CC-130J	436sq	09 CFC2515
140107	CP-140	407sq	09 CFC0454
144617	CC-144B	412sq	CFC3878
15004	CC-150	437sq	10 CFC4323
SU-BAU	C-130H	Egyptian AF	09 EGY1125
CN-ANU	G-III	VIP sq	09 RMAF131
88-1305	AC-130W	73rd SOS	RCH1032
157319	P-3C	VP-47	VVRD319
09.15003	CC-150	437sq	CFC4129
160047	C-9B	VMR-1	11 Lobo01
10.1x	CF-188A/B	409sq	11 CFC0855
1x	CF-188A/B	409sq	11 CFC0856
15004	CC-150	437sq	11 CFC4323
15005	CC-150	437sq	CFC4324
69-6573	AC-130H	16th SOS	11 RCH1036
69-6577	AC-130H	16th SOS	11 RCH1037
11.CN-AON	C-130H	Escadre de Transport	RMAF222
69-6577	AC-130H	16th SOS	



Lietuvos karines oro pajegos (LK KOP) Alenia C-27J Spartan 06 (blue) with callsign LYF217 enters the runway at a precarious angle at RAF Lakenheath before departing home with more kit for the upcoming 'Grim Reapers' deployment to Zokniai-Áiauliai International Airport for their Baltic Air Policing rotation, covering the QRA over the three Baltic states of Estonia, Latvia and Lithuania. (30 December 2013, Jamie Ewan)

12. 7T-VPS	G-IV	Algerian Gvmt		20. ZE700	BAe146 CC2	32(TR)sq	21 KRF10/RRR1623
09-9212	C-17A	437th AW	RCH359	23. ZE700	BAe146 CC2	32(TR)sq	RRR1623
13. 144617	CC-144B	412sq	CFC3878	30. ZA670/AA	Chinook HC4	Odiham Wg	
166511/BH	KC-130J	VMGR-252	Otis41	Credit: MAR			
168071/BH	KC-130J	VMGR-252	Otis09	Coningsby			
163295	P-3C	VP-1	14 VVYB899	03. 91-0317/LN	F-15E	492nd FS	* Shark52
14. 168071/BH	KC-130J	VMGR-252	15 Otis09	91-0332/LN	F-15E	492nd FS	* Shark51
15. SU-BAU	C-130H	Egyptian AF	EGY1125	ZA594/060	Tornado GR4	Marham Wg	* MRH03
50+33	C-160D	Escadre de Transport	RMAF217	04. G-BYUE	Tutor T1	EFTS	* CWL17
CN-AOG	C-130H	2 ETTL	KJD163	09. ZE395	BAe125 CC3	32(TR)sq	RRR1400
17. 7T-WHL	C-130H	nn	19 GAF980	ZE700	BAe146 CC2	32(TR)sq	* NOH40
18. 50+93	C-160D	nn	19 GAF967	10. ZJ235/I	Griffin HT1	60(R)sq	SYS94
51+04	C-160D	nn	19 GAF967	XX315/315	Hawk T1A	208(R)sq	VYT14
4159	C-130E	Pakistan AF	19 PAAF638	ZF142/142	Tucano T1	72(R)sq	LOP86
160046	C-9B	VMR-1	Lobo01	ZF143/143	Tucano T1	72(R)sq	LOP48
19. 16801	C-130H-30	Esq501	Ocean32	ZK342/ED	Typhoon FGR4	6sq	LEU01
20. CN-AOG	C-130H	Escadre de Transport	RMAF217	ZK381/EX	Typhoon T3	6sq	LEU06
160046	C-9B	VMR-1	Lobo01	G-BYXZ	Tutor T1	EFTS	* CWL17
21. 14+02	Global 5000	FBS BMVg	GAF685	17. ZK451/K	Beech B200	45(R)sq	* CWL19
16801	C-130H-30	Esq501	Herky23	ZK454/N	Beech B200	45(R)sq	* CWL68
74-2133	C-130H	53rd AS	23 RCH356	ZA612/074	Tornado GR4	Lossie Wg	* LOS09
69-6572	AC-130H	16th SOS	23 RCH1035	G-BYUE	Tutor T1	EFTS	* CWL17
22. 7T-WHL	C-130H	2 ETTL	KJD164	G-BYWL	Tutor T1	EFTS	* CWL49
4159	C-130E	Pakistan AF	23 PAAF638	18. 91-0605/LN	F-15E	492nd FS	* Bolar52
23. 165158/CW	C-130T	VR-54	24 CNV3661	96-0205/LN	F-15E	492nd FS	* Bolar51
26. 16801	C-130H-30	Esq501	Ocean32	19. ZK454/N	Beech B200	45(R)sq	* CWL15/84
27. 14+01	Global 5000	FBS BMVg	GAF695	ZK455/O	Beech B200	45(R)sq	* CWL68
28. 16801	C-130H-30	Esq501	Herky23	Credit: MAR			

Credit: MAR, Scramble messageboard

United Kingdom

Brize Norton

03. ZE396	BAe125 CC3	32(TR)sq	05 NOH34/RRR1127
05. 165829	C-40A	VR-58	06 CNV4241
06. ZE700	BAe146 CC2	32(TR)sq	KRF01R/RRR1019
09. B-583	C-130J-30	Esk721	DAF4701
ZE700	BAe146 CC2	32(TR)sq	RRR1895
XX158/158	Hawk T1A	208(R)sq	
10. ZJ785	AS365N3	658sq	
ZE395	BAe125 CC3	32(TR)sq	
12. XZ657, ZE378	Lynx AH7	657sq	
13. ZJ235/I	Griffin HT1	60(R)sq	
ZG916	Lynx AH9A	9Regt	
14. ZG846	Islander AL1	651sq	AAC582
16. R159/61-ZY	C-160R	ET00.0061	CTM2020
ZZ503	Avenger T1	750sq	
17. ZJ193	Apache AH1	3Regt	
ZJ195	Apache AH1	4Regt	
18. ZA705/AN	Chinook HC2	Odiham Wg	

December 2013

Credit: MAR

Lakenheath

04. 07-8613/RS	C-130J-30	37th AS	05 Hky622
05. 03-3116	C-17A	183rd AS MS ANG	06 RCH797/194
06. 58-0100/D	C-130J-30	37th AS	06 Hky735
62-3551/D	KC-135R	351st ARS	Quid52
07. 03-3116	KC-135R	351st ARS	Quid51
08. 00-0181	C-17A	183rd AS MS ANG	09 RCH194/124
00-0184	C-17A	62nd AW	RCH695/705
09. 00-0181	C-17A	62nd AW	09 RCH283
10. 03-3116	C-17A	62nd AW	10 RCH705/303
AT08	C-17A	183rd AS MS ANG	11 RCH124
10. 98+35	Alpha Jet 1B+	AJeTS	BAF102
12. 58-0035	Do228-212NG	MFG5	GNV4780
13. 33/XA	KC-135R	92nd/141st ARW	RCH525
65-0993	TBM-700A	ET00.043	CTM3821
17. 50+81	MC-130P	9th SOS	RCH1011
20. R90/61-ZH	C-160D	nn	GAF007
27. 06/bl	C-160R	ET00.061	CTM2029
07-8614/RS	C-27J	Lithuanian AF	+28,29,30 LYF192
	C-130J-30	37th AS	Hky739

December 2013

Credit: MAR

Leuchars

01.ZH880/880	Hercules C5	BN Wg	* RRR305
ZA554/046	Tornado GR4	Lossiemouth Wg	* LOS25
ZA598/064	Tornado GR4	Marham Wg	* MRH73
03.ZA548/040	Tornado GR4	Lossiemouth Wg	* LOS22
ZH870/870	Hercules C4	BN Wg	* Judgement1
ZH880/880	Hercules C5	BN Wg	* Judgement1
ZF210/210	Tucano T1	72(R)sq	LOP69
ZF269/269	Tucano T1	72(R)sq	LOP24
ZF289/289	Tucano T1	72(R)sq	LOP487
ZF338/338	Tucano T1	72(R)sq	LOP23
ZF485/485	Tucano T1	72(R)sq	LOP74
04.XX255/CL	Hawk T1A	100sq	Vengeance32/Pirate03
ZA400/011	Tornado GR4	Marham Wg	* Vampire1
ZA492/70/Spl	Tornado GR4	Lossiemouth Wg	* Poker1
ZG727/126	Tornado GR4	Marham Wg	* Vampire2
05.ZE396	BAe125 CC3	32(TR)sq	RRR1797
09.XX346/CH	Hawk T1A	100sq	Vengeance51
ZJ690	Sentinel R1	5sq	* Snapshot01
ZG727/126	Tornado GR4	Marham Wg	* Vampire1
10.86-0035	KC-10A	305th AMW	Hoist85
ZA614/EB-Z	Tornado GR4	41(R)sq	Rebel83/41
ZF240/240	Tucano T1	72(R)sq	LOP22
ZF289/289	Tucano T1	72(R)sq	LOP93
ZJ804/BM	Typhoon T3	29(R)sq	* Rockstar22
11.02-0042	C-40B	76th AS	* Valor40
66-0215	MC-130P	67th SOS	Shadow03
XX246/95-Y	Hawk T1A	100sq	Aggressor2
XX346/CH	Hawk1 T1A	100sq	Aggressor1
ZZ419	Shadow R1	14sq	Snake49
ZF317/317	Tucano T1	72(R)sq	LOP73
ZF489/489	Tucano T1	72(R)sq	LOP75
12.ZA412	Tornado GR4	Lossiemouth Wg	* LOS16
ZA472/031	Tornado GR4	Marham Wg	* MRH09
ZA602/F	Tornado GR4	Lossiemouth Wg	* LOS16
13.ZA602/F	Tornado GR4	Lossiemouth Wg	* Alien2
16.ZA456/023	Tornado GR4	Marham Wg	Monster1
ZK343/EA	Typhoon FGR4	29(R)sq	* Gunfighter31
17.ZD745/093	Tornado GR4	Marham Wg	MRH01
ZF269/269	Tucano T1	72(R)sq	LOP68
ZF295/295	Tucano T1	72(R)sq	LOP485
18.ZA614/EB-Z	Tornado GR4	41(TR)sq	Rebel84
ZD749/097	Tornado GR4	Marham Wg	MRH35*
ZJ910/BV	Typhoon FGR4	29(R)sq	Typhoon33
ZK304/EB	Typhoon FGR4	(6sq)	LEU27
19.88-0195	MC-130H	7th SOS	Talon71
ZJ805/BD	Typhoon T3	29(R)sq	* Typhoon03

December 2013

04.03-3116	C-17A	183rd AS MS ANG	RCH797
58-0055	KC-135T	91st ARS	06 RCH696
60-0332	KC-135R	168th ARS AK ANG	05 RCH895
62-3566	KC-135R	174th ARS IA ANG	05 RCH436
07-0779	U-28A	319th SOS det Stuttgart	Trojan01
84-00156	C-12U	52nd AVN	Duke64
06.00-0176	C-17A	155th AS TN ANG	RCH536
84-0109	C-21A	76th AS	Spar91
09-5709/FT	HC-130J	79th RQS	07 RCH5709
07.60-0316	KC-135R	191st ARS UT ANG	08 RCH921
08.57-1502	KC-135R	22nd ARW	09 Spur81/RCH431
60-0344	KC-135T	22nd ARW	09 Spur82/RCH432
63-7979	KC-135R	22nd ARW	09 Spur84/RCH430
63-8874	KC-135R	22nd ARW	09 Spur83/RCH433
09.84-0081	C-21A	76th AS	Spar91
64-14847/OF	RC-135U	55th Wg	10 Cobra55/56
07-0779	U-28A	319th SOS det Stuttgart	Trojan01
84-00165	C-12U	52nd AVN	Duke37
10.92-0375	C-20H	76th AS	Valor20
61-0267	KC-135R	22nd ARW	11 RCH535
65-0993	MC-130P	9th SOS	13 RCH1011dep
07-0779	U-28A	319th SOS det Stuttgart	Trojan01
07-0793	U-28A	319th SOS det Stuttgart	Trojan02
N744CK	B747-446BCF	Kalitta Air	CKS413
11.84-0109	C-21A	76th AS	12 Jalop92
58-0072	KC-135T	171st ARW PA ANG	12 RCH533
12.08-8203	C-17A	62nd AW	13 RCH743
57-1453	KC-135R	106th ARS AL ANG	13 RCH957
57-1488	KC-135R	91st ARS	13 RCH663
57-2605	KC-135R	92nd/141st ARW	13 RCH623
59-1517	KC-135R	151st ARS TN ANG	13 RCH222
60-0342	KC-135T	91st ARS	14 RCH546
07-0779	U-28A	319th SOS det Stuttgart	Trojan01
84-00165	C-12U	52nd AVN	Duke25
12.LX-N90446	E-3A	NAEW&CF	* NATO03
13.84-0081	C-21A	76th AS	Spar91
14.07-0779	U-28A	319th SOS det Stuttgart	15 Trojan01
63-8014	KC-135R	77th ARS AFRC	15 Backy95
15.62-3577	KC-135R	77th ARS AFRC	16 RCH947
16.84-0111	C-21A	76th AS	Spar91
59-1486	KC-135R	92nd/141st ARW	17 RCH554
07-0793	U-28A	319th SOS det Stuttgart	Trojan02
17.59-1462	KC-135T	92nd/141st ARW	18 RCH602
62-3538	KC-135R	22nd ARW	20 RCH800
64-14846/OF	RC-135V	55th Wg	Snoop55
07-0793	U-28A	319th SOS det Stuttgart	Trojan02
N743WA	B747-412BDSF	Southern Air	SOO1815
18.94-0070	C-17A	155th AS TN ANG	RCH980
86-0035	KC-10A	305th AMW	19 Hoist95
57-1502	KC-135R	22nd ARW	19 RCH431
63-7979	KC-135R	22nd ARW	19 RCH430
63-8874	KC-135R	22nd ARW	19 RCH433
64-14845/OF	RC-135V	55th Wg	20 Snoop56
19.84-0111	C-21A	76th AS	Spar91
99-0003	C-32A	1st AS	20 SAM852
20.92-0375	C-20H	76th AS	Valor20
21.58-0035	KC-135R	92nd/141st ARW	* RCH984
07-0793	U-28A	319th SOS det Stuttgart	22 Trojan02
22.03-3125	C-17A	305th AMW	RCH725
60-0344	KC-135T	22nd ARW	23 RCH432
60-0355	KC-135R	22nd ARW	23 RCH244
23.03-3125	C-17A	305th AMW	RCH725
27.62-4130/OF	RC-135W	55th Wg	28 Snoop55
28.62-4125/OF	RC-135W	55th Wg	30 Snoop56

Credit: MAR

Lossiemouth

10.E144/120-AK	Alpha Jet E	ETO01.008	11 FAF6822
E157/120-UC	Alpha Jet E	ETO01.008	11 FAF6821
E176/120-MB	Alpha Jet E	ETO01.008	11 FAF6820
11.E109/120-AG	Alpha Jet E	ETO01.008	12 FAF6824
E147/120-LT	Alpha Jet E	ETO01.008	12 FAF6823
E164/120-RV	Alpha Jet E	ETO01.008	12 FAF6825
ZJ924/DD	Typhoon FGR4	11sq	* Tyrant41
13.33/XA	TBM-700A	ET00.043	CTM3821
17.50+81	C-160D	LTG62	18 GAF007
ZK313/EN	Typhoon FGR4	6sq	* LEU80
19.R90/61-ZH	C-160R	ET00.061	CTM2029

December 2013

Credit: MAR, MSF, NAMAR, Scramble messageboard

Northolt

05.V-11	G-IV	334sq	NAF11
ZH894	Chinook HC3	Odiham Wg	SHF525
06.ZJ197	Apache AH1	4Regt	AAC442
07.V-11	G-IV	334sq	NAF11
12.ZJ120/D	Merlin HC3	28/78sq	SHF762

December 2013

Credit: MAR

Prestwick

01.ZH870/870	Hercules C4	BN Wg	04 RRR301/5517
ZH880/880	Hercules C5	BN Wg	04 RRR302/5514

Credit: MAR

Mildenhall

01.07-0779	U-28A	319th SOS det Stuttgart	Trojan01
07-0793	U-28A	319th SOS det Stuttgart	Trojan02
02.83-0081	KC-10A	305th AMW	03 Blue37
62-3564	KC-135R	22nd ARW	03 Bobby12
03.57-1473	KC-135R	106th ARS AL ANG	04 RCH103
58-0124	KC-135R	22nd ARW	04 RCH920
59-1483	KC-135R	121st ARW OH ANG	04 RCH923
59-1495	KC-135R	173rd ARS NE ANG	04 RCH495
59-1515	KC-135R	92nd/141st ARW	04 RCH983
84-00156	C-12U	52nd AVN	Duke64
N497MC	B747-47UF	Atlas Air	GTI8548

December 2013

December 2013

02. ZH001	Defender AL2	651sq	AAC520	30. ZZ331/331	Voyager KC2	10/101sq	RRR2790
ZD953	Tristar KC1	216sq	Fagen12	31. 63-7993	KC-135R	121st ARW OH ANG	01 RCH606
ZZ331/331	Voyager KC2	10/101sq	RRR2702/3/2748	ZZ331/331	Voyager KC2	10/101sq	RRR2732
03. ZF269/269	Tucano T1	72(R)sq	LOP24	<u>Credits:</u> MAR, Scramble messageboard, MSF, NAMAR			
ZF317/317	Tucano T1	72(R)sq	LOP70	Waddington			
05. 94-00323	C-12V	OSACOM NM ARNG	PAT046	03. ZE700	BAe146 CC2	32(TR)sq	NOH40
ZH870/870	Hercules C4	BN Wg	06 RRR5517	ZH002	Defender AL2	651sq	AAC583
ZH880/880	Hercules C5	BN Wg	06 RRR5514	ZJ932/EB-R	Typhoon FGR4	41(R)sq	* Rebel62
06. ZZ331/331	Voyager KC2	10/101sq	RRR2708/9	04. XZ196	Lynx AH7	9Regt	AAC965
07. 130616	CC-130J	436sq	11 CFC2529	XZ645	Lynx AH7	9Regt	AAC958
84-00143	C-12U	OSACOM NM ARNG	PAT143	ZF485/485	Tucano T1	72(R)sq	* LOP70
09. 130605	CC-130J	436sq	10 CFC2530	ZK380/BG	Typhoon T3	29(R)sq	* Typhoon39
130609	CC-130J	436sq	11 CFC2529	05. XW231	Puma HC2	33/230sq	Warlock2
130616	CC-130J	436sq	11 CFC2529	ZA935	Puma HC2	33/230sq	Warlock1
ZK458/D	Beech B200GT	45(R)sq	* CWL64	06. 58-0100/D	KC-135R	351st ARS	* Quid52
ZK459/X	Beech B200GT	45(R)sq	* CWL84	62-3551/D	KC-135R	351st ARS	* Quid51
ZK460/U	Beech B200GT	45(R)sq	* CWL89	ZH002	Defender AL2	651sq	AAC515
ZH887/887	Hercules C5	BN Wg	* RRR092	XX202/CF	Hawk T1A	100sq	* Javelin48
ZH838/70	Merlin HM1	814sq	13 NRV269	XZ196	Lynx AH7	9Regt	AAC958
ZH839/88	Merlin HM1	829sq	13 NRV500	06. ZR322	A109E	32(R)sq	RRR1410
10. 130613	CC-130J	436sq	12 CFC2532	ZJ954	Puma HC2	33/230sq	SHF370
177704	CC-177	429sq	CFC3607	09. 082/YG	EMB121AA	EAT00.319	CTM1790
ZK459/X	Beech B200GT	45(R)sq	* CWL87	LX-N90442	E-3A	NAEW&CF	* Nato01
ZH869/869	Hercules C4	BN Wg	* RRR210	ZB674	Gazelle AH1	665sq	AAC575
ZF557/DF	Lynx HMA8SRU	815sq	Skua354	ZH869/869	Hercules C4	BN Wg	* RRR091
11. 84-0109	C-21A	(ex SFO Sinai)	PAT819	10. ZH001	Defender AL2	651sq	AAC527
12. 76-3239	C-12C	USE Ankara	Spar89	ZH880/880	Hercules C5	BN Wg	* RRR105
05-0932	C-40C	73rd AS AFRC	Avlon23	ZA398/Spl	Tornado GR4	Marham Wg	* Valkyrie1
13. 130616	CC-130J	436sq	15 CFC254	ZD712/080	Tornado GR4	Marham Wg	* MRH47
ZZ333/333	Voyager KC3	10/101sq	RRR2752	12. ZA600/EB-G	Tornado GR4	41(R)sq	Viking2
14. N392NG/1392	PC-12/47E	AfghanistanAF (del)	Dragon1	ZA614/EB-Z	Tornado GR4	41(R)sq	Viking1
15. 130605	CC-130J	436sq	16 CFC2545	ZJ910/BV	Typhoon FGR4	29(R)sq	Gunfighter52
130609	CC-130J	436sq	16 CFC2545	ZJ913/QO-M	Typhoon FGR4	3sq	Gringo41
165832	C-40A	VR-58	19 CNV4667	ZJ921/QO-H	Typhoon FGR4	3sq	Gringo42
16. ZH887/887	Hercules C5	BN Wg	RRR5812	ZJ924/DD	Typhoon FGR4	11sq	Tyrant41
17. 92-13125	RC-12X	1st MI Bn	Argus06	ZJ936/QO-C	Typhoon FGR4	3sq	Gunfighter51
165832	C-40A	VR-58	19 CNV4667	ZK323/DN	Typhoon FGR4	11sq	Havoc32
18. 130613	CC-130J	436sq	19 CFC2537	ZK333/EH	Typhoon FGR4	3sq	Havoc31
94-00326	C-12V	OSACOM	PAT047	ZJ800/BC	Typhoon T3	29(R)sq	Triplex42
ZZ335/335	Voyager KC3	10/101sq	RRR2762	ZK380/BG	Typhoon T3	29(R)sq	Rockstar61
19. ZH886/886	Hercules C5	BN Wg	RRR188	ZK383/BN	Typhoon T3	29(R)sq	Rockstar62
20. 130613	CC-130J	436sq	21 CFC2537	17. XX256/256	Hawk T1A	208(R)sq	VYT14
10-0214	C-17A	437th AW	RCH966	18. XX256/256	Hawk T1A	208(R)sq	VYT14
97-0102	UC-35A	52nd AVN	Duke55	ZD842/105	Tornado GR4	Lossiemouth Wg	LOS09
22. 10-0214	C-17A	437th AW	RCH2730	19. 63-8884/D	KC-135R	351st ARS	* Quid41
ZZ331	Voyager KC2	10/101sq	RRR2730	ZJ939/DXI	Typhoon FGR4	11sq	* Havoc41
23. 84-00163	C-12U	52nd AVN	Duke46	20. ZH870/870	Hercules C4	BN Wg	* Dogfish1
92-13125	RC-12X	1st MI Bn	Argus06	ZH882/882	Hercules C5	BN Wg	* Dogfish2
97-00102	UC-35A	52nd AVN	Duke55	ZK383/BN	Typhoon T3	29(R)sq	* Typhoon38
28. 130601	CC-130J	436sq	30 CFC2538	<u>Credits:</u> MST-Aviation, MAR, MSF, Scramble messageboard.			
06-1437	C-130J	143rd AS RI ANG	29 RCH586				



A group of four Italian MB339CDs of 212° Gruppo SVBIA visited Prague-Ruzyně between 29 November 2013 and 2 December 2013. They originally intended to fly into Prague-Kbely on a training flight routing from Lecce-Galatina via Istrana-Treviso to Prague. (2 December 2013, Václav Kudela)

Civil News



Late December 2013 CargoJet Airways took delivery of a "new" 757 freighter. The aircraft is ex TF-FIE of Icelandair. It was withdrawn from use by Icelandair early October and ferried to Goodyear (AZ) for temporarily storage and registered as N720DB on behalf of leasing Company AWAS. Early December the 757 was ferried to Amarillo (TX) for pre-delivery maintenance and on 20 December it was ferried to its new home base Hamilton (Ont.) It is seen here at Hamilton in full CargoJet colours but still with its American registration. It entered service with CargoJet late January as C-FKAJ, a registration used earlier on an Air Canada A320. (24 December 2013, Reinhard Zinabold)

Manufacturer News

Airbus

List prices

Airbus has increased the list prices for all products by 2.6 per cent. The new pricing, shown below in millions of dollars, is effective from 1 January 2014.

Aircraft	Price	Aircraft	Price
A318	71.9	A330-200	221.7
A319	85.8	A330-200 Freighter	224.8
A320	93.9	A330-300	245.6
A321	110.1	A350-800	260.9
A319neo	94.4	A350-1000	340.7
A320neo	102.8	A380	414.4
A321neo	120.5		

A320

Airbus is looking to increase the capacity of the A320 to a total of 189 passengers, to match the 737-800. Currently the A320 is certified to carry 180 passengers due to limited exits. Boeing uses pop-up overwing exits, Airbus claims to have found an alternative for these exits. The manufacturer is not revealing any further details yet.

A330

The A330-300 has gained Japanese certification allowing the type to be operated by airlines from Japan. Skymark Airlines will be the first Japanese A330 operator.

A350

The first pair of A350 flying test aircraft have logged over 800 hours in nearly 200 flights. MSN2 was rolled-out on 2 January and is currently being prepared for testing. MSN2 is sporting a carbon livery to reflect the use of advanced materials in the A350, it is also the first A350 fitted with a full passenger cabin and interior. Airbus will add another two airframes to the test fleet, bringing the flying test aircraft to five. The test fleet will need 2,500 hours of flying time between them to get certification. Currently MSN3 is conducting high-altitude testing at the Bolivian airports of La Paz and Cochabamba. In addition MSN3 is used to validate engine and APU capa-

bility and take-off performance. MSN4 will feature a Qatar Airways hybrid livery, marking Qatar Airways as the launch customer for the A350. Airbus is expecting MSN4 to fly in February. MSN6, the first customer A350, has entered final assembly. Qatar Airways will take delivery of MSN 6 in the fourth quarter of 2014.

Boeing

777X

The 777X has started high-speed wind tunnel tests. These tests will validate the aircraft's cruise performance, and help designers define adjustments. Additional wind tunnel tests for noise, icing and propulsion are scheduled in the coming years.

Bombardier

CSeries

The entry into service for both CS100 and CS300 has been delayed. The CS100 will now enter service in the second half of 2015 and the CS300 will enter service six months later. This delay means that the first CSeries delivery will be fifteen months behind the original schedule. This extra time will allow the CSeries to make a flawless debut.

Cessna

Citation Latitude

Cessna has rolled out the first Citation Latitude for engine and taxi testing. The Latitude is scheduled to enter flight testing early 2014 and achieve certification at the end of this year.

Embraer

Legacy 450

On 28 December the Legacy 450 took to the air for the first time. The twinjet successfully demonstrated its handling and performance during an hour and thirty-five minute flight. The Legacy 450 was launched in 2008 along with the larger Legacy 500.

Airline News

Europe

Belarus

Belavia is planning to expand its fleet with three B737-800s. The aircraft are due to arrive in 2017.

France

Transavia France will be adding up to six A320s from parent Air France in order to expand its summer operations from Orly. Several routes from Orly will also be transferred from Air France to Transavia: Barcelona, Budapest, Casablanca, Istanbul, Malaga, Pisa, Prague, Rome and Tel Aviv. For now the new routes and aircraft are to be moved for one year.

Germany

The mayor of Berlin announced that the troubled new Berlin Brandenburg Airport will not open in 2014 and that an exact date of opening will only be given once everything is tested and fully operational. As a result of this delay, Air Berlin has announced that it will sue the airport for more than €66 million as the new airport is deemed very instrumental for the carrier's plans.

New carrier Rostock Airways has taken over defunct Air Alps and is planning to launch flights from Bremen to Zürich on 3 February 2014 using a single former Air Alps Do328.

Italy

The Italian authorities revoked the AOC of Small Planet Airlines Italy due to financial difficulties at the company.

Lithuania

Air Lituania has announced that it will add two new ERJs in the first half of this year. Both aircraft will be used for new flights to Moscow and to resume flights to Amsterdam.

Poland

The financial difficulties at LOT are making that charter airline Bingo Airways is planning to start scheduled flying later this year. However no routes have been announced.

LOT has decided not to change its last two B787-8s into -9s and also decided not to take delivery of its sixth B787-8. The aircraft will be leased out instead, with Turkish Airlines being rumoured as one of the potential users. These moves come as the airline is still struggling with its financial position.

Portugal

HiFly is expanding its fleet with a first narrow body aircraft, an A321. The aircraft is going to be used for the Belgian Air Force, replacing the A330-300, also operated by HiFly.

Parent TAP of Portugalia has laid out plans to renew the fleet of Portugalia by 2016. Both the eight ERJ145s and six Fokker 100s are going to be replaced, however, no replacement aircraft has been announced be done.

Russia

Orenburzhye is going to order three An-148s with delivery this year and next year. The airline now operates several Let 410s and An-2s from Orenburg.

The authorities have revoked the AOC of Tulpar Airlines, a small airline operating several Yak-42s from Kazan. The authorities found several faults with the airline's maintenance, crew rest and other procedures.

Sweden

West Atlantic is planning to add three B767Fs later this year as the airline group is preparing to cope with the expected increased demand for freighters in Europe as the recession is winding down.

Switzerland

As reported in Scramble 415, Darwin Airlines is going to add new aircraft to its fleet and has decided to add four or five ATR72-500s. The new aircraft are to be used for the new Etihad Regional summer schedule and will be leased from Nordic Aviation Capital.

Turkey

Turkish Airlines firmed up seven of its 35 options for A321NEOs into firm orders. Delivery is expected to start in 2018. With this firm order, Turkish Airlines now has sixty A321NEOs on firm order.

Ukraine

The civil aviation authority has revoked the AOC of Air Onix, grounding the airline. Reason for this measure was that the airline wasn't able to pay its creditors. Despite these problems, the owner of the airline remains optimistic and said that Air Onix is planning to restart operations in the spring.



In order to support the Belgian national football team nicknamed the "Red Devils", Brussels Airlines painted two Airbus A320s (OO-SNC and OO-SND) in a special colour scheme. OO-SNC is seen here at its home base Brussels on Christmas Day. (Eric Vangeel)



After the 17 November 2013 crash of one of their 737-500s, the Russian authorities revoked the AOC of Tatarstan Airlines. Russian airline AK Bars Aero is expected to receive and take over the operations, commitments and active fleet of Tatarstan. This ex Frontier Airlines and Bahrain Air A319 was scheduled to be delivered to Tatarstan Airlines, but has been stored at Ostrava since February 2013. It is expected that the Airbus will be delivered to AK Bars Aero in due course. The Airbus is painted in full Tatarstan colours and is registered as M-ABGN of GECAS. (Ostrava, 21 December 2013, Václav Kudela)

United Kingdom

British Airways has ended the contract with Atlas Air to operate three B747-8Fs under the Global Supply Systems-brand, as the airline planned to end dedicated freighter operations as of April 2014.

Monarch Airlines has announced that it will operate its final A300 flight on 13 April with a special flight between Gatwick and Birmingham. Tickets for this special occasion can be booked with Monarch.

Africa

Algeria

Fleet expansion for Air Algérie. The airline agreed to order eight B737-800s and three ATR72-600s. The new aircraft are due to arrive from 2016 onward.

Congo

Okapi Airlines, which ceased flying in 2012, will be restarting operations in the upcoming months, using a leased B737-800.

Nigeria

Med-View Airline has taken delivery of its first B737-800 and will be using the aircraft for its first international flight between Kano and Jeddah. Speaking to the press at the delivery ceremony the managing director said that a B767-300ER and a B777 are also being sought after to expand the airline's international operations.

Tunisia

While you are reading this issue of Scramble, Tunisair will have withdrawn its last B737-500s and A300-600s from use and are offering the aircraft for sale.

Zimbabwe

Yet another new airline is planned in the debt ridden country. Royal Zimbabwe Airlines is the name of the new venture, owned by Mr. Kaseke, former head of the Civil Aviation Authority of Zimbabwe. He is planning to start flights between Zimbabwe and China which were previously operated by Air Zimbabwe.

Asia

Bangladesh

Biman Bangladesh will start flying into New York JFK airport as from spring 2014. The route will be flown twice weekly

with a stopover in Birmingham. During 2014 Biman will look into further expansion of their network. Manchester, Los Angeles, Guangzhou and Kunming are on the top of their list.

China

Sichuan Airlines will lease two A321-200 equipped with sharklets from Air Lease Company. The planes will join the fleet later this year.

Hong Kong

Cathay Pacific will add 21 B777-9Xs to the fleet as from 2021. The carrier has made a good deal about the price of the planes. They will be used mainly on European and North American routes. Currently there are 54 B777s in service with Cathay. Also Cathay will add three extra B777-300ERs and a single B747-8F to the fleet. Delivery of those four will start in 2015.

India

Air India is looking into the option to sell seven B787-8 Dreamliners because of their current bad financial situation. Air India is trying to get around 110-120 USD million for each plane. We are wondering who will be interested.

Air Costa has put their first two ERJ190s into service. Another five planes will join later this year.

SpiceJet has placed a firm order for 42 B737-MAX aircraft with Boeing, but the manufacturer has been unable to confirm this yet.

Iran

Iran Air has placed the world's last operational B747-100 into storage at Teheran Imam Khomeini Airport. The aircraft was flown over 35 years with Iran Air. It was delivered to them in 1979. Currently Iran Air still operates some B747SPs and B747-200s.

Kazakhstan

Air Astana is asked both by Star Alliance and Oneworld if it wants to join their alliance. It looks like both alliances see huge changes in Central Asia. As Air Astana has a great domestic and international network in this region it should be the perfect partner. Peter Foster, president of the airline, has said that he will do some research and think twice before he makes his decision if he needs to join an alliance and if so which one. "The devil is in the detail" according to Foster.

Malaysia

Malaysia Airlines will operate to Dubai Al Maktoum International (Dubai World Central) airport when Dubai International is undergoing runway maintenance. This will be from 1 May to 20 July. After this period they will be flying to Dubai International again.

Sri Lanka

SriLankan Airlines will add three ex-Qatar Airways A321s to their fleet. This will be a new type for the airline.

Thailand

Thai AirAsia X has received their first A330-300 from sister company AirAsia X. The plane will operate out of Bangkok Don Muang soon. Destinations will be in Europe, North Asia and Australia.

Latin America

Aruba

After Dutch Antilles Express, it might be that the economic crisis in Venezuela is also dragging down another foreign airline, as Tiara Air has major difficulties to remain operating in a region where Venezuelan passengers are very important. But, if they're not able to pay, they are not able to fly...

Brazil

AVIANCA Brazil is in talks with Embraer to acquire thirty aircraft, but is also speaking to Airbus to replace its current fleet of thirteen Fokker 100s, with A320s.

Colombia

SATENA has taken delivery of three Harbin Y12 turboprops to operate into previously inaccessible areas.

Curacao

Insel Air will take delivery of four former KLM Fokker 70s between March and June. These are **11528** PH-JCH, **11537** PH-JCT, **11578** PH-KZG and **11583** PH-KZH.

Dominican Republic

Start-up PAWA Dominicana is set to acquire twenty DC-9-50s from Delta Air Lines.

Ecuador

Fellow start-up Sudamaricana took delivery of their first aircraft in January: a former Aerolíneas Argentinas B737-500.

Surinam

Blue Wing Airlines has also reached an agreement with KLM over the purchase of two Fokker 70s: **11556** PH-KZV (which recently ferried to Norwich after it was retired) and **11570** PH-WXA.

Venezuela

The Venezuelan presidential A319 ACJ, which used to be operated by the air force, has been 'given' to Conviasa.

After the grounding of five B737-200s and one MD-83, RAVSA Venezolana was left with only one operational MD-82. As the other aircraft were grounded over safety concerns, the airline threw in the towel and suspended operations.

Middle East

Jordanian

Royal Jordanian announced their first B787 Dreamliner routes. The first revenue flight will be to Jeddah on 1 July, one day later they will fly to Accra via Lagos. At the end of the summer Montreal, Chicago and Sana will be added. The first of the two Dreamliners is planned to arrive in June.

United Arab Emirates

flydubai will operate some of their flights out of Dubai Al Maktoum when Dubai International is undergoing runway maintenance. From 1 May to 20 July all flight numbers starting with FZ5*** will be departing and arriving at the new airport.

RAK Airways has stopped operations since 1 January. This due to the strong competition in the region and the high costs to keep the fleet flying. Due to this decision there is no scheduled airline operating from Ras al Khaimah anymore. What will happen with the two A320s is not known yet.

North America

Canada

Business is going well for Air Canada Rouge, as the airline is expecting to add 21 aircraft from Air Canada before the end of 2014. The young airline's fleet currently consists of nine A319s and three B767-300s.

Cargojet Airways plans to gradually replace its fleet of B727s with more B757s, of which the company already operates two.

Haiti

Haiti Aviation suspended its operations in December. The company operated an MD-83, which was leased from Falcon Air, three times weekly to Miami.

Mexico

Aeronaves TSM plans to add a former Evergreen DC-9-15F to its fleet.

TAR Aerolíneas has taken delivery of its first of two ERJ-145s for domestic operations.

United States of America

Aloha Air Cargo is close to adding a B737-300F to its fleet of B737-200s and Saab340s.

American Airlines has converted an existing order for 22 A350-800s, originally ordered by US Airways, into A350-900s.



YV2957 is the latest addition to the fleet of Aeropostal. This aircraft was originally delivered fresh from the factory to Alitalia as I-DATQ in April 1995. It was withdrawn from use by the Italians in Spring 2012. The aircraft had been stored at Rome until May 2013 when it was ferried to Miami (FL) and registered as N261PH of Engage Aviation. In September 2013 it was purchased by Aeropostal and ferried to Caracas. (Caracas-Simón Bolívar, 2 November 2013, Andre Alders)



Tiger Airways Australia was established in 2007 as subsidiary of Singapore based Tiger Airways. It operates a fleet of twelve Airbus A320 aircraft. In July 2013, the airline was rebranded as Tigerair Australia and introduced a slightly modified colour scheme. Airbus A320 VH-VNC is pictured here at Melbourne-Tullamarine on 24 December by Jeroen Oude Wolbers.

Depending on how you look at the new colour scheme of American Airlines, you might be one of those disappointed by the new look. The airline itself was not so sure either, as they had their entire workforce vote over the new design. Almost 52% of the voters voted in favour of the new colour scheme, and so the majority has it, that we will be looking at the new colour scheme for a long time to come.

American Eagle will rename the airline into Envoy from this spring. The airline will logically still operate feeder flights for American Airlines, as well as those operated for US Airways.

In early January, Delta Air Lines retired its remaining twelve DC-9-50s, being the last US airline to fly this iconic type of aircraft. Although these aircraft were inherited from the merger with Northwest Airlines, coincidentally, Delta Air Lines was the launch customer of the type in 1965. In honour of this, the last flight had a special flight number: DL1965.

Commuter airline Era Alaska will rename itself Ravn Alaska to avoid confusion with Era Helicopters.

Federal Express has ordered two more B767-300Fs, bringing the expected total to 48. At the same time, the package giant deferred eleven options for B777F's with two years, due to the currently slow demand for air cargo.

United Airlines cancelled outstanding orders for six A319s and six A320s. The aircraft were ordered in 2001 and deferred to an undisclosed delivery date, so this did not come as a surprise.

Oceania

Fiji

Fiji Airways has launched a strategic plan for the next five years. Main focus will be to expand the fleet by 25% and make more profit on the current services. Planes that will be added are one A330-200, two B737-800s and two ATR 72-600s for sister company Fiji Link. Main focus on new routes will be in Asia and islands around Fiji.

Aircraft orders

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

Airbus 2013 firm orders

Aerospace International Group	10 A320
	4 A321
<u>Air Asia X</u>	<u>25 A330-300</u>
<u>Airbus Corporate Jet</u>	1 A319CJ
	3 A320CJ
<u>Air Caraïbes</u>	<u>3 A350-1000</u>
Air China	6 A330-300

Air France-KLM	25 A350-900
Air Lease Corporation	14 A321NEO
	20 A350-900
	5 A350-1000
American Airlines	130 A321NEO
BOC Aviation	6 A320
	4 A320NEO
	7 A321
	8 A321NEO
British Airways	18 A350-1000
China Eastern Airlines	7 A330-200
	1 A330-300
China Southern Airlines	1 A330-300
CIT Leasing Company	3 A319
	10 A321
	10 A350-900
Delta Air Lines	30 A321
	10 A330-300
easyJet	44 A320
	100 A320NEO
<u>Emirates Airlines</u>	<u>50 A380-800</u>
Etihad Airways	10 A320NEO
	26 A321NEO
	1 A330-200F
	40 A350-900
	10 A350-1000
Hainan Airlines	1 A330-200
	1 A330-300
Hawaiian Airlines	16 A321NEO
ILFC	50 A320NEO
	15 A321
Indigo	30 A320NEO
Japan Airlines	18 A350-900
	13 A350-1000
Jetblue Airways	15 A321
	20 A321NEO
Lerner Enterprises	1 A319
Lion Airlines	60 A320
	109 A320NEO
	65 A321
Lufthansa	30 A320
	35 A320NEO
	35 A321NEO
	25 A350-900
Nepal Airlines	2 A320
Oha Centre Street Aircraft Holding Co.	2 A319CJ
Qatar Airways	5 A330-200F
Scandinavian Airlines	4 A330-300
	8 A350-900
Singapore Airlines	30 A350-900
Spirit Airlines	25 A321
Sri Lankan Airlines	6 A330-300
	4 A350-900

Syphax Airlines	3	A320	FedEx	2	B767-300F
	3	A320NEO	<u>flydubai</u>	11	<u>B737-800</u>
Texas Aviation Group	3	A319CJ		75	<u>B737MAX8</u>
<u>Turkish Airlines</u>	25	A321	GECAS	4	B737
	4	A320NEO		10	B787-10
	60	A321NEO	Icelandair	16	B737MAX
	5	A330-300	KLM	1	B777-300ER
United Airlines	10	A350-1000	Korean Air	5	B747-8i
<u>Unidentified</u>	7	<u>A319</u>		6	B777-300ER
	8	<u>A319NEO</u>		1	B787-8
	26	<u>A320</u>	Lufthansa	20	B777-9X
	59	<u>A320NEO</u>	Qantas	5	B737-800
	7	<u>A321</u>	Qatar Airways	2	B777-300ER
	13	<u>A321NEO</u>	Ryanair	175	B737-800
	4	<u>A330-200</u>	Sberbank Leasing (for Transaero)	12	B737-800
VivaAerobus	12	A320	Silk Way Airlines	2	B747-8F
	40	A320NEO	Singapore Airlines	30	B787-10
Vueling	30	A320	Southwest Airlines	5	B737-800
	32	A320NEO		30	B737MAX7
<u>Z/C Aviation Partners One LLC</u>	1	<u>A319</u>		20	B737MAX
Total	1619		Swiss	6	B777-300ER
ATR 2014 firm orders			<u>Transaero Airlines</u>	4	<u>B747-8i</u>
<u>Air Algérie</u>	3	<u>ATR72-600</u>	Travel Service Airlines	3	B737MAX8
Total	6		TUI Travel	60	B737MAX
Boeing 2013 firm orders				2	B787-8
Aerolíneas Argentinas	20	B737-800	Turkish Airlines	20	B737-800
Air China Cargo	8	B777F		40	B737MAX8
Air Europa	8	B737		10	B737MAX9
Air Lease Corporation	9	B737MAX		5	B777-300ER
	10	B777-300ER	<u>Unidentified</u>	8	<u>B737-700</u>
	3	B787-9		124	<u>B737-800</u>
	30	B787-10		323	B737MAX
All Nippon Airways	4	B737-800		2	B747-8i
	3	B777-300ER		8	B777-300ER
Alaska Airlines	5	B737-900ER	United Airlines	1	B787-8
American Airlines	100	B737MAX		14	B737-900
	1	B777-300ER	United States Navy	10	B787-10
	20	B787-8	WestJet	14	P-8A
	22	B787-9		10	B737-800
Boeing BBJ	3	B737BBJ	Xiamen Airlines	65	B737MAX
	1	B777BBJ	Total	6	B787-8
British Airways	12	B787-8		1531	
	6	B787-9	Boeing 2014 firm orders		
<u>Cathay Pacific Airways</u>	3	<u>B777-300ER</u>	<u>Air Algérie</u>	8	<u>B737-800</u>
	21	<u>B777-9X</u>	<u>Alaska Airlines</u>	2	<u>B737-900ER</u>
	4	B747-8F	Total	10	
CIT Leasing Company	30	B737MAX8	Bombardier Aerospace 2014 firm orders		
EI AI	2	B737-900ER	<u>Al Qathani Aviation</u>	16	<u>CS300</u>
Etihad Airways	1	B777F	Total	16	
	8	B777-8X			
	17	B777-9X			
	30	B787-10			

Credits: CH-Aviation, Airliners.net, African Aviation Tribune, Scramble Messageboard, Airbus, Boeing, ATR, Embraer, Flight Global.

Jetliners

A300	B4-605RF	532	TC-MCG	MNG Airlines, ex B-2308 of China Cargo Airlines. Delivered on 7 January.
	B4-605RF	739	TC-...	MNG Airlines, ex N739AA of the Wells Fargo Bank. Registered in Turkey on 23 December. Ex B-2323 of China Southern Airlines. Already ferried to Istanbul-Ataturk for storage awaiting freighter conversion in 2011. The Airbus was converted to freighter at Istanbul in 2013.
A310	-304	520	N551GA	GA Telesis, ex VP-BTJ of S7 Airlines. Registered in the US on 16 January.
	-304	524	EP-MMN	Mahan Air, ex EX-301 of the same airline. Registered in Iran in December.
A318	-112	3363	B-77777	EVA Air, ex 9H-AFL of Comlux Aviation Malta. Delivered on 6 November.
A319	-111	2093	VP-BWG	Donavia Airlines, ex Aeroflot. Delivered on 21 January.
	-132	2383	N1821V	ILFC - International Lease Finance Corp., ex 5B-DCN of Cyprus Airways. Registered in the US on 16 January.
	-132	2718	N1235V	Veca Airlines, ex Bank of Utah. Delivered on 11 December. Former 5B-DCF of Cyprus Airways. (addition Scramble 415 - Page 41).
	-132	3317	YU-APF	Air Serbia, ex XA-VOT of Volaris. Delivered on 16 January.
	-111	3336	VP-BUO	Aurora, ex Aeroflot. Transferred to Aurora division on 15 January.
	-115 (ACJ)	4353	OE-LJG	Tyrolean Jet Service, ex VP-BJP of the same company. Reregistered in January.
A320	-211	218	D-AIQK	Germanwings, ex Lufthansa. Transferred to Germanwings on 4 January.
	-231	376	EP-ZAI	Zagros Airlines, ex UR-CKS of Khors Aircompany. Delivered on 6 November.
	-211	382	D-AIQR	Germanwings, ex Lufthansa. Transferred to Germanwings on 18 January.
	-211	407	EP-ZAJ	Zagros Airlines, ex UR-CKR of Aviatrans K. Delivered on 28 December.
	-211	662	N662WE	Wells Fargo Bank, ex UR-DAK of Aviatrans K. Registered in the US on 10 January.

	-214	1605	G-ZBAP	Monarch Airlines, ex M-RAFF of Air Salvage International. Delivered on 18 January. Former TC-SGN of Saga Airlines.
	-233	1624	TC-ATT	Atlasjet International Airways, ex EI-TAB of TACA International Airlines. Delivered on 29 December. Was intended to fly for Fly Marianas, but that deal fell through (see Scramble 405 – Page 31).
	-214	1942	VP-CXF	Nas Air, ex G-DHRG of Thomas Cook Airlines. Delivered on 24 December.
	-214	2003	D-ABNE	Air Berlin, ex G-KKAZ of Thomas Cook Airlines. Delivered on 14 January.
	-232	2164	TC-JUF	THY Turkish Airlines, ex AnadoluJet. Transferred to THY late December.
	-232	2395	TC-JUG	THY Turkish Airlines, ex AnadoluJet. As above.
	-232	2401	TC-JUI	THY Turkish Airlines, ex AnadoluJet. As above.
	-232	2863	LZ-BHH	VietJetAir, ex BH Air – Balkan Holidays International. Delivered on lease on 11 January.
	-232	4197	B-MBC	Air Macau, ex 5B-DCG of Cyprus Airways. Delivered on 14 January.
	-214	5138	HB-JXA	EasyJet Switzerland, ex G-EZUX of EasyJet. Registered in Switzerland on 6 January.
	-214	5921	VQ-BPU	Aeroflot. Delivered on 17 January. Test registration was F-WWDX.
	-232	5924	A6-EIW	Etihaad Airways. Delivered on 22 January. Test registration was F-WWIU.
	-214	5925	EC-LZN	Vueling Airlines. Delivered on 23 January. Test registration was D-AUBE.
	-214	5927	G-EZWP	EasyJet. Delivered on 17 January. Test registration was D-AUBF.
	-214	5935	D-AUIA	Lufthansa. Delivered on 17 January. Test registration was D-AUBI.
A321	-111	642	SX-BHS	Daallo Airlines, ex Hermes Airlines. Delivered on lease as temporary replacement for the 737-500 on 6 January. The Airbus wears Daallo titles in a Hermes colour scheme.
	-231	668	EI-ETH	MetroJet, ex Kolavia. Noted in full Metrojet colours and with Metrojet titles at Budapest on 4 January.
	-211	823	TC-ATZ	Atlasjet International Airways, ex F-HBAB of Aigle Azur. Delivered on 19 December.
	-231	1956	VQ-BSQ	Yamal Airlines, ex OD-RMG of MEA – Middle East Airlines. Delivered early January.
	-231	1967	VQ-BSM	Yamal Airlines, ex OD-RMH of MEA – Middle East Airlines. Delivered early January.
	-232	2933	VQ-BRU	Nordwind Airlines, ex N933AG of the Wells Fargo Bank. Delivered on 29 December. Former VT-KFR of Kingfisher Airlines.
A330	-322	127	CS-TRI	HiFly, ex Atlasjet International Airways. Returned from lease on 31 December.
	-202	211	CS-TQP	Livingston, ex HiFly. Delivered on lease for the winter season on 20 December.
	-343E	1097	EC-LXR	PAL Principal Airlines, ex Air Europa. Delivered on winter lease on 8 January.
	-202	1472	5A-ONP	Afriqiyah Airways. Delivered on 30 December. Test registration was F-WWYK.
	-303	1487	TC-JNZ	THY Turkish Airlines. Delivered on 14 January. Test registration was F-WWYY.
A380	-861	139	A6-EER	Emirates (correction Scramble 416 – Page 46).
	-841	144	G-XLED	British Airways. Delivered on 17 January. Test registration was F-WWAK.
B737	-4K5	24125	N240JT	Jetran LLC, ex EI-ETT of Mistral Air / Trawelfly. Registered in the US on 6 January. The aircraft has been stored at Bournemouth since 25 November 2013.
	-3K2	24327	EW-386PA	Belavia - Belarusian Airlines, ex LY-FLJ of Small Planet Airlines. Delivered on 8 January.
	-3Y0SF	24546	G-JMCT	Atlantic Airlines, ex G-ZAPV of Titan Airways. Delivered on 23 December.
	-4B6SF	24808	PR-SDU	Sideral Air Cargo, ex N248JT of Jetran LLC. Delivered after freighter conversion on 23 January. Former CN-RMG of Royal Air Maroc.
	-4Y0SF	24903	G-JMCS	Atlantic Airlines, ex N451KA of Kahala Aviation Ltd. Delivered after freighter conversion on 8 January. Former UR-VVN of AeroSvit Ukrainian Airlines.
	-4Y0SF	25184	F-GIXU	Europe AirPost, ex EI-STG of Air Contractors. Delivered on 29 December.
	-4Q8	25371	YR-BAR	Blue Air, ex N707DB of AWAS. Delivered around Christmas. Former TC-SKG of Sky Airlines.
	-45D	27156	N803TJ	Swift Air, ex Bank of Utah. Delivered on 23 November. Former SP-LLB of LOT (addition Scramble 415 – Page 42).
	-524	27532	UR-UTS	UTair Ukraine, ex VP-BFS of UTair. Transferred to the Ukrainian division on 17 January.
	-36N	28557	5N-YSM	Azman Air, ex G-TOYF of BMIbaby. Delivered on 12 January.
	-36N	28570	5N-HAI	Azman Air, ex G-TOYH of BMIbaby. Delivered on 12 January.
	-42R	29107	EX-37402	Pegasus Airlines Asia, ex TC-APD of Pegasus Airlines. Transferred to the Asian division on 6 December.
	-8K2	29650	F-GZHD	Air Transat, ex Transavia France. Delivered on lease in full colours in January.
	-86Q	30295	PK-TVW	MEGA Maldives Airlines, ex Travel Service. Delivered on winter lease on 29 December.



China Southern Airlines was the airline which took the most deliveries of new aircraft in 2013. In total the airline took delivery of 68 new Boeing, Airbus and Embraer aircraft. One of these is this 787-8 Dreamliner B-2727 which was delivered to the airline on 10 October 2013. (London-Heathrow, 20 December 2013, Jeep Stoker)



Flying Group finally received the much anticipated Lineage 1000 OO-NGI in the last week of December. The aircraft was delivered via Luton and had to divert to Brussels due to bad weather at Antwerp. (Brussels-Zaventem, 30 December 2013, Walter Van Brempt)

	-8AS	33605	TC-IZG	Izmir Airlines, ex EI-DPE of Ryanair. Delivered on 24 December.
	-8AS	33622	VQ-BSR	Orenair - Orenburg Airlines, ex EI-DLZ of Ryanair. Delivered on 26 December.
	-86N	34247	OY-PSH	Primera Air Scandinavia, ex N342AR of GECAS. Delivered on 17 January. Former JA737H of SkyMark Airlines.
	-7K9	34321	EI-RUM	Transaero Airlines, ex B-5108 of China Southern Airlines. Delivered on 21 December.
	-8GJ	34901	F-GZHA	CanJet Airlines, ex Transavia France. Delivered on winter lease on 9 December.
	-85P	36595	EC-LYR	Air Europa. Delivered on 13 January. Line # 4735.
	-76J	36873	B-5811	Ruili Airlines, ex D-ABLE of Air Berlin. Delivered on 25 December. Registered in between as N873RL of the Wells Fargo Bank.
	-76J	36874	B-5812	Ruili Airlines, ex D-ABLF of Air Berlin. Delivered in January. Registered in between as N874RL of the Wells Fargo Bank.
	-8JP	41121	LN-NGR	Norwegian. Delivered on 13 December. Line # 4739.
	-8C9	41190	LX-LGV	Luxair. Delivered on 21 January. Line # 4755.
	-8LJ	41198	VP-BZA	Aeroflot. Delivered on 17 January. Line # 4753.
B747	-433BCF	25075	TC-ACJ	ACT Airlines, ex B-2478 of Air China Cargo. Delivered on 23 January.
	-412	27178	EC-KSM	Pullmantur Air, ex Saudia - Saudi Arabian Airlines. Returned from hajj lease on 10 January.
	-428ERF	32870	N902AR	Centurion Cargo, ex F-GIUD of Air France. Delivered on 10 December.
	-428ERF	33096	F-GIUG	Air France, ex VQ-BFX of Air BridgeCargo. Returned to Air France after a four year lease. Not put in service by Air France, but ferried to Teruel (Spain) for storage on 23 December.
	-8KZF	36139	JA15KZ	NCA - Nippon Cargo Airlines. Delivered on 16 January. Line # 1479.
	-8B5F	37656	HL7624	Korean Air. Delivered on 30 December. Line # 1488.
	-8HVF	37670	VQ-BRJ	AirBridgeCargo. Delivered on 27 December. Line # 1482.
B757	-23AF	24566	C-FKAJ	Cargojet Airways, ex N720DB of AWAS. Delivered on 20 December. Former TF-FIE of Icelandair.
	-28ASF	26274	N968FD	FedEx Express - Federal Express, ex G-FCLH of Thomas Cook Airlines. Delivered after freighter conversion late November.
	-23N	30735	TF-FIC	Air Niugini, ex Icelandair. Delivered on lease on 30 December.
B767	-352ER	26261	XA-UTC	AeroM�xico - Aerovias de M�xico, ex CC-CDM of LAN Airlines. Delivered already on 4 October 2013.
	-224ER	30431	VP-BAQ	UTair, ex N73152 of United Airlines. Delivered on 22 November.
B777	-39LER	41442	B-2045	Air China. Delivered on 16 January. Line # 1165.
	-3D7ER	42110	HS-TKU	Thai Airways International. Delivered on 21 January. Line # 1166.
B787	-8	34846	JA833J	Japan Airlines International. Delivered on 8 January. Line # 125.
	-8	34924	B-2726	China Southern Airlines. Delivered on 24 December. Line # 36.
	-8	34928	B-2735	China Southern Airlines. Delivered on 25 December. Line # 119.
	-8	34930	B-2737	China Southern Airlines. Delivered on 25 December. Line # 104.
	-8 (BBJ)	35303	A6-PFC	Government of Abu Dhabi - Amiri Flight. Delivered on 3 January. First Dreamliner Business Jet! Line # 141.
	-8	42247	JA824A	ANA - All Nippon Airways. Delivered on 9 January. Line # 132.
BAe146	-RJ85	E2235	C-....	North Cariboo Air, ex OY-RCD of Atlantic Airways. Delivered as OY-RCD on 11 December.
CRJ	CL-800	7351	N1800C	Carolina Turbine Sales Inc., ex M-ABGH of Asia Aviation Holdings Ltd. Registered on 2 January.
	200ER	7851	XA-UTF	Aeromar Airlines, ex EC-IRI of Air Nostrum. Delivered on 14 January.
DC-9	-83	53122	4L-LAU	Air Caucasus, ex N991JM of Swift Air Cargo. Delivered in October, new registration now known.
	-82	53217	N982FA	Bank of Utah, ex I-DATE of Alitalia. Was ferried to Miami (FL) late October 2013. Registered on 6 January. Will be converted to freighter for FitsAir, Sri Lanka.
ERJ	135ER	145210	ZS-TCB	South African AirlinK, ex SE-RAA of Skyways. Delivered in November and registered on 17 December.
	135BJ	14501170	PP-LEG	Sumatera Participacoes Ltda. Registered on 4 November.
	135BJ	14501182	M-JCCA	Private. Delivered on 18 December.
MD-11	F	48435	N384WA	Western Global Airlines, ex World Airways. Delivered on 7 January.

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

Propliners

Finally after ten years (!) we can report progress in the struggle of European Coastal Airlines. A concession has been granted by the Croatian government to establish a seaplane base in Split, Croatia. Plans include services to several islands

on the Dalmatian coast and also trans Adriatic services to the Italian coast. Grumman Goose aircraft are still planned for this, but now also floating Twin Otters. Let's see how long it will take before the next step... actually flying.

DHC	-2	315	N1178R	Pacific Wings, registered by Sunrise Aviation on 24 December 2013. Ex N843TT.
Douglas	BT-67	19066	N47060	Basler Turbo Conversions, ferried Oshkosh (WI) to Sault Ste Marie (Ont.), Canada on 2 January 2014, possibly for painting.
	DC-3TP	25546	ZS-OJM	Aliansa. Former Dodson Turbo Dak was ferried via Fort Lauderdale (FL) and Cartagena to Villavicencio. The airplane was still blank with a thin blue cheat line, but will soon feature the Aliansa scheme and Colombian registration HK-5016. This is the first civil turbo Dakota in Colombia.
	BT-67	33053	C-GEAI	Kenn Borek Air, operating for ALCI, suffered a gear collapse during a take-off in a snowstorm at Holtanna Peak, Antarctica on 20 December 2012. The airplane was seriously damaged, and spend the southern winter in the snow. Over the last summer a crew from Canada has done an incredible job in actually replacing the whole cockpit section of the Turbo DC-3 in January 2014!
	DC-4-1009	42934	ZS-AUA	Dutch Dakota Association, sold to a group of four Dutch investors, and work has already started on the airframe, for which four new '0 houred' engines are available! The airplane has been on lease to South Africa for several years, but this has not been extended recently. It has now been sold by the DDA to gain funds for a new engine for PH-DDZ that has been stored at Amsterdam for two years now, awaiting a new engine.
Lockheed	L-100-30	4565	ZS-RSG	Air Contractors, took up this Hercules freighter to replace EI-JIV. It was ferried all white to Shannon on 31 December 2013.
	L-100-30	4673	EI-JIV	Air Contractors, lease ended 31 December 2013, ferried East Midlands to Cambridge that day before returning to South Africa.

Credits: Aad van der Voet, Ruud Leeuw, Michael Prophet, propliner communities, online photo websites.

Commuters



Etihad Regional is a new feeder service, which connects Etihad's European hubs. The flights are operated by Lugano based Darwin Airline. Etihad Regional operated its first flight on 16 January 2014. The flight was operated by this 50 seat Saab 2000 HB-IZP, which was the first Darwin Airline aircraft to receive the new Etihad Regional colours. The paint job was done by QAPS at Lelystad and the aircraft is seen here departing from Lelystad to Switzerland. (13 January, Jeroen Schonewille)

ATR	72-202(F)	265	HB-AFX	Farnair, ex SP-LFB. Ferried Sonderborg to Basle after freighter conversion.
	72-202	367	OM-VRB	Danube Wings, ex EI-REG. Ferried Bucharest-Otopeni to Bratislava 3 December after storage.
	42-320	382	UR-UTA	UTAir Ukraine, ex VP-BLP. Ferried to Durham-Tees Valley 7 December with...
	42-320	386	UR-UTB	UTAir Ukraine, ex VP-BLQ. Both to be scrapped.
	72-202	441	EC-...	Canarfly, ex T7-COA. Departed Monchengladbach 16 December on delivery to Las Palmas, all white colour scheme.
	72-212A	529	G-ISLI	Blue Islands, ex OY-CLM. Registered 3 December. Delivered Billund to Jersey 4 December.
	72-212A	879	F-ORAA	Belle Air, ex F-WWEH. Ferried Tirana to Toulouse-Francazal between 5 and 6 December with...
	72-212A	908	F-ORAI	Belle Air, ex I-LZAN. Both being returned to lessor.
	72-600	1075	VT-JCZ	JetKonnnect, ex F-WWEL. Departed Toulouse on delivery 12 December.
	72-600	1106	PK-WGK	Wings Abadi Air, ex F-WWES. Ferried Toulouse to Colombo between 12 and 14 December.
	72-600	1125	B-17008	Uni Air, ex F-WWEN. Departed Toulouse 20 December on delivery.
	72-600	1126	HK-4999	AVIANCA, ex F-WWEO. Departed Toulouse on delivery 6 December.
	72-600	1128	9M-FIB	FireFly, ex F-WWEQ. Ferried Toulouse to Heraklion 20 December.
Do328	-310	3200	5N-BQV	AirPeace, ex D-BDBJ. Delivered Altenrhein to Algiers between 3 and 6 December.

Credit: Skyliner Aviation.



Hot topic this month is Fokker 100 YR-FLW of Flywings, operated by Valahia Air. It was barely operational for a month (delivered on 18 December 2013) before it ferried from Dusseldorf to Maastricht on 18 January for storage. Reason for this is that tour operator Flywings had trouble selling the seats and has decided to park the aircraft. It is seen here in a rather white livery at Dusseldorf, when Bill de Koning paid the airport a visit on 5 January 2014.

F27	-200	10115	59-0259	Philippines Government. Seen active at Tacloban during relief flights after typhoon Haiyan struck the islands. The serial is now placed on the vertical tail instead of the dorsal fin, where it used to be.
	-500	10377	I-MLRT	MiniLiner Ferried on the last day of 2013 from Limoges to Bergamo, after the lease to Europe Airpost was finished.
	-500	10378	I-MLTT	MiniLiner. Same deal as above, except that it ferried from Dole-Tavaux.
	-600	10405	TC-MBF	Sold during 2013 as an instructional airframe to Erzincan University 'Ali Cavit Çelebiglu', School of Civil Aviation, located at Erzincan, East Anatolia, Turkey. The white fuselage, including the centre wing and nacelles, were transported on a flatbed truck from Ankara-Esenboga to Erzincan University on 7 June 2013. It was being assembled by engineers outside the Erzincan University area on 15 September 2013. Repainted in new (basic) Turkish Airlines c/s (white fuselage and red tail vertical section with Turkish Airlines tail logo).
	-200MP	10587	D.2-03/802-12	Ejército del Aire Español or Spanish Air Force. Withdrawn from use on 14 December 2013. The air force will now be looking to sell the three Friendships, but if this will not happen it will donate one of them to the museum at Madrid-Cuatro Vientos.
	-500RF	10610	D2-ESN	Sonair. Arrived Lanseria 20 January and flew onwards to Rand, most likely for maintenance. It is assumed the Friendship has been sold to the DRC.
	-050	20138	C5-SSA	South Supreme Airlines, ex ST-NEW Feeder Airlines. The only reason this change came to light was because the aircraft suffered a landing mishap early January 2014. See Dustpan & Brush for more details.
	-050	20184	JU-8882	Hunnu Air. Arrived Saarbrücken 7 January for maintenance.
	-050	20205	TF-JMO	Flugfélag Islands. Ferried Reykjavik-Kinshasa-N'Djili, DRC, with a few stops in between, on 14-16 January, in basic colours. Destined for Compagnie Africaine d'Aviation, so expect a 9Q reg soon.
	-050	20262	PH-KXX	Denim Air, registered 20 December 2013. Was cancelled three days before, as it did not conform to the requirements anymore, but luckily Denim Air came to the rescue.
	-050	20280	OB-1770-T	Aero Transporte, ex PH-LXU ntu. Redelivered from Maastricht via Keflavik 18-19 January. Looks like it was just over for maintenance.
F28	-0100	11303	PH-CXF	SAMCO. Ferried from Maastricht to Woensdrecht 21 January after storage.
	-0100	11313	YR-FLW	Flywings Airlines. Ferried from Dusseldorf to Maastricht 18 January for interim storage. It only ferried to Dusseldorf a month before, did a few flights, but since then tour operator Flywings has had trouble selling seats and consequently the Fokker was parked.
	-0100	11322	UP-F1014	Bek Air, ex (4L-GIA), PH-LNE. Delivered from Saarbrücken to Uralsk 14 January 2014 for repaint.
	-0100	11336	9A-BTF	Trade Air. Has been grounded as of 31 December 2013, due to maintenance issues. At the same time the main landing gear was due for an overhaul, there was a problem with a part of the engines and the fuselage needed a big maintenance check. Trade Air does not anticipate replacing this airframe.
	-0100	11407	9A-BTD	Petro Air. Has been flying there since October 2013, but needs a maintenance check in February 2014, i.e. this month.
	-0100	11416	9A-BTE	Trade Air. Flying around like this since 2012, but will most likely go to Petro Air soon, as BTD needs maintenance.
	-0100	11462	EP-FQF	Qeshm Airlines, ex (EP-FQH), UR-CKU. Seen as EP-FQF at Tehran-Mehrabad 29 November 2013. EP-FQH was apparently not taken up.
	-0070	11528	PJ-...	Insel Air. Currently still PH-JCH of KLM Cityhopper, planned to be retired April 2014.
	-0070	11537	PJ-...	Insel Air. Currently still PH-JCT of KLM Cityhopper, also planned to be retired this April.
	-0070	11556	PZ-...	Blue Wing Airlines. The former KLM Cityhopper PH-KZV ferried to Norwich 5 January 2014 for storage and is due for delivery in March.
	-0070	11570	PZ-...	Blue Wing Airlines. Currently still PH-WXA of KLM Cityhopper. The duo will join the Surinam outfit later in the year.
	-0070	11578	PJ-...	Insel Air. Currently still PH-KZG of KLM Cityhopper. Planned to be retired this month at the latest.
	-0070	11583	PJ-...	Insel Air. Currently still PH-KZH of KLM Cityhopper, with a planned retirement date of May 2014. All four are planned to join Aruban outfit Insel Air later in the year.

Credits: Morné Booij-Liewes, Skyliner.

Bizjets

BAe125 Beech	900XP	HA-0035	N33235	The US marks were allocated 9 January. G-DLTC still current on UK register.	
	400A	RK-29	OY-JJE	Sun-Air of Scandinavia, ex I-IPIZ. Registered on 16 January.	
	400A	RK-133	OY-JJD	Sun-Air of Scandinavia, ex I-TOPB. This Beechjet also went to Denmark in January, but on the 7th.	
	400A	RK-209?	ES-CMK	Flew from Keflavik to Tallinn on 20 December. Probably ex N413LX, which was cancelled to Estonia on 19 December.	
Cessna	501	0077	N501AZ	Registered to First Bombardier Leasing LLC 17 January, ex I-FRAI.	
	525A	0422	ZS-PDZ	Registered to Petronex Pty. Ltd. 13 December, ex HB-VPB.	
	525B	0148	M-ELOW	Previously M-ELON, re-registered and noted recently at Bournemouth as such.	
	525B	0255	OE-GJP	Ex D-CHAT, registered to Jet Pool Network during December.	
	550	0964	N550TA	Ex HB-VMY, registered to Jet Inventory LLC 9 January.	
	550	0872	G-SPRE	Registered to Xclusive Jet Charter Ltd. 20 January, ex 5N-IZZ.	
	560XL	5355	N168MC	These US marks were assigned on USCAR 17 January for former NetJets Europe machine CS-DFR.	
	560XLS	5763	N258PC	Registered to P.C. Cummings Aviation LLC 30 December, ex OE-GSZ.	
	560XLS+	6108	LX-MMB	Ex CS-DTX. Registered to Global Jet Luxembourg 10 January. It was noted at Le Bourget 11 January.	
	Challenger	601-3A	5052	XB-CAR	This is what became of N125ST when cancelled to Mexico late October.
		604	5382	M-OLOT	Kellie Aviation, ex N604HJ. Was noted at Greensboro (NC) on 9 December.
		604	5577	VH-LEF	Linfox Express Charter, ex LX-KRC. This former Netherlands based Challenger went Down Under in December.
		604	5610	N801TK	Bombardier Aerospace, ex M-ANGO. Returned to the manufacturer mid December. Has been replaced by a Global 5000 with the same registration.
604		5653	XA-JEP	Leased in Mexico since mid November. Ex N720AS.	
605		5781	VP-COO	Ex M-VSSK. Further details not yet known.	
605		5798	VP-CBV	Is being offered for sale as such by Boutsen Aviation. Ex A7-RZA.	
605		5808	XC-LNS	BonoBras, ex N1220S. Moved south from the USA in October.	
605		5929	M-BAEP	Swift Cloud Aviation Services, ex C-GUKV. Delivered to Oxford-Kidlington via Ronaldsway on 21 December.	
605		5935	N605JM	Millrock Aviation Financial, ex N605BF. Re-registered on 23 December.	
Embraer	605	5939	N605AH	Gekabi Aviation, ex C-GVFH. Delivered to Houston-Executive (TX) mid December.	
	500	50000147	D-ISTP	Operated by MHS Aviation and based at Baden Baden, addition to Scramble 415, page 48.	
	505	50500082	UP-EM009	Operator in Kazakhstan finally known as Fly Jet Kazakhstan. Addition to Scramble 415, page 48.	
	505	50500195	HB-VPR	Ex PR-PBL, this brand-new aircraft was delivered to its new owner Family Airlines S.A. in the beginning of January this year.	
Falcon	20F-5	341	F-GYSL	Was cancelled from the register on 11 December, as withdrawn from use. The location is likely Paris-Le Bourget, but can anyone confirm?	
	7X	69	OH-FFI	New in the fleet of Airfix Aviation since December. Ex G-CGGN.	
	7X	106	M-ABGO	Dassault Aviation, noted Geneva on 22 December. Had arrived as VP-CSG on 11 November.	
	7X	189	B-8218	Beijing Aviation, ex F-WWZO. Was noted at Little Rock (AR) in November.	
	7X	201	PT-YVL	This is reported to be the new registration for F-WWUH. If so, it is likely the replacement for Falcon 7X PR-YVL, operated by Sedona Cobrança e Assessoria Ltda.	
	7X	214	PR-NAK	Monza Negócios e Participações, ex F-WWHO. Delivered mid December.	
	7X	216	M-ARVY	Almondine Ltd, ex F-WWZW. Delivered from Bordeaux to Kiev on 21 December. Was noted at Zürich on 3 January.	
	7X	217	VH-CRW	Brenzil, ex F-WWHD. The delivery peak in December also included this Australian aircraft.	
	7X	218	HB-JSE	TAG Aviation received this new aircraft at home base Geneva on 13 December. Ex F-WWUE.	
	7X	221	N487C	Sucocitraco Cutrale, ex F-WWZX. Delivered mid December, and likely the replacement for Falcon 900LX N264C. Is registered to General Avileasing.	
	900	60	N990LT	Life Time Fitness, had been re-registered from N860ST by 17 December when it was tracked on a flight from Cincinnati to Minneapolis.	
	900	63	N583JF	John Fabick Tractor Company, re-registered from N211JA on 26 December.	
	900EX	28	T7-MJB	The largest jet aircraft so far on the San Marino register flew from Geneva to Nice on 26 December. Ex VQ-BYT.	



The new Gulfstream G550 I-SEAM was photographed at Basel-Mulhouse on 31 December 2013. It had been in the completion centre in Long Beach for about a year, before making its first flight after completion mid November 2013. (Pascal Simon)



Casino tycoon Steve Wynn has its own Gulfstream G650, with his initials in the registration N711SW. It is already the seventh(!) Gulfstream to wear this registration; it is the successor of a G-II, a G-III, two G-IVs, a G450 and a G-V. The aircraft was among the first G650s to be handed over to customers, which happened in December 2012. The aircraft belongs at Las Vegas-McCarran (NV), where Gerhard Plomitzer made this photo on 5 November 2013.

	900EX	48	N627CR	Light Speed Aviation, ex G-CBHT. Exported from the UK mid December. Departed Biggin Hill for Wilmington (DE) on 20 December.
	900EX	64	N745TM	2Ts LLC, ex C-GBBX. This is another victim of the dramatic drop in sales of Blackberry phones.
	900EX	99	N5VJ	Falconagain, ex XA-MGD. Registered on 23 December. Is replacement for Falcon 900 c/n 27.
	900EX	105	N94UT	Midamerican Energy, ex N552SD. Re-registered on 17 December.
	900LX	265	N265LX	Delivered mid December and registered to Wells Fargo Bank Northwest. Ex F-WWFV.
	900LX	272	N40LB	Correction Scramble 416. Not N40LN.
	2000	16	N16XY	Wells Fargo Bank Northwest, ex HB-IAY. After staying in Switzerland for nearly eighteen years, the aircraft was sold in the States.
	2000	115	N30AJ	More finger trouble... Correction Scramble 416. Not N30NJ.
	2000	119	CS-DTR	Masterjet, noted at Paris-Le Bourget on 4 January. Is reported to be ex F-GESP of EADS.
	2000	157	TC-CTN	Boydak Air, ex TC0RMK. Was re-registered at Le Bourget and flew back to Ankara on 23 December.
	2000EX	16	N16XY	Wells Fargo Bank Northwest imported this Falcon 2000EX with winglets from Brazil just after Christmas. Ex PP-AAF.
	2000LX	185	F-HEFG	HB-JGF was traded in to Dassault in December.
	2000LXS	253	M-TINK	Stark Ltd. Is the operator. Addition Scramble 416.
	2000LXS	265	N885A	International paper Company, ex F-WWJN. Was noted at the completion centre in Little Rock (AR) in November and was delivered in December.
	2000LXS	267	N325AP	Talaria Logistics, ex F-WWMK. Arrived at Denver-Centennial (CO) on the last day of 2013.
	2000S	711	M-ABGP	GADL International, ex F-WWGN. Flew from Le Bourget to Goose Bay (via Ronaldsway) on 20 December. Was immediately sold on as...
			N775TP	...to Avpro. Registered on 26 December.
Global	6000	9540	VP-CZL	Tested as C-GTZS, cancelled to the Cayman Islands 2 January. Registered to TAG Aviation Asia.
	5000	9547	9H-TOR	Registered to Avcon Jet Malta and delivered to Malta 10 January. Tested as C-GUEP.
	5000	9552	N500VJ	Tested as C-GUIH, cancelled 24 December. Registered to Wells Fargo Delaware Trust Co. 8 January.
Gulfstream	III	427	XA-...	Ex N308WY. Cancelled 13 December. Registered to Myflight SA.
	III	470	86-0201	Ex N770GA registration cancelled in December. Became 86-0201 June 2010.
	IV	1181	90-0300	Ex N906GA registration cancelled in December. Became 09-0300 June 2011. Both C-20s were temporarily put on the civil register for modifications.
	IVSP	1316	N168RT	Ex NetJets N416QS. Re-registered 9 December.
	IVSP	1328	N450WG	And another ex Netjets. Re-registered N450WG in December.
	V	579	N886AB	Mill Creek Systems LLC. Re-registered 19 December. Already seen 14 November.
	G450	4020	N326AZ	ATC Aviation Inc. N588AT re-registered 12 December.
	G450	4028	PK-TMI	Ex N881E Wells Fargo Bank. Registered 19 December.
	G450	4225	N81GK	Registered 19 December. Delivered to American Family Mutual Insurance Co.
	G450	4293	B-8293	Ex N493GA delivered 22 November to Minsheng Fengrun Aviation Leasing Co. Ltd.
	G550	5004	N145MG	Ex HB-IGM. Sold to JLBML LLC 27 November.
	G550	5029	TU-VAR	New machine for Ivory Coast Government. N155AD registration canx 4 December.
	G550	5422	B-8292	Delivered to Minsheng Jiali Leasing Ltd. 6 December. Ex N842GA.
	G550	5423	B-8297	Noted at Long Beach 2 December. CFLD titles. N423GA cancelled 18 December.
	G550	5431	I-SEAM	Ex N531GA delivered 5 December to Servizi Aerei
	G550	5435	D-ADCL	DC Aviation. Ferried Savannah (GA) – Stuttgart 6 December.
	G550	5436	N568SP	Delivered to Wells Fargo Bank and registered 17 December. Operated by TAG Aviation Asia.
	G550	5438	N447TR	Delivered to Bank of Utah. Ex N938GA. Registered 19 December.
	G550	5439	N728EC	Ex N539GA. Delivered 19 December.
	G650	6051	N650TP	Delivered to Big Dog Aviation LLC 21 November.
	G650	6052	N927MC	Delivered 9 December to CMC Aviation. Registered 11 December.
	G650	6055	N44KJ	N655GA was delivered to G650 Holding Inc. and registered 24 December.
	G650	6057	N650DA	Delivered 9 December to G650 Operating LLC. Ex N657GA.
IAI	1124	403	YV....	N403W cancelled 20 December. Sold in Venezuela.
	1125	021	N307FT	Re-registered 4 December. Bank of Utah. Ex N7AG.
	G100	152	N525PG	The Powell Group bought the former N900DP on 25 July.

Learjet	G150	303	N203GA	Delivered to Gulfstream Aerospace Corp. July 24. Placed in trust with Bank of Utah.
	1126	007	N844RC	Ex Swiss HB-IUT of GE Capital Switzerland. Sold 26 November to Bank of Utah.
	G200	084	N111ZD	Ex N1Z. First tracked flight 10 December.
	G200	192	N929AW	Re-registered from N501DV. First tracked flight 5 December.
	G280	2004	N38GL	Ex N280GD. Sold to Gaming & Leisure Properties Inc. Registered 27 December.
	35A	265	SX-SEM	Former G-LEAR was noted stored at Athens in April and was repainted SX-SEM in July. Further details are still unknown.
	45	084	N845SC	Registered with Southern Cross Aircraft LLC in Fort Lauderdale (FL), ex HB-VML.
	45	158	N523BM	Former owner XR GmbH sold this Learjet to Grancor Aviation in Phoenix (AZ).
	45XR	280	N145JP	This ex CS-DTL was registered at Jersey and left for BAS Aircraft Services I LLC in Wilmington (DE).
	45XR	372	SE-RMO	Not moving in a westerly direction this time, but moving up north, ex D-CRBE will operate for Eastair AB at Stockholm-Bromma.
Raytheon	40	2034	N151VA	Ex I-PARS was sold to Veracity Aviation LLC in Texas for the time being, later it will probably get an Brazilian owner as registration PT-FRD is reserved.
	40XR	2102	C-GLRP	Another Learjet leaving the British register, ex G-HPPY, since first week of this year operating for Skyser-vi-aviation in Montréal.
	60	179	N17XL	And another Learjet leaving European skies, ex D-CIII was handed over to Jet 1 Charter Inc. at Naples (FL).
	60	214	C6-ZIP	Ex OE-GFA, this exotic registration was applied shortly before Christmas and the Learjet was parked at Schiphol for a couple of weeks, before it left on 11 January.
	390	RB-21	N390MB	PR-AMA returned to Raytheon Aircraft Receivables Corp. Registered 10 December.
	390	RB-60	M-PREI	DAKI Aviation Ltd. Registered 17 December.
	4000	RC-11	N119AK	Ex N974JD Hawker RC Holdings LLC. Already noted 7 November.

Bizprops

Beech	E90	LW-97	F-GESJ	Noted on a TV News report parked at Bangui Airport (Central African Republic), still with French registration marks and appeared abandoned, 12 December 2013. Supposed to be written in in C.A.R. register in June 2007, but probably not taken up so far.
	B200GT	BY-143	F-HSLI	Ex N883KA of Wells Fargo Bank is now owned by Altagna Financement in France.
	B200GT	BY-155	F-HGUI	Another former Wells Fargo Bank Beechcraft (ex N855EU) is now owned by Altagna Financement in France.
Cessna PA	421C	1244	N421EC	N421EC Corp., ex D-IFJM. Registered on 27 November.
	-31P	7300122	N7350L	I-CLIP was cancelled in July but only received American marking in November. It is the same registration it had before first delivery!
	-31T2	8166033	F-HSTI	STI-Société Topographie Informatique gave this fitting registration to their second hand Cheyenne IIXL. Ex G-CHEY.
Piaggio	P180	1123	N184AV	Registered to MH Leasing LLC 8 January, previously on the French register as F-GPKN.
	P180	1132	N183AV	Ex F-GPKO, registered to MH Leasing LLC 8 January.

Helispot

AB	206A	8112	F-....	Ex G-CRDY which was cancelled to France 2 January.
	206B	4401	OK-...	Ex G-ZAPH, cancelled to the Czech Republic 22 January.
AS/SA/SE	332L	2053	LN-OAW	Registered to CHC Helikopter Service AS 20 December.
	350B2	1951	F-HBYF	Registered to Heli Europe SA 30 December.
	350B3	4582	HB-ZLV	Registered to Heli-TV SA 17 December.
	355F2	5483	HB-ZKB	Registered to Helipool GmbH during December. Ex I-SFLY.
Agusta EC	A109E	11011	G-FVIP	Ex G-HCFC, Castle Air Ltd., re-registered 10 January.
	135T2+	0762	G-PNTB	Ex I-PNTB, registered to Abbey International Finance Ltd. 14 January.
	135T2+	0810	G-PNTC	Registered to Abbey International Finance Ltd. 14 January, ex I-PNTC.
	155B1	6683	PH-HHO	Registered to Heli Holland Air Service BV 20 December.
Robinson	R22B	1802	I-....	Ex G-KUKI, cancelled to Italy 6 January.
Sikorsky	S-61N	61143	EI-SAR	Stood down 10 December and ferried from Dublin to Weston for storage and dismantling.
	S-61N	61817	EI-GCE	Stood down 11 December and ferried from Dublin to Weston for storage and dismantling.
	S-76C	760616	N-....	Ex G-XJCB, cancelled to the USA 22 January.
	S-92A	920046	PH-EUI	Registered to CHC Helicopters Netherlands BV 19 December. Ex G-WNSF.
	S-92A	920212	G-CICJ	Registered to Bristow Helicopters Ltd. 8 January, ex N212VL.

Soviet Updates

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

Some interesting additions especially for those that were on the April 1997 trip to Vladivostok, as well as many Ka-26s that are now known to have crashed or listed as having been DBR as involved in other accidents or incidents.

An-2	1 09 473 06	CCCP-N565	Polyarnaya Aviatsiya	db	18sep51	nosed over when wheels got stuck in the soft ground
An-2	1 30 473 06	CCCP-N140	Polyarnaya Aviatsiya	w/o	08may54	when the propeller was accidentally set in reverse pitch
An-2	1 94 473 03	CCCP-70919	AFL/Ukraine	photo	unknown	all-over dark c/s, white titles; c/n given with photo
An-2	1102 473 14	CCCP-98316	AFL/Tajikistan-DYU	w/o	28mar69	CFIT in below-minima weather conditions
An-2	1116 473 16	CCCP-70940	AFL/Far East-Khalaktyrka	w/o	10jan69	CFIT in below-minima weather conditions
An-2	112. 473 ..	CCCP-13667	AFL/Northern-VGD	w/o	07apr69	when intoxicated pilot flew a steep turn at low height
An-2R	1G21-01	CCCP-09193	AFL/Kazakhstan-DMB	w/o	18apr69	intoxicated pilot performed unauthorised manoeuvres
An-2R	1G79-21	CCCP-29390	AFL/Ukraine-IEV	w/o	30mar69	CFIT in below-minima weather conditions
An-2T	1G108-27	RF-00463	ROSTO	Kug	2013	photo on internet, all-matt green c/s; ex "03" yellow
An-2TD	1G108-52	SP-NAN	WS Oficerska Sil Powietrz	resv.	late 2013	Polish Officers Flight School
An-2T	1G108-68	SP-FID	WSLiW Lublin		mar13	dismantled Zegrze Pomorskie and very dusty in shelter
An-2P	1G117-55	CCCP-02444	AFL/Tajikistan	TUJ	dec13	full Aeroflot c/s and titles, stored, fuselage only



This Antonov 26B had flown in old Aeroflot colours its whole life, which started in 1983. However, it was ferried to Minsk on 10 November 2011 for repainting by ARZ-407. After that it was delivered to Genex in the colour scheme shown on this photo. EW-328TG had only been applied by September 2013. (Prague-Ruzyně, 6 January 2014, Václav Kudela)

An-2TP	1G125-21	EX-02014	Valor Air	no	reports	on register 20dec13 as airworthy; ex CCCP-02743
An-2R	1G135-45	9A-BHV	Aeroclub Osijek	Osj	21jun13	to be repainted in the 'bomber' c/s and preserved
An-2T	1G147-19	SP-ARA	A/K Radomski	resv.	late 2013	ex PLW 4719
An-2P	1G149-08	SP-ANM	Aeroklub PRL	canx	09jan14	CofA expired 15apr10 & stored Leszno
An-2R	1G156-21	SP-WMF	Zaklad Usług Agro		dec13	agriculture museum at Szreniawa fully painted
An-2R	1G165-25	EX-02016	Manas Airways	no	reports	current on register 20dec13 as airworthy
An-2T	1G168-06	SP-EGA	AK Warm.-Mazurski	canx	07jan14	as to Germany
An-2R	1G180-53	EX-56374	Air Manas	no	reports	current on register 20dec13 as airworthy
An-2R	1G203-43	CCCP-17782	AFL/Tajikistan	TUJ	dec13	full Aeroflot c/s and titles, stored, fuselage only
An-2R	1G217-02	CCCP-40962	AFL/Tajikistan	TUJ	dec13	full Aeroflot c/s and titles, stored, fuselage only
An-12	2 34 04 02	CCCP-11994	Soviet Air Force/AFL titles	photo	oct08	c/n readable on photos
An-12BK	8 34 58 06	RF-94291	Russian Air Force	no	reports	last overhaul completed dec13; ex RA-11803
An-24RV	2 73 077 02	RA-47198	Sakhalin Avia Trassy	UUS	20dec13	being lifted on to a pedestal for preservation
An-24RV	2 73 077 04	EX-252	Avia Traffic, no titles	FRU	29may08	canx prior to 20dec13
An-24RV	3 73 083 07	EX-008	Avia Traffic	TII	07jun10	canx prior to 20dec13
An-24RV	4 73 098 10	EX-150	Avia Traffic	FRU	20aug09	canx prior to 20dec13
An-24RV	5 73 101 05	EX-051	Avia Traffic	FRU	2011	canx prior to 20dec13
An-24RV	7 73 107 10	EX-019	Avia Traffic	FJR	15feb13	canx prior to 20dec13
An-24RV	7 73 108 07	EX-014	Altyn Air	FRU	mar13	canx prior to 20dec13
An-24B	7 99 014 09	"01" blue	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO
An-26	21 07	"03" blue	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO
An-26	29 09	"04" blue	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO
An-26	46 03	RF-90310	Russian Air Force	no	reports	also reported carrying "05" yellow dec13
An-26	66 05	"15" blue	Russian Navy	VVO	19apr07	opb 71 ovtae at VVO
An-26	69 05	"16" blue	Russian Navy	VVO	19apr97	opb 71 ovtae at VVO
M28-05	AJE 003-11	SP-VSB	Polish Border Guard	canx	31dec13	
M28	AJE 003-38	N338CH	USAF Special Operations	rgd	18dec13	
M28	AJE 003-42	SP-DGT (2)	PZL Sp.z.o.o.	res	2014	
An-140-100	13A009	RF-08852	Russian Navy	h/o	21dec13	at Samara-Bezmyyanka; based at Kaliningrad
An-140-100	90 05	EP-GPA	HESA Airlines	THR	mar12	opb Sepahan Airlines; c/n now confirmed
An-140-100	90 06	EP-GPB	HESA Airlines	DXB	24mar13	opb Sepahan Airlines; c/n now confirmed
An-140-100	90 07	EP-GPC	HESA Airlines	d/d	jul13	opb Sepahan Airlines; c/n now confirmed
An-140-100	90 08	EP-GPD	HESA Airlines	THR	mar12	opb Sepahan Airlines; c/n now confirmed
An-140-100	90 09	EP-GPE	HESA Airlines	THR	mar12	opb Sepahan Airlines; c/n now confirmed
An-140-100	90 10	EP-GPF	HESA Airlines	THR	mar12	opb Sepahan Airlines; c/n now confirmed
An-148-100	27015042021	61721	primer	fff	21dec13	line # 42-08; for Russian AF, opb 800 AvB at CKL
Av-14T	---	"12" blue	Soviet Air Force	photo	aug06	wreck at Provideniya; correction of code
Il-18D36	03936 10270	RF-75337	Russian Navy/AFL c/s	no	reports	details from russianplanes.net; ex RA-75905
Il-22M-11	03940 11091	RF-95677	Russian Air Force	Pus	dec13	in white c/s, blue cheatline; ex RA-75908
Ka-26	68 001 01	CCCP-24050	AFL/Kremenchug Fl. Sch.	toc	27mar69	rgd 11dec69; dbr, details unknown; canx 31dec71
Ka-26	68 001 02	CCCP-24051	AFL/Moldova	trf	02jun69	rgd 25jun69; dbr, details unknown; canx 22nov71
Ka-26	68 001 03	CCCP-24052	AFL/Moscow SPiMVL	toc	17may69	rgd 05jun69; dbr, details unknown; canx 22dec69
Ka-26	68 002 03	CCCP-24055	AFL/Ukraine	toc	16aug69	rgd 19aug69; dbr, details unknown; canx 10sep76
Ka-26	69 005 01	CCCP-24067	AFL/Privolzhsk	toc	14nov68	rgd 16dec69; dbr, details unknown; canx 29jan82
Ka-26	69 005 03	CCCP-24069	AFL/Moscow SPiMVL	toc	16dec69	rgd 23dec69; dbr, details unknown; canx 18jul80
Ka-26	70 006 01	CCCP-24072	AFL/Northern	trf	29mar72	dbr, details unknown; canx 09feb89
Ka-26	69 007 02	CCCP-24078	AFL/Kremenchug Fl. Sch.	toc	06dec69	rgd 11dec69; dbr, details unknown; canx 29apr75
Ka-26	69 007 03	CCCP-24079	AFL/Kremenchug Fl. Sch.	toc	22dec69	rgd 26jan70; dbr, details unknown; canx 30may72
Ka-26	70 009 04	CCCP-24085	AFL/Northern	toc	04feb71	rgd 12mar73; dbr, details unknown; canx 21aug84

Ka-26	70 010 05	CCCP-24089	AFL/Ukraine-KHE	toc	08may70	rgd 02jun70; dbr, details unknown; canx 30nov74
Ka-26	70 011 01	CCCP-24090	AFL/Moscow SPiMVL	toc	29may70	rgd 09jun70; dbr, details unknown; canx 16sep75
Ka-26	70 012 03	CCCP-19273	AFL/Privolzhsk	toc	07sep70	rgd 02oct70; dbr, details unknown; canx 30may80
Ka-26	70 012 06	CCCP-19276	AFL/North Kavkaz	toc	29oct70	rgd 12nov70; dbr, details unknown; canx 19jul85
Ka-26	70 016 05	CCCP-19281	AFL/Ukraine	toc	02feb71	rgd 19feb71; dbr, details unknown; canx 17jan83
Ka-26	70 016 08	CCCP-19284	VNII PANKh	rgd	04nov71	dbr, details unknown; canx 29apr74
Ka-26	70 016 10	CCCP-19286	AFL/Privolzhsk	toc	10jan71	rgd 25jan71; dbr, details unknown; canx 30jun81
Ka-26	71 017 04	CCCP-19287	AFL/Belarus	toc	25mar71	rgd 11may71; dbr, details unknown; canx 18jan82
Ka-26	71 018 03	CCCP-19290	AFL/N.Kavkaz-MRV	toc	26apr71	rgd 28jun71; dbr, details unknown; canx 17nov88
Ka-26	71 019 04	CCCP-19299	AFL/Privolzhsk	toc	10jun71	rgd 13jul71; dbr, details unknown; canx 14feb86
Ka-26	71 019 05	CCCP-19350	AFL/North Kavkaz	toc	10jun71	rgd 16jul71; dbr, details unknown; canx 08apr75
Ka-26	71 019 07	CCCP-24097	AFL/Privolzhsk	toc	28oct71	rgd 19nov71; dbr, details unknown; canx 15sep72
Ka-26	71 021 07	CCCP-19100	AFL/Ukraine	toc	13nov71	rgd 29nov71; dbr, details unknown; canx 20jan84
Ka-26	72 023 08	CCCP-19357	AFL/Moldova	toc	24mar72	rgd 19apr72; dbr, details unknown; canx 23feb89
Ka-26	72 023 10	CCCP-19359	AFL/Central Region	toc	21mar72	rgd 16jun72; dbr, details unknown; canx 30nov77
Ka-26	72 024 10	CCCP-19365(1)	AFL/Ukraine	toc	14jul72	rgd 10aug72; dbr, details unknown; canx 24dec84
Ka-26	72 025 07	CCCP-19368	AFL/Moldova	toc	12jul72	rgd 28jul72; dbr, details unknown; canx 21aug84
Ka-26	72 026 01	CCCP-19401(1)	AFL/Far East	toc	01feb73	rgd 27mar73; dbr, details unknown; canx 27mar78
Ka-26	72 026 09	CCCP-19375	AFL/Ukraine	toc	18dec72	rgd 26jan73; dbr, details unknown; canx 20sep90
Ka-26	72 027 04	CCCP-19380	AFL/Moldova	toc	24sep72	rgd 17nov72; dbr, details unknown; canx 05aug82
Ka-26	72 028 04	CCCP-19390	AFL/Ukraine	toc	13dec72	rgd 12jan73; dbr, details unknown; canx 30nov77
Ka-26	72 028 10	CCCP-19392	AFL/Ukraine	toc	27dec72	dbr, details unknown; canx 30jan73
Ka-26	72 029 03	CCCP-19395	AFL/N.Kavkaz-MRV	rgd	22jan73	toc 01may73; dbr, details unknown; canx 23feb89
Ka-26	72 029 05	CCCP-19397	AFL/Ukraine	toc	07mar73	rgd 06apr73; dbr, details unknown; canx 24oct77
Ka-26	72 030 05	CCCP-19309	AFL/Ukraine-IEV	toc	08jun73	rgd 15jun73; dbr, details unknown; canx 24dec74
Ka-26	72 031 03	CCCP-19314	AFL/Ukraine	toc	22jun73	rgd 29jun73; dbr, details unknown; canx 26jan76
Ka-26	72 031 09	CCCP-19320	AFL/Uzbekistan	trf	26aug79	dbr, details unknown; canx 16jul90
Ka-26	73 034 07	CCCP-19331	AFL/North Kavkaz	toc	01jul73	rgd 09jul73; dbr, details unknown; canx 26oct86
Ka-26	73 035 03	CCCP-19337	AFL/Ukraine	toc	09jul73	rgd 11jul73; dbr, details unknown; canx 01feb88
Ka-26	73 035 08	CCCP-19342	AFL/Moldova	toc	28aug73	rgd 19sep73; dbr, details unknown; canx 16nov79
Ka-26	73 037 02	CCCP-19456	AFL/Uzbekistan	toc	24oct73	rgd 20nov73; dbr, details unknown; canx 20apr82
Ka-26	73 037 04	CCCP-19458	AFL/North Kavkaz	toc	22oct73	rgd 14nov73; dbr, details unknown; canx 20aug80
Ka-26	73 038 01	CCCP-19465	AFL/Moldova	toc	21nov73	rgd 24dec73; dbr, details unknown; canx 17dec79
Ka-26	74 041 05	CCCP-19490	AFL/Leningrad	toc	18apr74	rgd 20may74; dbr, details unknown; canx 04aug81
Ka-26	74 043 19	CCCP-19509	AFL/Ukraine	toc	06jul74	rgd 06aug74; dbr, details unknown; canx 24dex75
Ka-26	74 046 06	CCCP-19533	AFL/Moldova	toc	18oct74	rgd 10nov74; dbr, details unknown; canx 25feb89
Ka-26	74 046 08	CCCP-19535	AFL/Moldova	toc	02jan75	rgd 12feb75; dbr, details unknown; canx 23sep82
Ka-26	74 047 02	CCCP-19543	AFL/North Kavkaz	toc	26feb75	rgd 07apr75; dbr, details unknown; canx 27aug85
Ka-26	74 047 04	CCCP-19545	AFL/North Kavkaz	toc	22apr75	rgd 13may75; dbr, details unknown; canx 15feb91
Ka-26	74 047 15	CCCP-19556	AFL/North Kavkaz	toc	20jan75	dbr, details unknown; canx 24dec75
Ka-26	75 049 05	CCCP-19578	AFL/Ukraine	toc	26may75	rgd 20jun75; dbr, details unknown; canx 10apr80
Ka-26	75 050 19	CCCP-19615	AFL/Moldova	toc	07mar76	rgd 23mar76; dbr, details unknown; canx 26sep89
Ka-26	75 051 15	CCCP-19625	AFL/Moldova	toc	08may76	rgd 03jun76; dbr, details unknown; canx 15sep86
Ka-26	75 052 12	CCCP-19632	AFL/Far East	toc	01apr76	rgd 01jul76; dbr, details unknown; canx 17aug78
Ka-26	75 053 11	CCCP-24332	AFL/Far East	toc	10feb77	rgd 21mar77; dbr, details unknown; canx 17nov82
Ka-26	76 054 08	CCCP-19652	AFL/Ukraine-ODS	toc	17jun76	rgd 19jul76; dbr, details unknown; canx 20aug77
Ka-26	76 054 15	CCCP-19659	AFL/Belarus	toc	09jun76	rgd 05jul76; dbr, details unknown; canx 26jul88
Ka-26	76 054 19	CCCP-19662	AFL/Central Region	toc	10jun76	rgd 12jul76; dbr, details unknown; canx 13mar81
Ka-26	76 055 06	CCCP-19666	AFL/Uzbekistan	toc	19may76	rgd 11aug76; dbr, details unknown; canx 02oct90
Ka-26	76 056 04	CCCP-24345	AFL/Uzbekistan	toc	05jan77	rgd 24feb77; dbr, details unknown; canx 20sep79
Ka-26	76 057 03	CCCP-24358	AFL/Uzbekistan	toc	12dec76	rgd 29dec76; dbr, details unknown; canx 03aug79
Ka-26	76 057 07	CCCP-24362	AFL/Far East	toc	01jul77	rgd 09aug77; dbr, details unknown; canx 26feb91
Ka-26	76 057 14	CCCP-24369	AFL/Far East	toc	01jul77	rgd 09aug77; dbr, details unknown; canx 30nov78
Ka-26	76 058 01	CCCP-24374	AFL/Central Region	toc	01jan77	rgd 25jan77; dbr, details unknown; canx 29aug77
Ka-26	76 058 15	CCCP-24383	AFL/Central Region	toc	21apr77	rgd 05may77; dbr, details unknown; canx 30nov88
Ka-26	77 058 20	CCCP-24388	AFL/N.Kavkaz-MRV	toc	21mar77	rgd 08apr77; dbr, details unknown; canx 01nov90
Ka-26	77 059 02	CCCP-24390	AFL/Belarus	toc	11sep77	rgd 30sep77; dbr, details unknown; canx 20apr82
Ka-26	77 059 07	CCCP-24392	AFL/Uzbekistan	toc	07may77	rgd 13jun77; dbr, details unknown; canx 18jan80
Ka-26	77 059 10	CCCP-24393	AFL/Uzbekistan	toc	07may77	rgd 13jun77; dbr, details unknown; canx 16jul90
Ka-26	77 059 14	CCCP-24397	AFL/North Kavkaz	toc	23apr77	rgd 05may77; dbr, details unknown; canx 17dec79
Ka-26	77 060 09	CCCP-24307	AFL/Central Region	toc	02jul77	rgd 29aug77; dbr, details unknown; canx 03nov88
Ka-26	77 060 19	CCCP-24317	AFL/Central Region	toc	03sep77	rgd 30sep77; dbr, details unknown; canx 05nov86
Ka-26	77 061 05	CCCP-24318	AFL/Leningrad	toc	18aug77	rgd 19aug77; dbr, details unknown; canx 09jan80
Ka-26	77 061 07	CCCP-24320	AFL/North Kavkaz	toc	07sep77	rgd 07oct77; dbr, details unknown; canx 18sep79
Ka-26	77 061 14	CCCP-24322	AFL/Privolzhsk	toc	14oct77	rgd 13dec77; dbr, details unknown; canx 17dec79
Ka-26	77 061 15	CCCP-24323	AFL/Privolzhsk	toc	14oct77	rgd 13dec77; dbr, details unknown; canx 26jun86
Ka-26	77 062 20	CCCP-19673	AFL/North Kavkaz	rgd	06jun78	toc 01jul78; dbr, details unknown; canx 27aug85 !
Ka-26	77 063 01	CCCP-19674	AFL/Leningrad	toc	13apr78	rgd 12may78; dbr, details unknown; canx 27aug85 !
Ka-26	---	RA-19365(2)	Kamov OKB ?	Mya	24aug00	see c/n 7202410 ; must be another, unknown, c/n !
		"36" black	Soviet Navy	MOW	21jun07	Victory park, c/n as such unknown !
Ka-31	31 4113 ?	IN721	Indian Navy	d/d	2012	c/n not confirmed; correcting previous c/n info
Ka-31	4114	IN722	Indian Navy	GOI	08may13	l/n GOI 11may13; correcting previous c/n info
Ka-31	31 4115 ?	IN723	Indian Navy	d/d	2012	c/n not confirmed; correcting previous c/n info
Ka-31	4116	IN724	Indian Navy	d/d	2012	l/n GOI 08may13; correcting previous c/n info
Ka-31	4117	IN725	Indian Navy	GOI	08may13	l/n GOI 11may13; correcting previous c/n info
Ka-32T	8605	AG-30	Algerian Air Force	LED	nov13	c/n now known, ex RA-31063



Sukhoi Super Jet RA-89001 is one of the elders of the type. It was built in 2010 for Aeroflot, but only made its first flight in January 2011. Delivery took place in June 2011. However, the configuration of the aircraft was not fully meeting Aeroflot's specifications and the aircraft was withdrawn from use in April 2013. In August RA-89001 appeared in Moskavia colours, which started scheduled flight with the aircraft on 23 August. (Munich, 3 January 2014)

Ka-32S	8703	AG-20	Algerian Air Force	LED	nov13	c/n now known, ex RA-31100
Ka-52	---	"41 till 52" white	Russian Air Force	h/o	25dec13	all twelve opb 3 ve 15 brigady at Ostrov-Veretye
L-410UVP-E20	29 03	F-OIXT	Air Guyane	UHE	10jan14	delivered this day; ex OK-JDB
L-410UVP-E20	29 15	7T-VAG	Air Express Algeria	UHE	30dec13	delivered this day; ex OK-JDR
Li-2	184 307 08	CCCP-N497	Polyarnaya Aviatsiya	dam	02apr55	landed on ice and sank during a storm 06apr55
Li-2	184 402 08	CCCP-N584	Polyarnaya Aviatsiya	w/o	11sep56	crashed near Cherepovets airport, all 4 crew killed
M20-03	1AH 002-15	SP-VSA	Polish Border Guard	canx	31dec13	restored 08jan14 & canx 09jan14
Mi-1M	4 05 010	CCCP-14884	AFL/Tyumen	dbr	18dec70	rolled over on take-off for an unauthorised flight
Mi-1M	6 02 043	CCCP-17976	AFL/Ukraine	w/o	05jul73	collided with a high-voltage power-line near Semedli
Mi-2	52 0808 . . .	CCCP-20071	AFL/Far East	w/o	14jul70	when an engine failed in-flight, 1 passenger killed
Mi-2	56 3621 084	3621	Polish Air Force		jan14	preserved in a small park at Katowice, seen jan14
Mi-2	52 6235 079	CCCP-23476	AFL/Kyrgyzstan-OSS	w/o	18feb85	cause could not be established
Mi-2	54 8446 123	N60MB	not known	Dlw	summ04	was stored at Pomorskie, seen mar13
Mi-2	52 9220 055	RA-23331	Avia-Sibir	photo	29nov13	in Tolmachovka (N54.9698 E82.7979)
Mi-2	52 9404 085	CCCP-23439	AFL/N. Kavkaz-NAL	w/o	23sep86	collided with a high-voltage power-line
Mi-2	54 9445 105	EW-345AO	DOSAAF Belarus	Msb	14sep13	camo c/s with 'DOSAAF' titles
Mi-4	05 34 ?	CCCP-N42	Polyarnaya Aviatsiya	w/o	22sep56	tailboom broke off due main rotor developed vibrations
Mi-4A	01 158	CCCP-36578	AFL/Magadan	w/o	20may77	the reason for the accident could not be established
Mi-8T	27 92	"22" red	Russian Air Force	OVB	dec13	derelict
Mi-8T	30 60	RF-24732	ROSTO	dbr	09may04	canx 30dec04
Mi-8T	34 91	"33" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8T	36 06	"36" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8T	37 45	"12" yellow	FSB	soc	13mar06	opb 2 oao at Stavropol-Shpakovskoye; t/t 6,370 hours
Mi-8	45 52	CCCP-25817(1)	AFL/Leningrad-PES	w/o	11jan86	came down hard in white-out conditions, rolled over
Mi-8T	58 72	RF-20448	DOSAAF		jan12	c/n correction (not 5372)
Mi-8T	74 17	RF-00296	ROSTO	photo	20oct08	c/n now known, ex RF-23108
Mi-8P	72 72	UP-MI855	Beibars	photo	29nov12	as wreck after a crash
Mi-8T	75 90	RA-22821	Avia-Sibir	photo	sep12	last overhaul completed in 2012
Mi-8PS-7	86 76	RF-94992	Russian MVD	KEJ	20dec13	in basic Rossiya c/s, no titles; ex RA-25137
Mi-8T	9 74 41 32	RF-00234	Russian Air Force	LNx	28jul12	c/n now known
Mi-8T	9 74 44 05	not known	Russian Air Force		13may11	at the MChS training range at Noginsk
Mi-8TV	9 77 53 29	"74" red	FSB	no	reports	opb 6 oao UUS; struck off charge may06; t/t 2,241 hrs
Mi-8TV	9 77 53 30	"32" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 77 53 33	"35" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 77 53 36	"75" red	FSB	no	reports	opb 6 oao UUS; struck off charge may06; t/t 1,862 hrs
Mi-8TV	9 77 53 37	"34" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 77 53 44	"76" red	FSB	no	reports	opb 6 oao UUS; struck off charge may06; t/t 3,571 hrs
Mi-8T	9 76 54 24	"01" yellow	Russian Air Force	OVB	dec13	sat wfu at OVB probably from 2009
Mi-8T	9 76 55 17	"37" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 78 55 34	"39" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 78 55 36	"31" blue	FSB	VVO	19apr97	opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8TV	9 78 55 40	"67"	FSB	soc	may06	t/t 2,399 hours
Mi-8T	9 82 06854	CCCP-25366	AFL/West Siberia-NOZ	w/o	19aug82	on take-off from Spassk with an underslung load
Mi-8T	9 86 28132	RF-24733(2)	ROSTO	Blv	04jun11	c/n correction (not 7111)
Mi-8T	9 90 47420	YL-HMS	WFP	photo	13sep13	coded 'UN0374W', additional 'Humanitarian AS' titles
Mi-8MT	9 3385	RF-93576	Russian Air Force	OVB	dec13	also carried code "65" yellow
Mi-8MT	9 3965	"55" yellow	Russian Air Force	OVB	dec13	in grey c/s with 'VVS Rossi' titles and Russian stars

Mi-8MTYa-2	9 4175	RF-93908	Russian Air Force	Klin	03jul11	with code "54" red; c/n now known
Mi-8MT	9 4455	RF-92536	Russian Air Force	photo	27sep13	also carried code "41" yellow
Mi-8MT	9 4534	RF-91868	Russian Air Force	OVB	dec13	also carried code "50" yellow
Mi-8MT	9 4543	RF-91865	Russian Air Force	OVB	dec13	also carried code "09" yellow
Mi-8MTV-1	9 4915	UR-HLD	United Nations	photo	13sep13	in South Sudan coded 'UN 92 W'
Mi-8MTV-1	9 4995	UR-CCN	WFP	photo	13sep13	coded 'UN 88 4W', additional 'Humanitarian AS' titles
Mi-8MB	9 5044	RF-94952	Russian Air Force	photo	01jul12	near Zhezkazgan; also carried code "20" yellow
Mi-8MTV-2	9 5231	not known	Soviet Air Force	mfd	1989	based Monchegorsk; damaged 2000, details unknown
Mi-8MTV-1	9 5644	EX-08023	Heli Sky LLC		20dec13	on register with an expired CofA; ex RA-25499
Mi-8MTV-2	9 6231	RF-28524	FSB	VVO	31aug08	also carried code "45" blue; opb 7 oao at VVO
Mi-8MTV-5	9 6931	not known	Russian Air Force	Dam	2012	details unknown, opb 6971 AvB at Budyonnovsk
Mi-8AMTS	AMTS00643092810	"88" blue	Russian Air Force	dbr	27jul10	c/n known now
Mi-8AMTS	AMTS00643104604 ?	RF-95801	Russian Air Force	AAQ	20dec13	also carried code "50" red
Mi-8T	10317	UR-EXE		rgd	30dec13	ex YA-KMY
Mi-8AMTS	---	RF-91165	Russian Air Force	AAQ	jan14	also carried code "56" red
Mi-8MTV-5	---	"21 till 24" white	Russian Air Force	h/o	06nov13	all four opb 2 ve 15 brigady at Ostrov-Veretye
Mi-8T	---	"28" blue	FSB	VVO	19apr97	may be Mi-8TV; opb 7 oao at VVO-Ozyornyye Klyuchi
Mi-8MTV-5	---	"30" white	Russian Air Force	h/o	dec13	opb 2 ve 15 brigady at Ostrov-Veretye; f/n 25dec13
Mi-171	---	SM-70	Algerian Air Force	photo	2013	in green/ochre camo c/s with light grey underside
Mi-17-1V	229M02	OB-2048-P	FlexAir SAC	rgd	25sep13	
Mi-171E	---	86201 & 86202	Chinese Army	d/d	2012	temporary serial
Mi-171E	---	86203 & 86204	Chinese Army	d/d	2012	temporary serial; f/n Yaan 20apr13
Mi-171E	---	YI-401	Iraqi Air Force	photo	2013	in sand/olive drab/brown camo c/s
Mi-8MTV-1	---	UP-MI858	Burundiavia	KDH	12may13	in all-white c/s, no titles; l/n ALA 06sep13
Mi-24V	353242 . .18013	"21" blue	FSB	VVO	19apr97	opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi
Mi-24V	3532421218033	"40" blue	FSB	VVO	19apr97	opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi
Mi-24V	3532421218052	"41" blue	FSB	VVO	19apr97	opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi
Mi-24V	3532425 . .9693	"46" blue	FSB	VVO	19apr97	opb predecessor of 7 oao at VVO-Ozyornyye Klyuchi
Mi-24P	3532434826485	"26" yellow	Russian Air Force	photo	nov13	also carried code "26" yellow
Mi-24D	U5086	TZ-406	Mali Air Force	w/o	12apr13	crashed near the town of Ouro Modi, all 5 crew killed
Mi-24D	U5088	TZ-407	Mali Air Force	Gao	20jun12	damaged when captured by Tuareg rebels and further damaged when Gao recaptured by French 26jan13
Mi-24V	220983	not known	Russian Air Force	mfd	1995	
Mi-24V	220985	not known	Russian Air Force	mfd	1995	
Mi-24V	---	RF-93142	Russian Air Force	photo	2013	also carried code "02" red
Mi-35M	---	"16" white	Russian Air Force	h/o	06nov13 ?	opb 1 ve 15 brigady AA at Ostrov-Veretye; f/n 25dec13
Mi-35M	---	"67" white	Russian Air Force	Ror	27dec13	opb 1 ve 15 brigady at Ostrov-Veretye
Mi-26	34001212516	"06" yellow	Russian Air Force	Ror	27dec13	in grey c/s with 'VVS Rossii' titles and Russian stars
Mi-26	34001212636	"54" white	Russian Air Force	h/o	06nov13	opb 15 brigada AA at Ostrov-Veretye; f/n 25dec13
Mi-26	34001212638	"56" white	Russian Air Force	h/o	dec13	opb 15 brigada AA at Ostrov-Veretye; f/n 25dec13
Mi-28N	---	"02" white	Russian Air Force	h/o	sep13	opb 1 ve 15 brigady AA at Ostrov-Veretye; f/n 25dec13
Mi-28N	---	"05" white	Russian Air Force	h/o	06nov13	opb 1 ve 15 brigady at Ostrov-Veretye; f/n 25dec13
Mi-28N	---	"06" white	Russian Air Force	h/o	06nov13	opb 1 ve 15 brigady at Ostrov-Veretye; f/n 25dec13
Mi-28N	---	"07" white	Russian Air Force	h/o	dec13	opb 1 ve 15 brigady AA at Ostrov-Veretye
Mi-28N	---	"08" white	Russian Air Force	h/o	dec13	opb 1 ve 15 brigady at Ostrov-Veretye
Mi-28N	---	"09" white	Russian Air Force	Ror	27dec13	opb 1 ve 15 brigady at Ostrov-Veretye
Mi-28N	---	"10" white	Russian Air Force	Ror	27dec13	opb 1 ve 15 brigady at Ostrov-Veretye
Kania	90 03 04	SP-VSG	Pol. Border Guard	rgd	16dec11	canx 31dec13; ex SN-22XG
Kania	90 04 01	SP-VSH	Pol. Border Guard	rgd	16dec11	canx 31dec13; ex SN-23XG
Kania	90 04 02	SP-VSI	Pol. Border Guard	rgd	09nov11	canx 31dec13; ex SN-24XG
Kania	90 04 03	SP-VSK	Pol. Border Guard	rgd	04aug12	canx 31dec13; ex SN-22XG
RRJ-95B	95 039	RA-89022	Aeroflot	Zuk	06dec13	named 'I. Orlovets' (Ivan Orlovets); h/o 27dec13
RRJ-95B	95 043	RA-89032	Aeroflot	Zuk	23dec13	named 'D. Ezersky' (Dmitri Yezerski)



In December 2013, AK Bars Aero acquired this former Ural Airlines Tupolev Tu-154M RA-85833. The colours of the former operator are still visible. Only the titles have been changed. Václav Kudela photographed the aircraft at Prague-Ruzyně in the early light of 8 January 2014.

RRJ-95B	95 046	97013(2)	primer	fff	27dec13	see c/n 95036
RRJ-95B	95 048	97004(2)	primer	fff	29dec13	see c/n 95004
W-3A	37 10 05	SP-SII	PZL Swidnik	rgd	10dec13	f/n Swidnik 31dec13, also marked AT-28
W-3A	37 10 06	SP-SIL	PZL Swidnik	rgd	19dec13	f/n Swidnik 20dec13
W-3A	37 10 07	SP-SIN	PZL Swidnik	res	jan14	
W-3A	37 10 08	SP-SIO	PZL Swidnik	res	jan14	
Tu-22M3	---	RF-34090	Russian Air Force	photo	oct13	carried also code "56"; l/n Belaya nov13
Tu-134UBL	64283	RF-93949	Russian Air Force	Dmn	29nov13	named 'Meshchyora' ?
Tu-154M	91A885	RA-85710	Vladivostok Avia	VVO	2011	broken up
Tu-154M	01A1020	RA-85833	AK Bars Aero	KZN	28dec13	basic ex Ural Airlines c/s, with titles; l/n PRG 08jan14
Yak-18T	22202044611	UR-OLG	privately owned	rgd	jan14	ex UR-OLGA
Yak-18T	10 34	G-VSOZ	R. Parsons	rgd	06jan14	R. Parsons, Blonay, Switzerland; ex HA-YAN
ARJ21-700	105	--	COMAC	r/o	30dec13	in primer; for Chengdu Airlines
ARJ21-700	106	--	COMAC	r/o	30dec13	in primer; for Chengdu Airlines

PH register

Newly registered aircraft:

PH-EUI	Sikorsky S-92A	920046	CHC Helicopters Netherlands BV	Den Helder	08206	19dec13
PH-EZZ	Embraer 190-100STD	19000654	KLM Cityhopper BV	Schiphol	08205	19dec13
PH-HHO	Eurocopter EC155B1	6683	Heli Holland Air Service BV	Emmercompasuum	08208	20dec13
PH-JQA	DHC-8-402	4017	SAMCO Aircraft Maintenance BV	Maastricht-Airport	08209	08jan14
PH-KXX	Fokker 50	20262	Denim Air ACMI BV	Mijdrecht	08207	20dec13
PH-NCI	BAe Jetstream 3200	844	AIS Airlines BV	Lelystad	08211	10jan14
PH-OCI	BAe Jetstream 3200	846	AIS Airlines BV	Lelystad	08212	10jan14
PH-RCI	BAe Jetstream 3200	848	AIS Airlines BV	Lelystad	08213	10jan14
PH-2E6	Light Aero Avid Flyer	442	D. Visser	Haren (Groningen)	08210	10jan14

Change of ownership:

PH-RNW	Cameron V-90	2909	S.T.A. van den Dungen	Schijndel	05156	09jan14
PH-372	Schleicher K-8B	8680	N.A. Bouthoorn	Driebruggen	01179	09jan14
PH-701	Glaser-Dirks DG-100G	E46G25	P.J.C. Garrels	Enschede	03112	06jan14

Cancelled from register:

PH-CBB	Cessna F152	F15201782	Vliegbedrijf Tom van der Meulen	CofA expired.	04727	07jan14
PH-COA	Cessna 140	14737	P. Standaart	CofA expired.	03338	07jan14
PH-DNA	Embraer 190-100IGW	19000372	Denim Air ACMI BV	To HC-COX.	08138	20dec13
PH-JBT	Ultramagic N-180	180/85	J. Doornewaard	To Turkey.	07311	06jan14
PH-JFK	Robin DR400/140B	2591	ULIG Aviators Motorflugzentrum	To Germany.	06796	10jan14
PH-WMA	Cessna F172P	2064	Ventura Film Distributeurs BV	To Germany.	03244	19dec13
PH-3U9	Kappa KP-2UR Sova	83981/2003	L.J.M.F. Wauters	To France.	20669	08jan14
PH-823	Schempp-Hirth Ventus B/16.6	70	K. Verest	See below.	03673	19dec13
PH-1115	Grob G103 Twin Astir	3006	Borsod Megyei Repulo Klub	To Germany.	05419	19dec13

Additions, corrections and news:

PH-EUI	Sikorsky S-92A	920046	Ex G-WNSF, OY-HKA.
PH-JQA	DHC-8-402	4017	Ex HB-JQA, C-FJJG, N814WP, C-GAFM, N546DS, (LN-RDO), (LN-RDF), (SE-LRF), C-GLOT.
PH-KXX	Fokker 50	20262	Ex PH-KXX, PR-OAC, PH-KXX, EC-GHC, EC-287, PH-KXX, D-AFFD, PH-KXX.
PH-NCI	BAe Jetstream 3200	844	Ex SE-LHB, N844JX, N844AE, G-31-844.
PH-OCI	BAe Jetstream 3200	846	Ex SE-LHC, N846JX, N846AE, G-31-846.
PH-RCI	BAe Jetstream 3200	848	Ex SE-LHH, N848JX, N848AE, N332QP, G-31-848.
PH-2E6	Light Aero Avid Flyer	442	Ex PH-2E6, D-MIPS.
PH-823	Schempp-Hirth Ventus B/16.6	70	Reason for cancellation given as "No longer meets the requirements".

Credit: Inspectie Leefomgeving en Transport.



PH-EUI is the first Sikorsky S-92A registered in the Netherlands. The helicopter is registered to CHC Helicopters Netherlands and used to be operated by the British branch of the company, as G-WNSF. (De Kooy, 23 December 2013, Ernesto Bauer)

Dutch Spotters Convention

zaterdag 19 april 2014
10.00 - 16.00 uur
Regardz Airport Hotel Rotterdam

Op zaterdag 19 april 2014 organiseren de stichtingen AIRnieuws Nederland en de Dutch Aviation Society weer een luchtvaartbeurs. Deze beurs vond zijn oorsprong in het najaar van 1996, onder de naam Dutch Spotters Convention (DSC). Al jaren is het dé plaats voor de Nederlandse luchtvaartenthousiast om allerlei luchtvaartgerelateerde zaken te kopen, te verkopen of te ruilen.

De luchtvaartbeurs vindt net als vorig jaar plaats in het Regardz Airport Hotel Rotterdam, tegenover de oprijlaan naar Rotterdam The Hague Airport. In het hotel zullen tientallen stands zijn opgesteld met dia's, foto's, video's, boeken, tijdschriften, DVD's/CD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten gerelateerd aan de luchtvaart. Ook andere verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby zullen aanwezig zijn.

Gedurende de dag kunnen bezoekers rondritten maken over het platform voor het maken van foto's en een blik 'achter de schermen' van de luchthaven werpen. Hiervoor dienen bezoekers zich vooraf aan te melden op de website van Rotterdam The Hague Airport. Dit kan vanaf eind maart.

Om tussendoor even bij te komen van alle actie is de bar van het hotel een prima plaats om even onder het genot van een kop koffie en/of een broodje bij te praten met vrienden en collega-hobbyisten.

Voor elke luchtvaartliefhebber is er wel iets te doen, dus AIRnieuws Nederland en de Dutch Aviation Society nodigen dan ook iedereen van harte uit om op zaterdag 19 april 2014 naar het Regardz Airport Hotel Rotterdam te komen.

Het hotel is per auto bereikbaar via snelweg A13. Bezoekers van de luchtvaartbeurs kunnen parkeren op het terrein van het hotel. Dit is de eerste 30 minuten gratis en kost €2 het eerste uur daarna €1 per uur. Een dagkaart kost €5,-. Parkeren kan ook op P1 (lang parkeren) van de luchthaven, op ongeveer vijf minuten lopen van het hotel. Zie voor een routebeschrijving onze website.

Het Regardz Airport Hotel is ook per bus 33 bereikbaar vanaf het Centraal Station (reisduur ongeveer 20-25 minuten). Voor meer informatie en de dienstregeling, zie www.ret.nl.

Toegang tot de luchtvaartbeurs is €3,-. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.

Tafels van circa 150x80 cm kunnen gereserveerd worden voor een prijs van €15,- en zijn alleen beschikbaar bij betaling vooraf. Om één tot maximaal vier tafels te reserveren kun je contact opnemen met Piet Meijerink (zie contactgegevens hieronder). Er is slechts een beperkt aantal tafels beschikbaar, dus wees er snel bij!

AIR*nieuws*

Scramble
DUTCH AVIATION SOCIETY



Dutch Spotters Convention
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www.scramble.nl/dsc
www.rotterdamthehagueairport.nl
www.airporthotelrotterdam.nl





Wrecks & Relics

After being left outside without much care for more than fifteen years at Bad Oeynhausen, the colourful TF-104G D-5804 was brought back home on 13 December 2013. The Starfighter is now stored at Soesterberg and is in bad shape. It is expected to be scrapped in 2014. (18 December 2013, Pieter Plomp)

Netherlands

Soesterberg

(D-5804) TF-104G stored **5804** dec13

The Starfighter returned from Bad Oeynhausen on Friday 13 December and is now stored with the museum aircraft. It is in bad shape and will be scrapped.

Road Running

(XW301/MC)-63 Jet Provost T5A ex stored **EEP/JP/965** jan14

(XW318/MG)-78 Jet Provost T5A ex stored **EEP/JP/982** jan14

XW361/MM-81 Jet Provost T5A ex stored **EEP/JP/1011** jan14

Three Jet Provosts were noted road running on 18 January 2014 on the A20 and later A12 heading north. They were on Dutch lorries and the final destination is still unknown.

Czech Republic

Stara Boleslav

4011 Mi-24D stored, ex Prelouc **M34011** sep13

The Mi-24 is parked at the gate of the Army Point Company (N50.22078, E14.71077). It is for sale.

France

Bordeaux (33)

(4627) Mirage F1EQ preserved, ex Iraq sep13

The aircraft has been identified by EQ627 on a nose wheel door. It is with the CAEA, although it is not yet listed on their website.

Lyon

During a public auction in November 2013, Djinn FR123/CAD was offered for sale for €13,000. We had no reports for the helicopter for over twenty years (l/n stored Charleville).

Nancy-Ochey (54)

A100/3-XO Jaguar A (A26), preserved sep13

Jaguar A26 is preserved in the EC03.003 area and was last noted at Toul Rosieres. The real A100 is dumped at Chateau-dun without its cockpit.

Neuville-Saint Remy (59)

128/12-ZT Super Mystere B2 88, preserved **88** aug13

On 6 June 2013 the former Cambrai gate guard was installed as monument in the nearby village Neuville. It is pole mounted along route D643 (N50.19482, E3.20911).

Valence (26)

(1211) SA341F preserved **1211** aug13

The Gazelle is preserved at the local Thales factory (N44.93899, E4.91920). It is in civil colours and was noted there since at least May 2009.

Germany

Niederalteich (BY)

27+08 TF-104G preserved **5709** nov13

On 15 November 2013 this former Manching Starfighter

joined the Gerhard Neumann collection at Niederalteich.

Italy

Fontanebainche

26+28 F-104G preserved **9180** nov13

This Starfighter left the museum at Cerbaiola and is now with the Amici Arma Azzurra Association. It is currently under restoration in the small village of Fontanebainche (N45.59989, E11.90154).

Martina Franca (TA)

MM51-8831/SST-16 T-33A preserved **6615** may13

We have not mentioned this before, but a T-33 is preserved at the military barracks (N40.70200, 17.32044) since 1984.

Luxembourg

Luxembourg

195 L-39ZO LX-SJW **831127** aug13

This former NVA L-39 has been restored at Hodenhagen, Germany, to its former glory and is now flying from here.

Poland

Katowice

3621 Mi-2R preserved **563621084** jan14

The Mi-2 is preserved rotorless at a housing block somewhere in town.

Spain

Arrecife, Lanzarote

C.14-56/462-05 Mirage F1EDA C.14C-78, preserved dec13

The pole mounted Mirage has been repainted in fake markings.

United Kingdom

Coventry, West Midlands

The original cockpit of Bolingbroke IVT 10201, which was on a six-month loan from Duxford to the Coventry Transport Museum, was returned to Duxford on 19 January 2014.

Dumfries, Scotland

(XM285) Twin Pioneer 3 (G-AYFA), preserved **538** dec13

A new arrival at the Dumfries and Galloway Aviation Museum is the cockpit of a Twin Pioneer, which came from a private owner in Cheshire.

Hayes, Middlesex

MM80270 AB204B MM80279, preserved **3037** jan14

An AB204 can be found at the London Motor Museum. It used to be at Cormano, Italy.

Credits: Patrick Dirksen, Daniel Eckert, Erik Hoogenberg, Hubert Peitzmeier, Pieter Plomp, Leonard van Teeffelen and the various internet sites and forums.

Dustpan & Brush



Catching up with a crash that we reported on the last issue, this Ecureuil of Heli-Linth went down on 21 December 2013. The accident happened near Elm, Switzerland, and injured five out of the six on board (including a child, which remained unhurt). This issue we can present you this picture. (Mollis, 5 March 2013, Michiel van Herten)

Additions & Corrections:

20dec12 C-GEAI BT-67 **16305/33053** rep
 The team of Kenn Borek Air has done a great job in repairing this BT-67 Basler over the past year. It crashed on 20 December 2012 and was a big mess, but the latest pictures on Facebook show an airworthy airframe. Check out https://www.facebook.com/don.wray1/media_set?set=a.10202134138409929.1073741826.1082298415&type=1 for more details. See Scramble 404.

25feb13 69-6660/MT UH-1N **31066** w/o
 A Bell Huey of the 54th Helicopter Squadron, 91st Missile Wing, suffered a loss of tail rotor thrust resulting from a failure of the #2 tail rotor driveshaft flexible coupling, which turned out to be the cause of the mishap. The aircraft sustained damage to the main rotor, transmission, main drive-shaft, fuselage and landing gear, with damages above \$2 million. See Scramble 407.

12apr13 TZ-406 Mi-24D **U5086** w/o
 See Scramble 408.

20nov13 N780BA B747-409LCF **24310** nil
 Atlas Air's internal investigation into how its crew landed a Boeing 747 Dreamlifter at the wrong airport on 20 November 2013, has uncovered important factors explaining how the freighter, headed to McConnell AFB (WI), mistakenly landed at the smaller Jabara airport, nine miles to the northeast of the air base. It turns out that a number of intermittent issues with the First Officer's primary flight display (PFD) earlier in the night-time flight, created some scepticism on the part of the pilots about the reliability of the aircraft's automation system. The F/O (pilot flying) programmed an RNAV/GPS approach to runway 19L, which would put the aircraft at 3,000ft over Jabara. The pilot said previous VFR (Visual Flight Rules) approaches to McConnell had often put him at a higher altitude than expected and that difficulties in picking out McConnell's runway prompted him to make an instrument approach. The crew neglected to brief each other about possible other airports nearby. Wichita controllers cleared the Boeing for the approach 25 miles out and immediately

handed them over to McConnell's tower, which cleared the aircraft to land. The Jumbo Jet remained on autopilot until passing a certain point on the approach, at which time the flying pilot saw a brightly lit runway slightly to his left, which seemed to match what he was searching for. Believing the aircraft was too high to land safely, the pilot flying disconnected the autopilot and increased the rate of descent toward what he thought was 19L at McConnell but was in fact runway 18 at Jabara. The pilot monitoring was uncertain about the runway's identity, but remained silent. The primary reason for the incident was the flying pilot's late decision to abandon the instrument approach for a visual approach that required him to hand-fly the aircraft, as well as inadequate monitoring by the other pilot. Also mentioned was ATC's failure to notice the aircraft descending toward the wrong airport.

In a response, Atlas Air now requires pilots to remain on an instrument approach procedure – even in visual conditions – until passing that certain point on the approach.

Looking at the approach charts for McConnell's runway 19L, it does indeed not mention any other airports nearby, with similar orientated runways. Perhaps a point to consider? See Scramble 415.

17dec13 09-20186 UH-60M w/o
 A US Army Black Hawk of B/3-1st AVN was lost due to enemy fire. See Scramble 416.

26dec13 N8372Y PA-30-160 **30-1526** w/o
 See Scramble 416.

New Accidents:

08dec10 CN-TWO BN-2T **2232** w/o

An oldie, but never reported before! The Gendarmerie Royale Marocaine Islander was flying from Tangier to Ouarzazate (both in Morocco) with three police officers and two pilots. During the night between Demnate and Ouarzazate, the aircraft disappeared from radar screens and crashed in mountainous terrain. Search and Rescue arrived on the scene more than two days later. All five occupants were killed. For unknown reasons the crew was flying at too low an altitude.

11mar11	03-8103	F-2B	3002	dam
11mar11	03-8104	F-2B	3004	dam
11mar11	03-8106	F-2B	3006	dam
11mar11	23-8107	F-2B	3007	dam
11mar11	23-8108	F-2B	3008	dam
11mar11	23-8109	F-2B	3009	dam
11mar11	23-8110	F-2B	3010	dam
11mar11	23-8111	F-2B	3011	dam
11mar11	33-8116	F-2B	3016	dam
11mar11	33-8117	F-2B	3017	dam
11mar11	33-8118	F-2B	3018	dam
11mar11	33-8119	F-2B	3019	dam
11mar11	33-8120	F-2B	3020	dam
11mar11	33-8121	F-2B	3021	dam
11mar11	33-8122	F-2B	3022	dam
11mar11	43-8127	F-2B	3027	dam
11mar11	53-8131	F-2B	3031	dam

The tsunami that followed the 8.9 magnitude earthquake caused major damage to the aircraft at JASDF Matsushima in the Miyagi Prefecture of north-eastern Japan. In the immediate aftermath we only were able to confirm one aircraft, but now all eighteen are known. They all belong to [21 Hikotai](#).

26jan13 TZ-407 Mi-24D **U5088** w/o
After the Mi-24 of the [Mali Air Force](#) was damaged on 20 June 2012 at Gao (when the Tuareg rebels seized the base), it was further damaged by the French forces when they recaptured the base. Actually, damaged is an understatement looking at available pictures on the internet.

03aug13 G-JESI AS350B **1205** w/o
On a routine flight from a private site near Milton Keynes to another private site near Manchester, the pilot of the [Staske Construction](#) Ecureuil noticed an acrid burning smell. As he was trying to locate the source of the smell he saw smoke coming from the lower left side of the instrument panel, followed soon by a small flame. Acting quickly he decided to divert to Nuneaton, a disused airfield, and vacated just in time, before the chopper was destroyed by fire.

02sep13 G-BTFT Beech 58 **TH-979** dam
While ferrying the [Fastwing Air Charter](#) Beech Baron for maintenance, from Thruxton to Compton Abbas, the pilot selected the gear down and saw the three greens (meaning landing gear down and locked). However, upon initiating the flare for a touchdown on grass runway 26, he noticed it was sinking lower than normal, and realised he would hit the ground before he could perform a go-around and closed the throttles fully. The Baron touched down with the gear still up. This resulted in quite some damage to the gear doors and flaps.

28dec13 CC-CMM PA-31 **31-315** dam
An [Aero Seed Limitada](#) Piper Navajo sustained damage to the fuselage and propellers during an emergency landing at Puerto Raul Marin Balmaceda, Chile.

29dec13 MiG-.. w/o
Unconfirmed reports claim that the Free Syrian Army shot down a [Syrian Air Force](#) MiG, exact type unknown. The MiG got hit while it launched an airstrike in Ashafra and Aarnoushe villages.

30dec13 5Y-RDU Bell 407 **54074** dam
An engine failure was to blame for the crash of this [Kenya Administration Police](#) Bell 407 as it came down in Tiwi village, Kwale County, injuring the three occupants. The rotor and tail boom were separated from the fuselage.

30dec13 PK-DAL Bell 206B-2 **1624** w/o
After trying to take-off from the helipad of the three-storey Efarina Etaham hospital, Berastagi, Karo district, North Sumatra, Indonesia, the [private](#) Bell crashed in front of that same hospital. According to pictures circulating on Twitter it appears that the chopper hit some wires. Sadly one person on board died, while the remaining four received injuries. The blade propellers and tail part of the helicopter were broken off.

01jan14 N133GC EC130B4 **3883** w/o
A tour helicopter, operated by [Papillon Helicopters](#), was on a post-maintenance check-flight when it lost engine power, causing a hard landing and a crash in between the two runways at Boulder City (NV). The Eurocopter rolled over and received a lot of damage. Luckily the pilot was uninjured.

02jan14 285 F-16AM **6K-14** dam
A [Norwegian Air Force](#) Fighting Falcon, operated by FLO, was badly damaged when the pilot was practising touch and go's at Bodø, northern Norway. The nose wheel hit an arresting cable, forcing it to collapse and the Viper nosed over. The top brass of the Air Force is now considering whether to scrap the F-16 (this particular airframe was nominated to be retired in 2014 anyway), depending on how much internal damage the airframe has received.

02jan14 N400XL Bell 206B-2 **2115** dam
Under unknown circumstances this Bell 206 of [Engemann Aviation Service](#) ended up on its right side near a building at Draughon-Miller Central Texas airport (TX) in Temple. The pilot escaped without any injuries.

02jan14 LN-NIF B737-8JP **39434** dam
[Norwegian](#) flight DY165, a domestic Norwegian service from Trondheim to Bergen, suffered a bird strike shortly after leaving Trondheim's runway 09. A large swan hit the left hand wing, causing a dent and a hole in the leading edge of the left wing, just inboard of the nacelle of the #1 (left) engine. The crew turned the Boeing around for a safe landing at the same runway, only thirteen minutes after the mishap. The passengers boarded another Boeing and left a little over an hour later. The remains of a swan were found on the runway, and also inside the engine.

03jan14 N585TJ Bo105CB **S-186** dam
A unique mishap, which for once did not occur while being in flight or otherwise engaged in aeronautical activities. No, the [Mercy Flight](#) Bo105 was involved in a road incident!

The driver of a truck hauling the out-of-service Mercy Flight helicopter, apparently hit a slick spot on the I-90 at Pembroke (between Rochester and Buffalo (NY)) and lost control of the truck, causing the trailer to roll over. This resulted in severe damage to the chopper, when it rolled off the trailer. It was taken out of service in 2011 and had been sold to a company in Australia and was being hauled to Canandaigua for repainting. Most of the components had been removed to prepare it for repainting and it appears the helicopter was totalled in the accident, but it will be assessed when it is returned to Mercy Flight's base in Buffalo.

03jan14 N5484U DHC-2 Mk1 **1600** dam
A Beaver of [Nimbus Corporation](#) crashed under unknown circumstances upon landing at Wilding Farm airport, Shaw Island (WA), injuring the pilot.

03jan14 MiG w/o
The Free Syrian Army claimed to have shot down yet another MiG of the [Syrian Air Force](#), this time over Qalat Al Hosn.

05jan14 HS-BKE B767-3W0ER **28264** dam
[Saudi Arabian Airlines](#) flight SV2841, from Mashad, Iran to Madinah, Saudi Arabia, operated by this Boeing 767 (white with Saudia titles and logos) leased from Orient Thai Airlines since 29 August last year, made a partial gear-up landing at

Madinah's runway 36. The crew made a first approach and discovered that the right main landing gear was unsafe, and performed a missed approach. They entered a hold for trouble shooting, but were unable to do so using the checklists. A low approach and fly-over was made, which confirmed that the right main gear was still up. On the third approach the emergency landing was made, resulting in a touch down on the left main and nose gear plus the right hand engine. You can watch the landing on the following YouTube movie: <http://www.youtube.com/watch?v=ZNYQw1mCnZk#t=15>

Of the 299 passengers and sixteen crew, 29 passengers received injuries during the evacuation, eleven of them were taken to nearby hospitals.

Since the Boeing is nearly seventeen years old, it may be considered too expensive to repair.

05jan14 N115WF CL-601-3R **5153** w/o

A Challenger operated by Vineland Corp, ferrying from Tucson (AZ) to Aspen (CO), crashed after landing at Aspen's runway 15, leaving one pilot dead, the other seriously injured and the flight attendant only mildly injured. Audio from the Aspen Tower frequency shows N115WF being cleared to land about 12:10 local, but the flight executed a missed approach: "Missed approach November one one five Whiskey Fox .. 33 knots of tailwind." Other flights had also reported low level wind-shear and a gain of five-twenty knots on approach. Following the missed approach procedure, N115WF was again cleared to land at about 12:20: "November one one five Whiskey Foxtrot wind three three zero at one six, runway one five cleared to land. One minute average three two zero, one four, gust two five." This clearance was confirmed by N115WF: "Roger one one five Whiskey Fox." However, after touch down the Challenger bounced back into the air and hit the ground nose first. It flipped over and burst into flames. Check the following link for a video: <http://aspjournalism.org/2014/01/21/aspden-airport-releases-video-of-jan-5-jet-crash/>

Aspen is well known for being an extremely difficult airport to fly into, as it is located in between the mountains and having complicated procedures for both arrival and departure, with strict weather limits. Why the crew decided to start the approach to begin with is something for the NTSB to investigate, among many other things. Aspen is a hotspot for the rich and famous, as it has one of the country's best skiing resorts.

05jan14 VT-ESH A320-231 **469** w/o

Flight AI890, the domestic Air India service from Imphal via Guwahati to New Delhi, had to divert to Jaipur because of poor visibility at the destination. However, due to unknown reasons (there was basically no wind) the left wing of the Airbus contacted an unidentified object, causing a lot of damage: the outer part of the wing was missing when the aircraft came to a safe halt on paved ground. In fact, the visibil-

ity at Jaipur was not great either, but the crew had no other alternative as the fuel status precluded them from diverting to another suitable airport.

From eyewitness accounts it seems that the crew made a manual landing under difficult circumstances: "The speed seemed uncontrollably high and the plane swayed and listed violently. We were not slowing down at all, and the plane was shuddering like it would break into pieces any time." Rather peculiar for a landing in zero winds! What was more terrifying than the landing, were the words the captain used afterwards: "So, thank goodness we are all still alive." Not exactly what you would like to be hearing...

In the aftermath of the incident Air India displayed a not too impressive piece of customer service: without any representative showing up all passengers were put on a bus, for a grueling eleven hour journey for a 250 kilometre ride.

India's Directorate General of Civil Aviation reported that the captain was on duty for more than twelve hours at the time of landing, the aircraft had been airborne for more than five hours at that time and had run out of fuel just after landing. The aircraft landed off the centre line of the runway in near zero visibility, almost landing on a nearby drain, and went off the runway onto unpaved surface. Its left wing contacted an unidentified object while the pilots attempted to steer the aircraft back onto the runway. The aircraft received substantial damage beyond repair to landing gear, tyres and the left hand wing.

06jan14 helicopter w/o

A NATO helicopter of an unknown armed forces unit was destroyed in a Taliban-attributed attack near Herat, Afghanistan. There was no report on casualties.

07jan14 88-26109/LN HH-60G **70-1306** w/o

A Pave Hawk of the USAF 56th RQS/48th FW, also known as the Liberty Wing and based at RAF Lakenheath, crashed during a low-level training flight. It came down in a bird sanctuary near Cley-Next-The-Sea, Norfolk, killing all four on board. As the HH-60G was carrying live munition, a 1,200 square foot area was cordoned off and the A149 through Cley was closed for several days. The scene of the crash is near a coastal village popular with birdwatchers and walkers. The helicopter came down on marshes that were badly flooded during last month's tidal surge. An investigation is under way to see what went wrong.

07jan14 ZS-RIU AS350B3 **3399** w/o

Not many details are known, not even the operator, but it did crash at Grand Central airport, South Africa.

07jan14 C5-SSA Fokker 50 **20138** dam

Operating a flight between Juba and Aweil (both South Sudan), this South Supreme Airlines Fokker 50 landed on Aweil's runway but veered right off the runway and came to



A mishap with this South Supreme Airlines Fokker 50, C5-SSA, on 7 January 2014, gave us a double update. First for the crash itself, and secondly because this registration was not reported to us before. After careful research we managed to track down its previous identity, and it turned out to be ex ST-NEW of Feeder Airlines. The compilation above (provided to us by Guido Potters) shows the aftermath of a brake failure upon landing at Aweil, South Sudan, after which the Fokker veered off the runway.



A Norsk Luftambulans EC135P2+ was enroute to pick up a victim of an overturned truck, on 14 January 2014, when it became a victim itself. It hit power cables and fell to the ground, killing the pilot and paramedic, while a third person survived. It is seen here inside a hangar at Oslo-Gardermoen on 28 June 2008 by Peter Heeneman.

a stop in rough terrain with the nose gear collapsed. Apparently the Fokker suffered a brake failure, which caused the over run. There is some uncertainty about the date as it could have been a day earlier as well.

08jan14 MiG-21 w/o
An Egypt Air Force fighter, believed to be a MiG-21 or F-7, crashed on the outskirts of El Senbellawein, Daqahlia after it experienced a technical failure of the engine. The pilot, who was on a training mission, survived and was taken to hospital. The jet was completely destroyed by fire, but luckily nobody else was injured and no buildings destroyed.

08jan14 163070/BJ-543 MH-53E **65-570** w/o
A Sea Dragon of the US Navy was on a training mission when it crashed off Norfolk in the Atlantic Ocean near Fort Story (VA), killing three out of the five on board. Two others were injured (one seriously, the other minor) and taken to hospital.

08jan14 MiG w/o
Yet another MiG bites the dust. The Free Syrian Army said they shot down a Syrian Air Force MiG with a thermal missile, near Damascus airport.

09jan14 ZK-... AS350 **dam**
There were no injuries among the five people on board the The Helicopter Line Ecureuil, when it tipped over in deep soft snow on the Richardson Glacier near Mt Cook. The chopper received damage, but to what extent is unknown.

09jan14 SE-JKP Bell 206B-3 **3797** w/o
After passing a tree covered ridge, the winds suddenly changed, leaving the pilot of the HeliAir Sweden JetRanger to restore power and altitude. Unfortunately he did not succeed and the Bell crashed in a field near Rögla, Sweden. The pilot was lucky to get out unharmed, his passenger hurt his shoulder and was taken to hospital. They were on a power line inspection flight.

09jan14 Be300 w/o
A USAF Beech Liberty, or MC-12W for those who don't know what that is, was on a night time ISAF mission in eastern

Afghanistan when it crashed under unknown circumstances. So far it seems there are three casualties, the crew of two and an ISAF member.

It later transpired that in fact it may not have been a USAF MC-12W but a US Army 306th Aerial Exploitation Battalion (AEB) Beech 300 Medium-Altitude Reconnaissance and Surveillance System (MARSS). King Air N20KW is known to have been converted as a MARSS platform. The MARSS aircraft is one of a number of government-owned but contractor-operated (Go-Co) special mission aircraft operated in Afghanistan and beyond, that are colloquially known as 'funnies' on account of their unconventional mission kits and roles.

09jan14 HK-4462 Bell 206L-3 **51538** w/o
A Bell 206 Long Ranger of Sociedad Aeronáutica de Santander was lost in a CFIT (Controlled Flight Into Terrain) accident in the mountains, when it crashed north of Anorí, Colombia, killing all five on board.

10jan14 N3829G Ce310R **310R0924** w/o
The Cessna 310 of Royal Air Freight went down off North Williams Lake Road, just north of M-59, near the Pontiac Lake State Recreation Area. It crashed in the woods beside the beach at Pontiac Lake, adjacent to the public boat launch, which is near Oakland airport (MI). Weather at the time was poor (low visibility and low clouds), as flight RAX907 impacted terrain while on the approach to runway 9R. Unfortunately the pilot was killed on impact, and the aircraft destroyed by fire.

10jan14 N3939A AS350B3 **4806** **dam**
The white helicopter of the US Department of Homeland Security (or actually their Customs and Border Protection Office of Air and Marine subdivision) came to rest tilted nearly on its side with twisted rotors in a small clearing surrounded by low trees, near Falfurrias (TX). Reason for the mishap possibly was a technical malfunction, although the NTSB will do its best to investigate the actual cause. The three persons on board were all fine after a visit to the hospital. The Border Patrol maintains a highway checkpoint south of town, about

an hour's drive north of the Texas-Mexico border. The ranch lands south of Falfurrias are busy human smuggling routes, as guides attempt to circumvent the checkpoint.

11jan14 MiG-23 w/o

The Free Syrian Army claims to have shot down a Syrian Air Force MiG-23 near Deir Ezzor airport, Syria, using a heat seeking missile.

11jan14 Mi- w/o

The Free Syrian Army (FSA) claims to have destroyed a Mil helicopter from the Syrian Air Force, which was carrying barrel bombs and targeting Deir Ezzor airport, presently under the FSA's control.

12jan14 N452TS Ce501 501-0231 w/o

A tragic accident in Germany, when all four on board the private Citation I/SP died when it crashed on the approach to Trier-Föhren. It had left Shoreham, United Kingdom, earlier in the morning, and encountered poor weather conditions at Trier-Föhren. While the airport itself does not have automated weather reports, the nearest airport (being Spangdahlem AB) showed poor visibility, freezing fog and very low clouds. The Citation was on the approach to runway 22, when it struck an electricity pylon at a height of about eight metres above the ground. Control was lost and the airplane crashed, coming to rest inverted on the site of a landfill, located 3,8km from the threshold of runway 22 and about 700m to the left of the extended centre line. A post-crash fire erupted, which destroyed the small bizjet.

12jan14 N272WN B737-7H4 32527 nil

Shortly on the heels of the B747 incident on 20 November 2013, where a Dreamliner crew landed at Jabara instead of McConnell AFB (KS), a Southwest Airlines crew did a similar thing. Instead of flight SWA4013, originating in Chicago-Midway (IL) and destined to land at Branson (MI), it landed at the much smaller M. Graham Clark Downtown airport, some 5.5 miles north of the intended destination. The crew of five and 124 passengers landed safely on runway 12, although the crew needed to put the brakes to good use, as the runway was only half of what they were expecting. Needless to say there was a smell of burnt rubber... The pilots were taken off flying duty, pending an internal investigation. The passengers and their luggage were loaded on buses and they were eventually taken to the correct airport.

Obviously the lessons from the B747 incident were not yet applied.

14jan14 LN-OOI EC135P2+ 0580 w/o

A Norsk Luftambulanse Eurocopter was enroute to an overturned truck, when it hit power cables at a height of fifteen metres and fell out of the sky. It came to rest on its left side, near Sollihøgda, Buskerud, Norway. The pilot and paramedic did not survive the impact, while the rescue man survived.

14jan14 N720QS G200 085 dam

A NetJets G200 lost a panel in flight, which struck the rudder, causing substantial damage according to the FAA. It returned to Savannah (GA) for a safe landing.

14jan14 FAM5448 Ce182S 182-80640 w/o

A Cessna 182 of the Mexican Air Force, or Secretaría de la Defensa Nacional to be precise, crashed under unknown circumstances near La Trinidad Tepango, Atlixco, Puebla, Mexico. It came down in cultivated fields in a sparsely populated region, killing one of the three on board with the other two receiving serious burn injuries.

15jan14 MH-60M dam

During a night training exercise a brand new US Army C/3 160th SOAR (Special Operations Aviation Regiment) Black Hawk landed hard and toppled over onto its left side, causing the death of one service man of the Night Stalkers (the unit was responsible for flying Navy SEALs into Pakistan during the 2010 raid in which Osama Bin Laden was killed). It came down at Hunter AAF, Fort Stewart (GA), off White Bluff Road. The unit trains soldiers to fly helicopters behind enemy lines under cover of darkness.

15jan14 166603/AG-103 F/A-18E E099 w/o

A United States Navy Super Hornet, belonging to VFA-143 and CAW-7, crashed some 72 kilometres off the Virginia Beach coast, most likely due to a technical malfunction. While the pilot managed to eject, he did receive serious injuries. The F/A-18E had left NAS Oceana earlier that day for routine training exercises.

15jan14 AF528/P MFI-15-200A 15-265 w/o

A Saab Supporter of the Zambia Air Force impacted terrain under unknown circumstances near Kabanje Bwiketo village, which is about forty kilometres from Livingstone Town Centre and about a kilometre off Zimba-Livingstone Road, Southern Province. Both occupants lost their life in the crash. Some Kabanje Bwiketo Village marketers who witnessed the accident said they saw the plane spin several times before it crashed with a huge bang. "The plane was rolling from above,



Seen aboard CVN-69, the USS Dwight D. Eisenhower, F/A-18E 166603/AG-103 of VFA-143 crashed on 15 January 2014 about seventy kilometres off the Virginia Beach coast. A technical problem is the most likely cause of the accident. The pilot of the single seat Super Hornet managed to eject but received sustained injuries. (2 October 2012, Marco Dijkshoorn)

and then it went down slightly above Bwiketo Community School before it hit the ground with a loud sound.

16jan14 Mirage 5DPA2 w/o
The Pakistan Air Force most likely lost a Mirage 5 in a training accident near Farrukhpur, near Qadirabad, Mandi Bahaudin, killing both the instructor and student. The reason for the crash of the PAF Base Mushaf, Sargodha based fighter is unknown.

16jan14 Mi-17 w/o
Video images on LiveLeak showed a crashing Syrian Air Force Mi-17, which the Free Syrian Army claims to have shot down. It came down in Darayya in Rif Damascus.

16jan14 44+02 Tornado IDS **GS068/4102** w/o
A Luftwaffe Taktische Luftwaffengeschwader 33 Tornado, based at Büchel, crashed at the highest portion of the A48 Eifelautobahn, leaving the Panavia (interdictor/strike) fighter-bomber destroyed. Both crew members used their Martin-Baker's to good effect, and received minor injuries. The fighter came down in a forest south-east of Laubauch, near Koblenz, and one of the pilots was found hanging from a tree while still in his parachute.

17jan14 XC-BBF UH-1H **11529** dam
A Bell UH-1H of the Procuraduria General de la Republica hit a cable over a mountain community, Tancitaro, in the troubled Michoacan region, injuring three out of the five on board. The helicopter was one of ten deployed to the region earlier this week as part of a bid to wrest back control of Michoacan from the Knights Templar gang.

18jan14 XA-UQM DC-9-33RC **47191** dam
An old DC-9 of Aeronaves TSM (Transportes Saltillo Monterrey) left Tapachula for a domestic Mexican night flight (on behalf of DHL) to Saltillo. Weather at destination was not very pretty, with low clouds and poor visibility, but the crew of four managed a safe landing anyway on runway 35. However, a fog bank rolled in just as they were about to touch down, causing a hard landing and subsequently a nose gear collapse and overrun off the runway. Considering the age of the jet it may well be damaged beyond economical repair.

Pictures on the internet show the jet shortly after the mishap, with titles, and the following morning in daylight, now with the titles sprayed black...

18jan14 8R-GHS Ce208B **208B0830** w/o
Two minutes after take-off from Olive Creek airport, while climbing, the Trans Guyana Airways Cessna hit tree tops and crashed in the wooded Mazaruni area. The SAR (Search and Rescue) crews found the debris and both (the pilot and a passenger) dead bodies a few hours later. For undetermined reasons the aircraft was flying at too low an altitude after departure. According to Guyana authorities, the aircraft was on its way to Imbaimadai, Cuyuni-Mazaruni, to complete a gold prospect mission.

18jan14 N578AE AS350B3 **3716** dam
The second mishap involving a US Department of Homeland Security Ecureuil a little over a week after the first one. According to the FAA this one crashed off the end of

the runway under unknown circumstances at Houlton (ME). Both occupants were fine.

19jan14 PK-IWT PA-31-350 **31-7752090** w/o
On final approach to Tual airport, south-east Maluku, Indonesia, in bad weather conditions, the Intan Angkasa Piper Navajo Chieftain hit tree tops and crashed a few kilometres short of the runway. All four occupants were killed. They were performing a flight from Jayapura-Sentani to Surabaya with intermediate stops in Tual and Ambon.

20jan14 multiple dam
A Taliban suicide attack damaged a number of ISAF helicopters and drones, which were parked at an airstrip in the Zhari district, just west of Khandahar, Afghanistan.

20jan14 YR-BNP BN-2A-27 **822** dam
Flying towards Oradea to obtain transplant organs from a deceased patient, the Scoala Superioara de Aviatie Civila Islander started to develop engine problems. The pilot tried to make an emergency landing near the village of Poiana Horea, Cluj, but it crashed on a hill side in deep snow near Petreasa, Alba, at an altitude of 1,400m. The Islander, with one pilot and six passengers, had left Bucharest-Baneasa earlier that day. While all seven initially survived, the pilot and a medical student later succumbed to their injuries.

21jan14 N191DN B767-332ER **28448** dam
Exactly what happened to DL101, the Delta Air Lines flight from Atlanta (GA) to Buenos Aires, Brazil, is not known, but it did receive substantial damage to the right wing. In actual fact, it never landed at Buenos Aires, but diverted to Montevideo, Uruguay, after one attempt to land at BA failed due to a thunderstorm overhead the airport at the time. Where the Boeing picked up the damage (part of the front leading edge slat on the right wing was missing) is unclear.

22jan14 Jaguar w/o
Apparently this is the first mishap this year involving an Indian Air Force fighter, in this case a SEPECAT Jaguar. It was on a routine training sortie out of Nal airport but crashed between Bholasar and Akasar villages, which is 45 kilometres from Bikaner, in the Rajasthan district. Both pilots detected a technical problem and left the Jaguar via their ejection seats, landing safely.

22jan14 A6-DYR EC130B4 **3990** w/o
Alpha Tours lost one of their helicopters when it was involved in a take-off accident at the famous Atlantis hotel on the Palm Jumeirah, Dubai, UAE. Two occupants received serious injuries, one of whom was in critical condition.

23jan14 MM80... AB206C-1 w/o
Two officers were killed when an Italian Air Force Aviazione dell'Esercito AB206 crashed near Rome-Viterbo under unknown circumstances. Fire brigades found a sheared power line in the area, which was suspected to be the cause of the accident.

Credits: Aad van der Voet, Minot Daily News, The Daily Star, ASN, J.A.C.D.E.C., Aviation Herald, B3A, AAIB, John van Boven, Tom Svendsen, HeliHub, The Batavian, India Today, Global Incident Map, Jane's.

Visit the largest military aviation convention in Europe

In the weekend of 29-30 March 2014 the Luchtvaart Vereniging Twenthe (Aviation Group Twenthe) will organise her annual aviation convention for the 25th time. The largest military aviation convention in Europe! The event will take place at Hotel Party Center Savenije, situated in the village of Lonneker, close to the city of Enschede. (Address: Dorpsstraat 149-151, 7524 CH Enschede / Lonneker) From Highway A1 take exit 33, Oldenzaal-Enschede. Go in the direction of Enschede. After four kilometres you will reach the village of Lonneker. In the centre of the village, opposite the church, you will find Hotel Party Center Savenije.

The aviation convention will be open on both days between 10:30 and 17:00 hours. The entrance fee is €3.-.

If you have some items (like slides, photos, books, etc.) to sell or exchange, one or more tables can be rented. Reservation of table(s) €15.- per table, can be made by filling out the reservation form, which can be obtained at our website: www.lvtwenthe.nl



C-145A N341ML was first logged with PZL as SP-DGR, ten days before appearing at Eindhoven. Next to the civilian registration it also carried (1)3-0341 under its civilian registration. The last tracked flight ended at Spencer Municipal Airport. (18 December 2013, Maurice Hendriks)

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)

F-16AM

J-015 322sq ex 312/313sq **6D-171** jan14
 With the start of a new year the last term of 'Stitch' and his 312/313sq crew ended and the F-16 solo display will transfer again to Leeuwarden for the 2014/2015 period. Due to the upcoming move of 323sq to the USA, the display team will be supplied from 322sq. Another measure that you will notice during the 2014 season is on the airplane appearance. J-015 is still mentioned as demonstrator frame however, after maintenance at Woensdrecht the 'Orange Lion' won't be that orange anymore as it will lose the colours and continue in a normal grey style like all Dutch F-16s.

DC-10-30

T-255 wfu/std ex 334sq **46987** jan14
 As reported in the Annual Budget Review 2013, the sole DC-10-30 would be withdrawn from service in 2014. That was taken latterly as her last operational flight was leaving Eindhoven on 29 December 2013 and returned on 31 December. The study on a possible sale was ended premature due to the lack of DC-10 operators/candidates that were able (and willing) to pay for the machine. Therefore the decision was made to store the machine at Eindhoven for the time being. Later on the DC-10 will be flown to the UK where she will be cut in pieces and stripped for usable parts.

G-IV

V-11 334sq tbc wfu apr14 **1009** jan14
 Another budget cut was made to dismiss the sole Gulfstream 4 from active duty from 1 January 2014. However the reality turns out otherwise. In the period between September and January the Air Force and prime user of the machine, the Ministry of Foreign Affairs reached an agreement on keeping the Gulfstream active until 31 March 2014. Civilian charters

where too expensive and the demand was higher than the number of aircraft available so they reached an agreement and kept V-11 as flying limo. In the meantime negotiations continue and various ideas were launched so we keep you posted on the progress.

Defensie Helikopter Commando (DF)

AS532U2

S-457 300sq tdy Hato **2457** jan14
 After the return from Operation Atalanta/Ocean Shield the Cougar fleet started 2014 with another mission deployment. This time S-457, wearing her camo colours, was shipped from the port of Antwerp (Belgium) to Willemstad, Curacao. The barge left 8 December 2014 and arrived the 23rd. At this moment the deployment duration is set from 10 February until 30 November. Main goals will be counter narcotics operations and airlift duties for the navy and army soldiers based at the island.

NH90-NFH

N-110	NHI/Agusta	MOC/FOC upgrade	1110	jan14
N-277	860sq	dd NHI/Agusta	1277	jan14
N-316	NHI/Agusta	f/n photo	1316	jan14

On 6 January N-110 was noticed on a flatbed truck, all wrapped up and heading for Frosinone where the Agusta Modification centre is located. As you might have read in Scramble 415 this facility will conclude and perform the upgrade of the seven early NH90 deliveries where they enter as Meaningful Operational Capability and leave as Full Operational Capability. As N-110 is the first and in the worst condition of all NH90s the modification will last at least twelve months so it will take some time before this helicopter can be seen again.

While one leaves, another one enters and after some months of unforeseen technical delays N-277 was delivered to 860sq late January 2014. Also known as 1277/NNLN12 had some problems that required additional flight testing before she was accepted and makes number eleven in the fleet of NH90s. As she was scheduled for Q4/2013 the first NH90 for 2014 was

also noticed on social media with a sneak-peak photo. N-316 is marked as Q1/2014 target as NHI/Agusta continues 4 new deliveries per year.

Belgium

Luchtcomponent (AF)

Being home for New Year's Eve was the slogan for the Baltic Air Police deployment of the Belgian Luchtcomponent and they almost succeeded. From 27 December 2013 the USAF arrived with Lakenheath based F-15C Eagles to relief the F-16s from their duty. The official hand over was completed on 3 January 2014 with over 400 flying hours clocked and thirteen actual 'Alpha Scrambles' performed in four months.

Due to the rising tension in the Central African Republic, France launched operation SANGARIS and Belgium replied on the request to send help. Strategic Air Capacity is provided with the 21sm A330 being used for flights between France and CAR neighbouring countries. Tactical Airlift is provided by a 20sm C-130H that is deployed at Libreville, Gabon for at least two months.

A321-231

CS-TRJ o/o 21sm lsf HiFly **1004** feb14
As reported in 2013, the lease of the A330 will end as the airplane is considered too large for the air force. Therefore a tender was launched to select a replacement. Candidate parties were invited to place a bid and aircraft were offered like A320, B757-200, B737-800. After comparing all parties and their bids, Avico was rewarded the new contract. This France agency teamed up with Portuguese HiFly and successfully offered the Airbus A321.

The contract involves a medium haul transporter, providing 1,500 flying hours per year, capable to carry 150-200 troops and be used for civilian evacuation or VIP transport when needed. The readiness requirement is 97%.

Some back ground information on the airframe chosen. Since HiFly doesn't operate the A321 yet, the second-hand market was searched for a suitable match and was found in frame **1004**. Starting her life as D-ALAK with Aero Lloyd in 1999, to be picked up by Onur Air in 2004. In November 2013 the lease was ended and the Airbus A321-231 was flown to Shannon in Ireland for storage. Here she is readied for her new career and is expected to be delivered late February 2014 at Brussels-Melsbroek, so the 21sm crew can start training and getting

familiar with their new transporter.

A330-322

CS-TMT 21sm lsf HiFly **096** jan14

As the arrival of the new A321 took a little longer than foreseen the original lease with HiFly was extended with three months. The new lease term ends 31 March 2014, but depends on the introduction of the A321 and operational requirements as seen in the Central African Republic/Operation SANGARIS.

Albania

Forcat Ajrore Shqipëtare (AF)

AS532AL

FA631	c/n update	2807	dec12
FA632	c/n update	2816	dec13
FA633	c/n update	2858	dec13

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

The delivery of the new MiG-21s is already facing delays of more than 100 days. The first MiG-21 is still not delivered because of technical problems with the communication equipment and radar system. Rumours mention that from half January 2014 the Croatian Air Force has no flying MiG-21s left in its inventory.

France

Armée de l'Air (AF)

Alpha Jet E

E164/120-RV	ETO01.008	ex 120-MB	dec13
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Mirage 2000-5F

57/188-ET	EC03.011	ex 116-ET	257 jan14
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Mirage 2000D

620/133-IU	ETD02.007	ex 188-IU	420? jan14
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Rafale B

343	Dassault	o/o	jan14
344	Dassault	o/o	jan14
345	Dassault	o/o	jan14
347	Dassault	o/o	jan14
348	Dassault	o/o	jan14

All were seen during a visit at the factory and were in various stages of production.

Rafale C

125/118-GD	nn	ex 104-GD	jan14
145	Dassault	o/o	dec13



Since 7 September 2012 the RNLAF Fokker 50 fleet has been withdrawn from active service and stored at Lelystad pending sale. Once a month one flying hour is made to keep them airworthy. Maurice Hendriks captured U-06 at Eindhoven on 18 December 2013.



The French Air Force has a permanent detachment in French Guyana at Cayenne/Rochambeau. Among its residents is ET00.068 operating the SA330BA and AS555AN. Danny Kievit was at Paramaribo-Zanderij and saw 5397/VE, an AS555AN, on the apron on 12 December 2013.

Armée de Terre (AR)

NH90-TTH
1273/EAD 1RHC ex CFIA **1273** dec13

Tigre HAD
6006/BJF 1RHC ex F-ZKBJ **6006** dec13
6007/BJG 1RHC ex F-ZKBZ **6007** dec13

Marine National (NY)

LFBD = Bordeaux Merignac

Rafale M
10 LFBD under rebuild jan14
40 Dassault o/o jan14

Germany

Luftwaffe (AF)

ETSB = Büchel

EF2000
30+22 TLG74 ex TSLw1 **081/GS013** jan14

Tornado ECR
46+40 TLG51 ex WTD61 **860/GS273/4340** jan14

Tornado IDS
44+02 TLG33 w/o 16jan14 **263/GS068/4102**

Heeresflieger (AR)

UH-1D
72+00 THR10 ex HFWS **8320** may13
73+76 THR30 THR30 mks **8496** nov13

Bo105P1M
87+72 KHR26 ex THR30 **6172** dec13

Italy

Aeronautica Militare (AF)

On 14 July 1988, after an agreement between Italy and Malta, a permanent detachment of the Aeronautica Militare named Missione Italiana di Assistenza Tecnico Militare (MIATM) was based at Luqa. On 1 December 2011, after a new agreement, the name was changed in Missione Italiana di Collaborazione nel Campo della Difesa (MICCD).

On 20 December 2013, the Amendola based 13° Gruppo was deactivated and retain the status "posizione quadro". Founded in 1917 at Marcon (VE), the 13° Gruppo is one of the oldest units of the Aeronautica Militare. It will be reactivated with the arrival of the first F-35s to Amendola.

LIPH = Treviso-Sant'Angelo (TV)
LIPS = Istrana (TV)

AMX

MM7093/3-11	std LIPS	ex 3-11/std LIPH	IX005	dec13
MM7105/32-20	std LIPS	ex 32-20/std LIPH	IX017	dec13
MM7106/51-33	std LIPS	ex 51-33/std LIPH	IX018	dec13
MM7107/3-11	std LIPS	ex 3-11/std LIPH	IX019	dec13
MM7117/3-34	std LIPS	ex 3-34/std LIPH	IX029	dec13
MM7143/51-21	std LIPS	ex 51-21/103° Gruppo	IX055	dec13

AMX ACOL

MM7194/51-67	132° Gruppo	ex 32-21/13° Gruppo	IX106	dec13
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AMX-T

MM55024/RS-15	std LIPS	ex RS-15/std LIPH	IT001	dec13
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Overview stored and preserved AMXs at Istrana (TV) 30 December 2013

132° Gruppo area open storage

MM7139/51-24, MM7146/51-25

Hangar 132° Gruppo

MM7133/51-51 (special c/s 70th anniversary 103° Gruppo)

Gate close to the northeast side corner

MM7144 (special colour scheme 70th anniversary 51° Stormo)

CFE area

MM7093/3-11 CFE number 15 (ex 3° RMV)
MM7105/32-20 CFE number 22 (ex 3° RMV)
MM7106/51-33 CFE number 16 (ex 3° RMV)
MM7107/3-11 CFE number 20 (ex 3° RMV)
MM7117/3-34 CFE number 21 (ex 3° RMV)
MM7131, MM7132, MM7143/51-21
MM55024/RS-15 CFE number 17 (AMX-T prototype and ex 3° RMV).

Dump area

AMX's with a CFE number are already cut in three parts and only recognisable by its construction number, the other ones are waiting the CFE cut treatment.

MM7122 CFE number 4,	MM7100/32-66
MM7089/3-34 CFE number 5	MM7101 (special c/s 103° Gruppo)
MM7154/51-54 CFE number 6	MM7103/51-34
MM7123 CFE number 7	MM7104/51-44
MM7099/32-07 CFE number 8	MM7111 (special c/s 132° Gruppo)
MM7098/3-35 CFE number 9	MM7120/51-50
MM7094/3-37 CFE number 10	MM7124/51-15
MM7110/2-14 CFE number 11	MM7134/51-07
MM7118/2-11 CFE number 12	MM7135/51-32
MM7127/3-24 CFE number 13	MM7141/51-55
MM7097/3-36 CFE number 14	MM7142/51-37

MM7096/32-03 CFE number 18MM7145/51-44
MM7092/RS-14 CFE number 19

MB339A/PAN (MLU)

MM54505/- 313° Gruppo ex 9/313° Gruppo **6716** jan14

Macedonia FYR

Voeno Vozduhoplovstvo i Protivosnu odbrana na Armijata na Republika Makedonija (AF)

Bell 206B

403 COP c/n correction **4090?** oct13

The c/n reported in Scramble 415 for this Bell is still registered in Canada, but c/n **4090** was the former N73LV that was cancelled from the US register as exported to Macedonia. We have good reasons to believe **4090** is the right c/n, but confirmation is welcome.

Malta

Armed Forces of Malta (AF)

LMML = Luqa

Bulldog T1

AS0124 std LMML ex Air Wing **240** may13

Russia

Voyenno Vozdushnyye Sily (AF)

Sukhoi reported that the four Su-34s delivered on 16 December 2013 (see Scramble 416), were the last of the November 2008 contract valued 33,6 billion rubles for the delivery of 32 Su-34s. In a press release of 24 December Sukhoi announced that it had delivered another two new Su-34s to the Russian Air Force. These two Su-34s are the first of the May 2012 contract of 140 billion rubles for 92 Su-34.

On 19/20 December three new Su-30SM were delivered to Domna air base, with another that followed on 22/23 December. The four Su-30SMs are completing the projected transfer of fourteen Su-30SMs (reported as c/ns 10MK51003 to 10MK51016) in 2013 of which ten were delivered to Morozovsk. In 2012 already two (10MK51001/2) were delivered.

On the last days of 2013 and the first of 2014, Sukhoi delivered twelve new Su-35S to Dzemgi air base near Komsomolsk-na-Amure. The Su-35S will replace the based Su-27SM. The delivery was postponed one quarter to overcome start-up problems with grounding its avionics and engine problems. The twelve are part of the August 2009 contract for 48 Su-35Ss. In 2011 the first two for the order were delivered and in 2012 another eight were transferred to the state flight test center in Akhtubinsk.

On 21 December 2013, Voronezh Aircraft Manufacturing Company (VASO) began flight tests of the second An-148-100E for the Russian ministry of defense. This An-148 (primer with registration 61721) was the second of the May 2013 order for fifteen aircraft. The first An-148 (RA-61718) was handed over during a ceremony at Borisoglebsk on 6 December 2013. The planned delivery for the rest of the order is: four in 2014 and 2015, and three in 2016 and 2017.

On 25 December 2013, Arsenyev Aircraft Company "Progress" handed over fourteen Ka-52 helicopters to the ministry of defense. Twelve of the Ka-52 helicopters had bort number 41-52 white and are destined for the 15 Army Aviation Brigade of the Western Military District that will be formed at the former naval aviation base Ostrov. One of the two others had bort 02 blue. According to reports only three Ka-52 were delivered earlier in 2013 (borts 03, 24, 26 yellow), making the total delivered in 2013 17 helicopters. So in 2013 the 2009-contract for 36 series Ka-52 attack helicopters was completed - twelve in 2011, 21 in 2012 and three in 2013. The 14 helicopters delivered in December are the first of August 2011 contract for another 143 Ka-52 with projected delivery up till 2020.

On the same day, also 25 December 2013, a ceremony was held at Ostrov air base for the entry into service of the 15 Army Aviation Brigade. The first squadron of the Brigade is equipped with the Mi-28N and Mi-35M, the second squadron with Mi-8MTV-5 and the third squadron with Ka-52. During the ceremony the following (mostly brand new and delivered to Ostrov in the period September-November 2013) helicopters were shown: six Mi-28N coded 01-06 white, one Mi-35M coded 16 white, four Mi-8MTV-5 transport helicopters coded 21-24 white and two heavy transport helicopters Mi-26 coded 53-54 white. It is known two Mi-35M's were delivered to Ostrov by then. Also the same day, air force representatives took delivery of about ten new helicopters from the Rostvertol helicopter plant in Rostov-on-Don, including Mi-28N, Mi-35M and one Mi-26. It is known that mid-December Mi-28N 09 and 10 white and Mi-26 56 white were test flying with Rostvertol, and that Kazan aviation plant was to deliver six Mi-8MTV-5 to Ostrov before the end of 2013.

The Ulan-Ude aviation plant told reporters end of December that the plant delivered 53 Mi-8AMTSh helicopters to the air force. Next year the air force will receive 40 helicopters. The long term defense orders in the period from 2012 to 2020 foresees the production of 132 helicopters.

In October 2013, a new electronic warfare version of the Hip, named Mi-8MTPR-1, was mentioned in some papers of the Southern Military District. In 2012, aviation websites already showed photos of probably the two prototypes, one flying near Kaluga (62 red) and one at Akhtubinsk (95357/61 red). Back on 12 December 2011, KRRTI (Kaluga Research Institute for Radio Engineering, part of Concern Radio Electronic Technology) and Kazan helicopters signed a contract for the manufacturing of helicopters, although at a low price than a new Mi-8MTV-5 nowadays. On 14 January 2014, a new build grey Mi-8 helicopter (coded 65 blue) was photographed at Rostov-on-Don, presumed to be the Mi-8MTPR-1. The EW-variant can be distinguished from a Mi-8MTV-5 by the addition mushroom shaped antenna on top of the tail boom, the square boxes at both sides near the end of the fuselage (like the Mi-8MTPB), no cabin windows (only in and next to the sliding door) and the absence of armor plates. We expect the first deliveries to go to the Rostov-on-Don air base.

Aviatsiya Voyenno-Morskoye Flota (NY)

The Ministry of Defense announced that it has ordered the first batch of Su-30SM and Yak-130 for the Russian naval aviation. The contract with Irkut Aircraft Corporation should include five Su-30SM and five Yak-130, with options for additional aircraft of both types. The Su-30SM will most likely replace the Su-24 Fencers at Gvardeskoye air base at the Krim (Ukraine), while the Yak-130s are expected to be delivered to Yeysk training and conversion air base.

As announced last month, the second An-140-100 (RF-08852) for the naval aviation was transferred to the navy during a ceremony at Samara "Aviacor" Aviation Plant on 21 December 2013. The An-140 is reported to be based at the Baltic Fleet air base Chkalovsk, but we expect this will be at the military mixed transport air base Khrabrovo. The total ordered An-140 for the naval aviation is four, divided by the initial contract for one which was delivered on 17 April 2013 (RF-08851) and a second contract for three An-140.

Federal Security Service (FSB)

The FSB plans to announce in the first quarter of 2014 an open auction for the delivery of three additional An-148-100 to be delivered by 2016. One An-148 was delivered end of 2013.

The service also expects to launch a tender for the renovation of three An-72P (c/ns **36576090810/95895/95899**), one Mi-26 (**34001212507**) and one Ka-27PS (**5235004494102**). A tender for the overhaul of two An-26 (**13506/14008**) was pub-

lished before

Ministry of Interior (GV)

In November the Ministry of Interior launched a tender for the delivery of a passenger jet of the size An-148/SSJ-100. Specifications like weight and age required were narrowing down the possible aircraft type to one and only a few aircraft complied. After some minor difficulties the contract for delivery of SSJ-100 95011 was signed on 19 December. Already on 21 December the aircraft was photographed as RF-89151 in MVD livery.

Slovenia

Vojaško letalstvo in zračna obramba Slovenske vojske (AF)

On 3 January it was announced that Hungary had taken over the Slovenian air policing mission with its JAS-39 Gripen flying from Kecskemet according to a November 2012 agreement. In July 2013 a subsequent agreement was signed, while on 17 January the Slovenian and Hungarian defence ministers came to Kecskemet for signing the modified agreement and to attend a small ceremony highlighted by flying and static displayed Gripen fighter aircraft. From 2004, after Slovenia joined NATO to the end of 2013, the air policing mission was carried out by the Italian Air Force fighters based in Italy.

Spain

LEAB = Albacete
LECA = Corral de Ayllon
LEVS = Cuatro Vientos

Ejército del Aire (AF)

CL-415-6B11
UD.14-04/43-34 Grupo 43/UME new, d/d 29nov13 **2090** nov13
An additional serial in the 100xx-series has not been reported yet. The aircraft (ex C-GWEQ) was delivered via Blackpool.

EF2000
C.16-57-10012 Ala 14 new **SS039** oct13

EF2000(T)
CE.16-14-10015 std LEAB new, d/d 04dec13 **ST014** dec13
Reportedly this aircraft will be stored at Albacete until assigned to a flying unit in 2015.

F27-200MAR
D.2-01 wfu ex 802 Esc **10581** dec13
D.2-02 wfu ex 802 Esc **10585** dec13
D.2-03 std LEVS ex 802 Esc **10587** dec13

On 14 December 2013, the three Friendships of 802 Esc were officially withdrawn from active service and are now awaiting sale. If the sale fails, one of them will be preserved in the museum at Cuatro Vientos. D.2-03 flew to Cuatro Vientos on 16 December 2013.

L-13 Blanik
UE.17-6 at LECA ex Ala 79 **173321** nov13
UE.17-9 to EC-GQJ ex Ala 79 nov13

The fate of these gliders was uncertain for quite a while. They were found at Corral de Ayllon in November 2013.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

AS532UL
HT.27-04/ET-652 BHELMA III ex BHELMA IV **2465** nov13
HT.27-18/ET-601 BHELMA III f/n with unit **2726** nov13
HT.27-19/ET-602 BHELMA III f/n with unit **2737** nov13

Bo105ATH
HA.15-37/ET-306 Ciudad Real ex BHELA I **S4-482** dec13
The helicopter was put on display on a roundabout in the southern outskirts of town.

CH-47D
HT.17-6/ET-406 BHELTRA V ex Afghanistan **M3507** nov13
On 11 November 2013, this Chinook was the last to return from Afghanistan.

EC135T2+
HE.26-06/ET-184 reregistered as HE.26-20-10016? **0826**
HE.26-20-10016/ET-184 CEFAMET **0826?** jan14

In a press release from Airbus Helicopters (as Eurocopter was rebranded at the start of 2014) the company mentions the imminent delivery of the first two EC135s for CEFAMET (Colmenar Viejo). The total order is for eight examples, all to be delivered in 2014. The contract for this delivery was signed on 27 December 2013. The accompanying photo shows HE.26-20-10016/ET-184. This raises some questions. The first EC135 helicopters for CEFAMET were already delivered in 2005 and have been reported at Colmenar Viejo frequently. The sequence numbers of the HE.26-serials of this batch, however, overlapped with the HU.26-serials of the Guardia Civil and UME which run up to HU.26-19. So the serial of the newly delivered ET-184 makes sense. Whether or not this is indeed the reregistered HE.26-06 remains to be confirmed. The only report from HE.26-06 in our DBase dates back to February 2012, when only the code was read. Therefore, any confirmation of HE.26-serials on the helicopters coded ET-180 through ET-185 is more than welcome!!

NH90-TTH
.../ET-803 Eurocopter LEAB **1264/GSPA03** may13

UH-1H
HU.10-57 to Senegal as 6W-HSA **13588**
This Huey was donated to Senegal back in 2008, but only now its ex-identity became known to us.

Sweden

Sweden is shifting its strategic policy to embrace partnerships beyond its Nordic neighbourhood, including the NATO and the European Union. The first step in the process was the appointment of an expert group headed by Tomas Bertelman, a former Swedish ambassador to Moscow. The group is due to present a final report to the Ministry of Defence in October 2014. The timing of the Bertelman-led group's report is significant, because it comes ahead of a government plan to overhaul Sweden's Defence-Political Policy Framework in 2015. That review of national defence policy occurs every four to six years and provides the government with a road map to develop defence policy on a political level.

Försvarsmaktens Helikopterflottilj (JF)

On 12 December 2013, the first NH90 model D was delivered to the Swedish Armed Forces, and it was officially handed over on 17 December 2013. The Hkp14D is a mission-ready "International Mission" version of the NH90 (TTT/IM). This is an all-weather helicopter with a completely new tactical system, and it features a de-icing system, weather radar, digital maps, warning/countermeasure system, ballistic protection, laser rangefinder as well as electro-optical/infrared sensors.

Hkp14D
144051/51 2.Hkpskv grey c/s, d/d 12dec13 **1096** dec13

United Kingdom

Royal Air Force (AF)

The Ministry of Defence (MoD) announced plans to retire the five remaining BAe125 aircraft operated by 32(TR)sq at RAF Northolt. This should take place in 2015, at which point in time a single new BAe146 should be taken on charge.

The January 2014 issue from MAR contained information on the planned phase out of the 216sq TriStar fleet. The first aircraft is due to be retired end January 2014, followed by the second one mid February 2014. After that the five remaining aircraft will be retired in a rate of one per week. By end March 2014, the entire fleet should be withdrawn from use and 216sq will be disbanded on 31 March 2014. Where the VC-10 aircraft mostly went to Bruntingthorpe to be phased out, the TriStars are due to go to Kemble.

RAF Church Fenton will be closed in March 2014. The single resident flying unit was Yorkshire UAS, which moved to RAF Linton-on-Ouse on 19 December 2013.

The first Chinook HC6 helicopters arrived at RAF Odiham shortly before Christmas. Most likely three helicopters arrived, which were immediately placed in storage. It is unclear when they will commence flight operations, but one of them was transported by road to RAF Brize Norton on 13 January 2014. It will be used by the Joint Air Delivery Test and Evaluation Unit (JADTEU) at this station for C-17A Globemaster loading trials. It is expected to return to RAF Odiham in February 2014.

EGDY = Yeovilton EGXE = Leeming
EGOS = Shawbury EGYM = Marham
EGQS = Lossiemouth

CMU Combined Maintenance & Upgrade Programme at RAF Marham
JADTEU Joint Air Delivery Test and Evaluation Unit at RAF Brize Norton
MDMF Merlin Depth Maintenance Facility at RNAS Culdrose
MPSU Multi-Platform Support Unit at Middle Wallop
SKAMG Sea King Aircraft Maintenance Group at RNAS Yeovilton
TEF Tornado Engineering Facility
TMU Typhoon Maintenance Unit at RAF Coningsby
Vector Aerosp. Vector Aerospace Ltd at Fleetlands
Westland AgustaWestland Ltd at Yeovil

Chinook HC6
ZK551 JADTEU ex Boeing jan14

Merlin HC3
ZJ137/W 28/78sq ex MDMF **RAF21** jan14

Sea King HAR3
XZ589 Vector Aerosp. ex 22/203(R)sq/E **WA855** dec13
XZ593 SKAMG ex 22/203(R)sq/l **WA859** jan14
XZ595 SKAMG ex 1564Flt/K **WA861** jan14

Technically speaking, XZ589 is the first RAF Sea King to be withdrawn from use. It however will receive regular maintenance with Vector Aerospace Ltd at Fleetlands, after which it will be held as fleet reserve aircraft.

Sea King HAR3A
ZH545/Z 22sq/A Flt ex Vector Aerosp. dec13

Tornado GR4
ZA406/015 15(R)sq ex QinetiQ/015 **217** dec13
ZA447/029 617sq ex EGQS Wing/029 **235** dec13
ZA547 std EGXE ex EGYM Wing/039 **060** jan14
ZA562/051 15(R)sq ex std CMU **085** jan14
ZA592/059 15(R)sq ex CMU **105** dec13
ZA592/059 EGYM Wing ex 15(R)sq/059 **105** jan14
ZA601 CMU ex 41(R)sq/EB-B **124** jan14
ZA606 TEF ex 617sq/069 **136** dec13
ZA613/075 EGYM Wing ex CMU **152** jan14
ZD741 std EGXE ex CMU **361** dec13
ZD747 TEF ex 617sq/095 **379** dec13
ZD749/097 EGQS Wing ex EGYM Wing/097 **384** jan14
ZD849 CMU ex BAE EGNO **444** dec13

Typhoon T3
ZJ805/BD XI(F)sq ex 29(R)sq/BD **BT006** dec13
ZK383/BN 29(R)sq ex uncoded **BT028** dec13

Typhoon FGR4
ZJ911/BZ 3sq ex 29(R)sq/BZ **BS002** dec13
ZJ914/QO-X XI(F)sq ex 3sq/QO-X **BS005** dec13
ZJ913/QO-M 3sq ex XI(F)sq/QO-M **BS004** nov13
ZJ915/DP 3sq ex XI(F)sq/DP **BS006** dec13
ZJ917/QO-G XI(F)sq ex 3sq/QO-G **BS008** dec13
ZJ925/QO-R 3sq ex 6sq/QO-R **BS016** jan14
ZJ931/DA 3sq ex XI(F)sq/DA **BS022** dec13
ZJ936/QO-C 3sq ex 29(R)sq/QO-C **BS027** dec13
ZK310/EL 6sq ex 1(F)sq/EL **BS063** dec13
ZK319/QO-D 3sq ex XI(F)sq/QO-D **BS080** dec13
ZK348 6sq ex TMU **BS109** jan14

Army Air Corps (AR)

Following up on Scramble 415, also the Army Air Corps Historic Flight Scout AH1 has been allocated a civil registration.

The helicopter in question is XT626, which has been registered as G-CIBW since 11 October 2013.

Lynx AH7
XZ179 std MPSU ex 671sq/W **047** dec13

Wildcat AH1
ZZ390 Westland ex temp std EGDY **488** dec13
ZZ391 Westland ex temp std EGDY **489** dec13
ZZ392 652sq ex Westland **490** dec13
ZZ393 652sq ex Westland **491** dec13
ZZ394 652sq ex Westland **492** dec13
ZZ395 652sq ex Westland **493** dec13
ZZ398 Westland ex temp std EGDY **471** dec13

Fleet Air Arm (NY)

On 20 December 2013, 848sq was disbanded at RNAS Yeovilton. This is one day after the last student trained by this squadron graduated. The last remaining Sea King HC4 squadrons are now all operated by 845sq. The operational Sea King HC4 fleet will on short term shrink to eleven active helicopters only. These will remain in service until the last Sea King HC4 is due to be retired in March 2016.

Hawk T1A
XX330 std EGOS ex 736sq/330 **312154** jan14

Lynx HMA8SRU
XZ723/672 702sq ex 702sq/641 **185** dec13
ZD257/LA-300 702sq ex 815sq/LA-300 **267** dec13
ZD258 815sq ex coded PD-426 **270** dec13
ZF558/PD-426 815sq ex Vector Aerosp. **335** dec13

Correcting last month, ZD261 did not go to RAMCO at Croft, this was [ZD263](#).

Sea King HC4+
ZA297/(V)W 845sq ex 848sq/(V)W **WA911** dec13
ZA310 std Gosport ex 848sq/(Y)B **WA914** dec13
ZF117/(V)X 845sq ex 848sq/(V)X **WA963** dec13
ZF124 std Gosport ex 848sq/(V)L **WA974** dec13

Wildcat HMA2
ZZ377 700Wsq ex Westland **496** dec13

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

DAOE = Bou Sfer
DAOL = Tafaraoui
EPSW = Swidnik (Poland)

AS355N2
ER-31 f/n DB, photo

Beech B24R
7T-WCW f/n, DB std DAOL (in hangar) nov12

CM170
NT-32 wfu f/n DB, photo
NT-55 wfu f/n DB, photo
NT-68 wfu f/n DB, photo

Firnas 142
7T-VFH ex 8 EdE to Tiaret Aeroclub **0478/007**
7T-WDM 8 EdE f/n, photo
7T-WDY 8 EdE f/n, photo
7T-WZB ex 658 EEB f/n DB, stored DAOL (in hangar)
7T-WZG 8 EdE f/n DB, photo
7T-WZS 8 EdE f/n DB, photo

Jodel D120
7T-VJL wfu f/n, photo

Mi-171Sh
SM-70 f/n DB, photo

MiG-15UTI
1755 wfu f/n DB, photo
FG-73 pres. DAOL f/n DB, photo

MiG-17
270 wfu f/n DB, photo
287 wfu f/n DB, photo

FR-17 pres. DAOE f/n DB, photo (=FR-16)
 FR-77 pres. Oran location update
 The FR-77 can be found at 35°42'14.66"N, 0°38'57.08"W at the "centre d'information territorial de l'ANP à Oran". Another, unfortunately unidentified, MiG-17 can be found at 35°41'42.10"N, 0°36'35.57"W.

MiG-23BN
 FM-98 wfu f/n DB, photo

MiG-29UB
 FB-70 3 EDA f/n , YouTube

Safir 43M
 7T-VFO ex 8 EdE to Tirate Aeroclub
 7T-VFP ex 8 EdE to Oued Souf Aeroclub **0099**

T-34C-1
 7T-WPE wfu f/n DB, photo **GP2**

W-3A
 AT-22 ESH d/d jan14 **371004**
 AT-28 ESH d/d jan14, c/n update **371005**
 AT-?? o/o, SP-SIL f/n, photo **371006** dec13
 AT-?? o/o, SP-SIN serial res. 2014 **371007**
 AT-?? o/o, SP-SIO serial res. 2014 **371008**

The AT-22 and AT-28 were seen at Lyon, France during a stop enroute Algeria.

Quwwat Al-Amn IPOI

A109LUH
 AG23 Gendarmerie f/n, photo
 AG34 Gendarmerie c/n update **13855** jan14

Angola

Força Aérea Nacional de Angola (AF)

A-29B
 R-701 f/n, photo jul13

SA316B
 H-239 f/n, photo sep12
 H-240 f/n, photo jul13

Botswana

Botswana Defence Force - Air Wing (AF)

FBTP = Thebephatshwa

C-130B
 OM2 Z10 std FBTP?, photo **3544** aug12
 Photos on the internet shows this C-130B standing, without propellers, on the platform of Thebephatshwa AB. Checking Google Earth shows the Herc standing on the platform since February 2011, however on the image of January 2013 the aircraft is gone.

Cameroon

Armée de l'Air du Cameroun (AF)

FKKR = Garoua

CM170

... pres. FKKR oct13
 100_/BK 1003 or 1005? pres. FKKR oct13
 On the internet site of Base Aérienne 301 Garoua photos of both Fougas were found. The first one is a two tone sand camouflage colour scheme and is pole-mounted at the entrance of the base (9°20'29.09"N, 13°23'10.33"E). The Fouga with code BK is dark grey and drab green colour scheme and is standing somewhere in front of some administration buildings. Because of the quality of the photo there is some discussion about the real identity of the aircraft. Personal I will put my money on 1005.

Tetras 912CSM

... PANVR f/n, photo **176** apr11
 TJX-DB ex PANVR pres. FKKR **115** mar11
 TJX-DD PANVR f/n, photo jun13

The real identity of the preserved Tetras TJX-DB is still a little bit of a mystery. On the internet some photos of the aircraft were found even with a serial and a part of the construction number readable but this was not helping solving the mystery, on the contrary. On one of the photos a part of the construction number (only **15**) is readable. Known is that the c/n **115** was delivered to Cameroun, so assumed is that it is the **115** but a part of the c/n is missing on the tail. Also clearly visible is that the tailboom section has some damage and it is not wearing any serial on the place like all the other aircraft have. The puzzle became more complicated when a photo of the same preserved aircraft was found whereupon underneath the wing of the aircraft the serial TJX-CU is readable. However on several Facebook sites photos were found of the TJX-CU placed after March 2011. So the assumption is that the TJX-DB is preserved at Garoua with the wings of the TJX-CU. The aircraft can be found at 9°20'26.55"N, 13°22'47.05"E. The Tetras with c/n **176** is assumed to be the TJX-DD but this needs confirmation.

Chad

Armée de l'Air du Chad (AF)

FTTJ = N'Djamena

An-26
 TT-LAP Esc.de Transp. ex stored FTTJ **13110** jun13

AS550C2
 TT-OAT ex RSiAF f/n
 TT-OAX ex RSiAF f/n



Angolan Air Force Il-76 T-902 was photographed on approach to Johannesburg Airport on 15 November 2013. (Mark McArdle)

BAe125-900XP
TT-ABF Gvmt ex G-ORYX HA-0048 dec13

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

G550
TU-VAR Gvmt ex N155AD 5029 nov13
Air Britain reported this new aircraft for the Government of Ivory Coast as being seen last November.

Democratic Republic of Congo

Force Aérienne (AF)

Mi-24V
9T-HM16 f/n DB, photo may10

Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

F-7II
4532 104 FB f/n, photo

Mi-8T
1445 f/n, photo aug13
1464 f/n, photo jan14

Mi-17V-5
3906 f/n, photo jan14

Eritrea

Eritrean Air Force (AF)

PZL106 BT-601
... f/n DB 11010264 2001
... f/n DB 11010265 2001

With thanks to Tony Morris for the two PZL106 BT-601 Turbo-Kruks above, which were recorded in the factory records (one of them also in the Polish CAA export list) as being exported to the Eritrean Armed Forces in 2001.

Both were test-flown unmarked at the PZL facility in Warszawa-Okęcie, Poland.

Ghana

Ghana Air Force (AF)

DGAA = Accra/Kotoka Intl.

L-39ZO
G901 ex 4 sqn Pres. on pole DGAA 931450 dec13
The L-39 is preserved just inside the military main gate at 5°35'22.33"N, 0°09'33.05"W.

The other L-39ZO, the G900, is stored on one of the platforms at Accra.

Guinea

Force Aérienne de Guinée (AF)

MiG-17F
715 pres. Conarky? f/n, photo

Libya

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

HLLM = Mitiga

MiG-21UM
112 1021sq f/n, photo 516999112 dec13

SF-260WL
541 wfu HLLM,photo ex ASS 541 dec13

Mali

Force Aérienne de la République du Mali (AF)

Mi-24D
TZ-406 w/o 21apr13 U5086

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

C-130H
CN-AOG Esc. de Trans. ex CNA-OG 4713 oct13
CNA-OG reregistered as CN-AOG 4713

Nigeria

Nigerian Air Force (AF)

AW109E
NAF570 c/n update 11767

Ce550
NAF050 reregistered as NAF960 550-0632/632
NAF960 ex NAF050 550-0632/632 dec13

R66
NAF576 IHFS ex N7033V 0075 dec12
NAF577 IHFS ex N804SF 0046 dec12

In Scramble 405 – Page 72 we already reported these two as been delivered to the International Helicopter Flying School (IHFS) but at that time only the former civil registrations and construction numbers were known. Now we can give you also the military serials.

Senegal

Armée de l'Air Sénégalaise (AF)

UH-1H
6W-HSA update ex HU.10-57/ET-227 13588 nov11

Seychelles

Coast Guard Air Wing (CG)

BN-2A-21
S7-AAU wfu ex Coast Guard AW 589

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

With thanks to an observant reader, it shows that in the past we did not pay enough attention to the serial notation on the SAAF Gripens. A closer look to some photos shows us that all the Gripens have a four digit serial on the same location as the Swedish Gripens, on the intake just above the position indicator light. So the two digits in the tail are just the last two of the serial. Below is the complete list with the right serial notation.

JAS39C					
Serial	code	c/n	serial	code	c/n
3910	10	39-2101	3919	19	39-2110
3911	11	39-2102	3920	20	39-2111
3912	12	39-2103	3921	21	39-2112
3913	13	39-2104	3922	22	39-2113
3914	14	39-2105	3923	23	39-2114
3915	15	39-2106	3924	24	39-2115
3916	16	39-2107	3925	25	39-2116
3917	17	39-2108	3926	26	39-2117
3918	18	39-2109			

JAS39D					
Serial	code	c/n	serial	code	c/n
3901	01	39-2801	3906	06	39-2806
3902	02	39-2802	3907	07	39-2807
3903	03	39-2803	3908	08	39-2808
3904	04	39-2804	3909	09	39-2809
3905	05	39-2805			

Rooivalk Mk.1
670 16sq UN white c/s 1001 dec13

Uganda

Uganda People's Defence Force (AF)

Su-30MK2
AF-0.. w/o 21dec13
AF-019 c/n update 79810387715
AF-023 c/n update 79810387716
AF-027 c/n update 79810387825
AF-031 c/n update 79810387826

Zambia

Zambia Air Force (AF)

MFI-15-200A
AF528/P w/o 15jan14 15-256



This Zambian Air Force Harbin Y-12 AF-218 was photographed from the restaurant at Lanseria. (13 November 2013, Mark McArdle)

Z-9WE
AF747 photo f/n aug13

Asia

Bangladesh

Bangladesh Biman Bahini (AF)

F-7BGI
2716 35sq d/d 1157? nov13
2721 35sq f/n dec13

Bangladesh Navy (NY)

Do228-212NG
314-02 d/d 8307 oct13

China

People's Liberation Army Air Force (AF)

A319-115
B-4090 34th Div dd to CUA 15feb12 5023 feb12
B-4091 34th Div dd to CUA 05apr12 5088 apr12
B-4092 CUA dd to CUA 20dec13 5907

All three A319s have been delivered in full CUA colours and at least B-4090 and B-4092 were mainly used on the regular passenger CUA flights from Nan Yuan and B-4091 flying from PLAAF VIP base Beijing Xijiao. In January two A319's were repainted in full PLAAF VIP livery, with B-4090 positively identified.

H6K
20016 10th Div/28th Reg photo
20017 10th Div/28th Reg photo

H6M
40770 36th Div/108th Reg photo

J8FR
20072 16th Div/46th Reg photo

J6B (UAV drone)
126853 photo

J7II
11182 7th Div/21st Reg photo
11287 7th Div/21st Reg photo
73162 125th Brigade photo

J10A
20232 12th Div/34th Reg photo

J11B
10325 1st Div1st Reg photo

70104 89th Brigade photo
70107 89th Brigade photo

J11BS
10327 1st Div1st Reg photo

Z9WZ
6162 15th AC photo

People's Liberation Army (AR)

Z10
LH97101 7th Regiment photo
In addition to 7th Regiment, also 10th Regiment recently introduced the Z10 attack helicopter.

People's Liberation Navy (NY)

Y7G
9807 9th Div/26th Reg photo
9817 9th Div/26th Reg photo

Apparently, his former 7th Independent Division is modernizing its passenger transport fleet with the Moden Ark 60/600. The Regiment used to fly three old Y7s.

Z8F
-- Carrier Air Wing photo
Although the units name is unofficial we use it to indicate that this helicopter is used from the 16/Liaoning carrier.

Z9D
9796 2nd Div/5th Reg Z9-0589 photo
9806 2nd Div/5th Reg Z9-0590 photo

Manufacturers

J10C
01 CAC first flight photo
With the first production J10Bs just starting to appear, an even further modified version, the J10C has started test flying from Chengdu. Externally the aircraft is almost similar to the J10B. Rumour has it that the upgrades include a more powerful engine and further improved electronics.

J20
2011 CAC photo
The third flyable prototype of the J20 started taxi trials on 16 January 2014. It is believed to have some minor aerodynamic refinements, including a reinforced, two piece canopy and slightly modified engine intakes.

Z19
80 Hongdu photo

India

Bharatiya Vayu Sena (AF)

India and the USA have inked another mega contract, the \$1.01 billion one for six additional Lockheed C-130J Hercules aircraft. According to the Defence ministry, the letter of offer and acceptance was signed on 27 December 2013 under the US Foreign Military Sales (FMS) programme. The new aircraft will be delivered within three years.

The Indian Air Force already has six C-130Js Hercules tactical airlift aircraft, ordered for \$962 million in 2007, which are based at Hindon AFS on the outskirts of Delhi. The six new C-130Js, also configured for special operations like the first six, will be based at Panagarh AFS in West Bengal. Panagarh will also house the headquarters of the new mountain strike corps, christened XVII Corps with a total of over 80,000 soldiers, being raised by the Army in a project worth around Rs90,000 crore.

The USA has already bagged deals close to \$10 billion over the last decade in the Indian defence market. The other aircraft deals on the anvil are the ones for 22 Apache attack helicopters, fifteen Chinook heavy-lift helicopters and four Boeing P-8I maritime patrol aircraft. The CNC (Contract Negotiation Committee) for the Chinooks has completed its work, while the one for the Apaches is on the verge of finalization.

Starting off the new year on 1 January 2014, for the first time ever, India has scrapped a military hardware contract. Less than a year after the Indian government suspended a \$753 million deal for twelve AgustaWestland AW101 VVIP helicopters, the deal has finally been formally cancelled. Execution of the deal was frozen mid-course in February 2013 with the delivery of three helicopters, currently in a hangar at Delhi's Palam Air Force Station.

The Indian government has asked the European Airbus Defence Company to extend the validity of its tender bid for supplying six Airbus A330 MRTT, expected to be worth over Rs6,000 crore, up to 31 July 2014. The development comes at a time when the Defence Ministry has almost exhausted its modernisation funds for the current fiscal year and is understood to have postponed till 2014-15 the finalization of many key deals such as the procurement of attack and heavy-lift helicopters.

In 2013 India selected Airbus to fulfil its requirement for six mid-air refuelling aircraft. The company was chosen after it emerged as the lowest bidder in terms of life-cycle costs against its Russian rival, the Ilyushin-78 Midas tanker aircraft. The Air Force has plans of deploying the aircraft at Panagarh in West Bengal, where also the new Hercules transport aircraft will be based.

In a recent proposal of the Ministry of Defence, India is about to order a second tranche of Pilatus PC-7 Mk.II consisting of 106 aircraft. So the total number of aircraft will be raised to 181 aircraft. For this second part of the contract, India has requested a license to manufacture the Swiss aircraft. The objective is to reduce manufacturing costs of the aircraft relative to the import thereof from Switzerland. However, the main problem of manufacturing the PC-7 in India is about quality problems. Pilatus and Indian officials are currently negotiating the possibility of mounting the training aircraft in India, delivered in kits from Switzerland, under the supervision of engineers from Pilatus.

Jaguar IS				
JS130		ex 7Wg		oct13
Mi-17V-5				
ZP5124		f/n		jul13
PC-7 Mk.II				
P127	AFA	d/d 20jan14	716	jan14
P128	AFA	d/d 20jan14	717	jan14
P129	AFA	d/d 20jan14	718	jan14
P133	Pilatus Aircraft Ltd, HB-HDG		722	dec13
P134	Pilatus Aircraft Ltd, HB-HDH		723	jan14
P135	Pilatus Aircraft Ltd, HB-HDI		724	jan14
P136	Pilatus Aircraft Ltd, HB-HDJ		725	jan14
SA319B/HAL				
Z1801		f/n		dec13
Su-30MKI				
SB019	20sq	c/n update	10MK2104	nov06
SB020	20sq	c/n update	10MK2105	sep02
SB021	30sq	c/n update	10MK2106	feb09
SB022	30sq	c/n update	10MK2107	feb09
SB024	30sq	c/n update	10MK2109	feb09
SB025	30sq	c/n update	10MK2110	nov10
SB027	30sq	c/n update	10MK2202	feb11
SB028	20sq	c/n update	10MK2102	jun06



Highlight of the flying display during the Bahrain International Air Show was this Indian ERJ145SM KW3556 in AEW&C configuration. The BIAS14 marked the first foreign visit of this type for the Indian Air Force. (Sakhir Airbase, 17 January 2014, Jurgen van Toor)

SB029	30sq	c/n update	10MK2203	feb05
SB031		d/d dec03	10MK2204	
SB032		d/d dec03	10MK2206	
SB034	15Wg	c/n update	10MK2208	nov11
SB035	30sq	c/n update	10MK2209	feb05
SB036	20sq	c/n update	10MK2210	feb09
SB039		d/d 26dec03	10MK2303	

Su-30MKI-3

SB175		f/n		oct13
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Indian Army Aviation Corps (AR)

There are indications that the 197 light-utility helicopters (LUH) procurement deal may be scrapped, leaving the Army without an option to replace its ageing fleet of Cheetah and Chetak helicopters. These helicopters are the lifeline to troops deployed in high-altitude posts in North Kashmir, Siachen, Ladakh and the Northeast.

Everyone thought that the LUH would be the replacement. But the buzz is that the defence ministry might scrap the deal after allegations that high-ranking Army officers were attempted to favour one of the companies wanting to clinch the deal. According to sources close to the defence ministry, the procurement process is heading for trouble once again after the acquisition of 197 helicopters worth Rs3,000 crore was cancelled in December 2007 after having been finalized. In 2008, the government issued fresh tenders in this regard. If the government cancels the deal once again, it is going to be a major setback for the preparedness of the Army, which is making all efforts to match China's capabilities on the eastern front.

The Army has been raising the issue of replacing obsolete machines since 2003. In 2012, Army headquarters wrote a letter to defence minister AK Antony's office in which it highlighted that obsolescence-related issues such as component failures, low reliability, accidents and increased structural failures were dogging the fleet. The Army claimed that Cheetah and Chetak helicopters had virtually become "death traps". The letter also argued in favour of replacement and against upgrading. These helicopters are no longer manufactured by the original equipment manufacturer (OEM) and no plans are there to upgrade. Therefore, the only way forward is to replace this ageing fleet.

In March 2007, defence minister AK Antony told Parliament that the ageing Cheetah fleet would be replaced. There are about 250 Cheetah and Chetak helicopters in service in the Army Aviation Corps. The airframe life of the light-utility helicopter is about 4,500 hours, but most Cheetahs with the Army have logged over 6,000 flying hours. The engine life is 1,750 hours and most have gone past that too.

Bharatiya Nau Sena (NY)

The first Dhruv ALH squadron, INAS322, was commissioned at Kochi on 12 November 2013 by Vice Admiral Shekhar Sinha, Flag Officer Commanding in Chief Western Naval Command. The helicopter would soon be cleared for the night SAR role. The squadron will call themselves "Guardians" with the credo "Search Fearlessly, Rescue Valiantly" signifying their primary role of SAR. The commissioning ceremony was held at INS Garuda, the Naval Air Station and mother base of INAS322.

Tu-142MK-E

IN31. stored at INS Rajali

This mighty Bear was first noted stored on Google Earth in August 2012, it is located in the southwest corner of the airfield. The identity is unknown to us.

Bharatiya Thatrakshak (CG)

Do228-101

CG761	CGAS700	ex o/h HAL Kanpur	3021	dec13
CG782	CGAS700	f/n		dec13

Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

T-50i

TT-5007	SkU.15	d/d 06nov13, Elang Biru	nov13
TT-5008	SkU.15	d/d 06nov13, Elang Biru	nov13
TT-5009	SkU.15	d/d 26dec13	dec13
TT-5010	SkU.15	d/d 26dec13	dec13
TT-5011	SkU.15	d/d 02jan2014	jan14
TT-5012	SkU.15	d/d 02jan2014	jan14
TT-5013	SkU.15	d/d 09jan2014	jan14
TT-5014	SkU.15	d/d 09jan2014	jan14

More T-50s have arrived in a rapid pace over the past few months. #7 and #8 have the Elang Biru colour scheme, while the remainder is painted in a smart grey/turquoise scheme. Delivery dates are the arrival dates at Iswahjudi. Only two remain to be delivered and are expected to arrive very soon. More Super Tucanos are expected in February. Delivery has been delayed due to an internal investigation into corruption for all the purchases made in 2011 and 2012.

Dinas Penerbangan Angkatan Laut (NY)

Beech F33A

L-201	pres Juanda	ex SkwU200	CE-1087	jun12
L-202	SkwU200	prob. u/s Juanda	CE-1088	nov07

Beech G36

L-211	SkwU200	h/o 30dec13	dec13
L-212	SkwU200	h/o 30dec13	dec13
L-213	SkwU200	h/o 30dec13	dec13
L-214	SkwU200	h/o 30dec13	dec13

Tampico TB-9 GT

L-203	SkwU200	toc 14feb05	may05
L-204	SkwU200	toc 14feb05	nov07
L-205	SkwU200	toc 14feb05	mar11

Tobago TB-10 GT

L-206	SkwU200	toc 14feb05	mar11
L-207	SkwU200	toc 14feb05	mar11
L-208	SkwU200	h/o 22oct05 dam. 28apr09	apr09
L-209	SkwU200	h/o 22oct05	mar11
L-210	SkwU200	h/o 22oct05	apr11

Four new Beech G36s arrived at NAS Juanda last year, and were accepted on 30 December. Training squadron 200 now has some twelve fixed-wing aircraft on its roster, as Beech F33 L-202 has probably been retired, and Tobago L-208 was damaged in an emergency landing on 28 April 2009. Its status is unknown.

Japan

Regarding last issue's note on the code of 15 Hikotai at Naha, probably the real reason for the extra 'H' is the recent upgrade to Herikopotatai from Hikotai, hence the 'XVH' code. Not sure what the difference is between a Hikotai and a Herikopotatai, both translate to (helicopter) squadron. On some JGSDF squadron badges, other English terms are given, e.g. 12 Herikopotatai/1 Hikotai is 12 Heli Unit, 1 Aviation. For the moment no sightings of 15 Herikopotatai LR-2s, so we have to wait if these are re-coded as well or now belong to a Honbu Zukitai. (HQ squadron)

Sometimes logs from Akeno and Utsunomiya raise more questions than giving answers. The training units on these bases often operate helicopters from other units and they usually retain their unit codes, however, to emphasize their training role they receive extra white 'codes' on the nose and fuselage. These 'codes' are the last two or three of the serial. On the nose, always the last two are given, more interesting is the fuselage one, because this gives an indication which training unit is operating the helicopter. Akeno has the last two on the UH-1J and the last three on OH-6D, Utsunomiya has the last three on the UH-1J and last two on the OH-6D. All other types, regardless of base only have the last two.

Recently we received an Akeno log containing a load of un-



Last month's guess on the faith of F-4EJ Kai 27-8305 was maybe a bit premature. Late October, it was still sitting on the apron near the QRA at Nyutabaru, minus engines, outer wings and vertical stabilizer. We do not think it will be around during the next Open House at the airbase, future for these remains are probably the scrapper. As mentioned earlier, the vertical stabilizer is now in use as a monument at 301 Hikotai's HQ. (24 October 2013, Robert van Zon)

coded and non-Akeno UH-1Js, only after some extra efforts from the guys providing this log (TX R&R) did the training codes surface. Most had the last three so it looks like Akeno was visited by the Utsunomiya unit, maybe on a navigation training flight. In the Japan database, these training codes are in the remarks field e.g. #813, TDY RJTU.

RJAH = Hyakuri
 RJNH = Hamamatsu
 ADTW = Hiko Kaihatsu Jik.
 FTS = Kyoiku Hikotai
 FTW = Hiko Kyoikudan
 RJNA = Nagoya/Komaki
 RJTU = Utsunomiya

Nihon Koku-Jieitai (AF)

F-2A
 43-8526 8 Hikotai ex 6 Hikotai **1026** may13

F-2B
 33-8124 8 Hikotai ex 21 Hikotai **3024** jan14

F-4EJ Kai
 27-8305 Nyutabaru no tail at QRA **4059/M005** oct13
 17-8437 302 Hikotai ex nb/IRAN **M137** jan14
 97-8416 o/h RJNA nb, test, ex 302Hik **M116** jan14

We received a photograph of Spook 305, at the end of October it was still recognisable as a Phantom, besides missing its vertical stabiliser, it had no engines, nose-cone and missing large parts of the wings.

RF-4E Kai
 57-6909 501 Hikotai nb, dep. after IRAN **4616** jan14

RF-4EJ Kai
 67-6380 501 Hikotai ex nb/IRAN **M080** jan14

F-15DJ
 92-8096 204 Hikotai ex IRAN jan14

F-15J
 22-8813 23 Hikotai ex nb, ex 203 Hikotai **013** jan14
 52-8862 o/h RJNA nb, test, ex 304 Hikotai **062** jan14
 62-8867 ADTW? nb, dep. after IRAN **067** jan14
 62-8876 o/h RJNA nb, outside, prev. l/n oct11 **076** jan14

Not Gifu, not Hamamatsu but Nyutabaru was the final destination of Eagle 813, probably used Gifu for a fuel-stop. The receiving unit for 867 is not totally clear, the blog only gave 'to Gifu'. Mystery Eagle 876 was seen outside on the Nagoya apron, complete but not freshly painted. Its last confirmed unit was 305 Hikotai up to November 2009, then two years no sightings, one note with 305 Hikotai in October 2011 (miss-pole?), then again no sightings until January 2014.

UH-60J
 98-4569 RJNH ARS unit surmised, ex RJAH **2019** nov13

48-4579 RJAH ARS unit surmised, ex RJNH **2029** dec13
 Both helicopters seen multiple times at their new base, also in January, so we are assuming not merely visits but a genuine unit swop.

T-4
 76-5752 32 FTS ex IRAN, 13 FTW **1152** jan14
 It arrived for IRAN in June, still in the Red Dolphins/13 Hiko Kyoikudan red/white colours, now in the standard grey colours.

Rikujo Jieitai (AR)

AH-1S
 73424 IATH ex IATH **24** oct13

OH-1
 32617 EH HonbuZukitai, ex SD **1017** jan14
 32632 IIIATH HonbuZukitai, ex WH **1032** oct13
 32633 WH HonbuZukitai, ex MH **1033** oct13

UH-1J
 41813/813 NEH TDY RJTU **1J13** oct13
 41849 NH ex WH **1J49** oct13
 41860/860 UtsunomiyaKou no unit code **1J60** sep13
 41865/865 UtsunomiyaKou no unit code? **1J65** jan14
 41881 IV-WH? **1J81** oct13
 41901/901 UtsunomiyaKou no unit code **1J101** oct13
 41903 NH? ex III **1J103** oct13
 41914 WH ex MH, unit surmised **1J114** oct13

Unit code for JG-1881 was also given as WH in another log. JG-1903 was seen at Okadama, unfortunately the on-line photograph did not fully reveal the unit code, VII and XI are also candidates.

OH-6D
 31253/53 SU? ex X **6563** jan14
 31258/58 SU ex NH **6568** jan14
 31296 XI ex MH **6750** oct13

CH-47J
 52922 HGPIV ex nb, ex HGPV **5032** jan14

CH-47JA
 52957 XVH code change, ex XV **5057** dec13
 52976 HGPIII active **5090?** oct13
 52979 KawasakiHI f/n, for HGPVI **5094?** dec13

UH-60JA
 43107 XVH code change, ex XV **4007** dec13

Kaijo Jieitai (NY)

SH-60J
 8275 51 Kokutai ex o/h? 23 Kokutai **1204** jan14

SH-60K
 8442 Mitsubishi HI f/n, testing **5042** dec13

8443	Mitsubishi HI	f/n, testing	5043	jan14
P-1				
5506	KawasakiHI	not yet noted	6	
5507	KawasakiHI	f/f 20dec13	7	dec13
P-3C				
5100	2 Kokutai	ex 5 Kokutai	9097	oct13

Malaysia

Tentera Udara Diraja Malaysia (AF)

Sung = Sungai Besi museum

Alouette 3

M20-05	pres Sung	ex 881Skn		nov11
M20-18	2FTC	ex 881Skn		dec11

Beech 350i

M101-01	PLTT ANGKUT	ex N625KA cx 12jul13	FL-825	jun13
M101-02	PLTT ANGKUT	ex N8116V cx 4sep13	FL-816	dec13
M101-03?	PLTT ANGKUT	ex N826KA cx 9dec13	FL-826	

In August 2013, the TUDM started its Multi-Engine Conversion Course 1/13 at its transport flying training centre (PLTT ANGKUT) at Sungai Besi. The course is facilitated by Aerotree Defence & Services which operates three new Beech 350i aircraft. The first one was delivered on 4 June 2013 via Luxembourg.

C-130H-30

M30-14	14Skn	ex 20Skn	5311	mar13
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Ce402B

M27-02	pres Sung	ex store Subang		nov11
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EC725AP

M55-05	10Skn	ex F-ZWDK, d/d	aug13	aug13
M55-06	10Skn	ex F-ZWDW, d/d	aug13	aug13
M55-07	10Skn	ex F-ZWDX, h/o	10oct13	oct13
M55-08	10Skn	ex F-ZWDA, h/o	10oct13	oct13
M55-09	Eurocopter	ex F-ZWBL		sep13
M55-10	Eurocopter	ex F-ZWBS		sep03
M55-11	Eurocopter	ex F-ZWDO		oct13
M55-12	Eurocopter	ex F-ZWDY?	2887	aug13

Deliveries of the Super Cougar progresses slowly. Kuantan's No 10 Skn received its last two helicopters in October 2013, while Labuan's No 5 Skn will receive the remaining four soon.

F-5E

M29-12	pres Sung	ex Butterworth	R1149	nov11
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Hawk Mk108

M40-04	15Skn	ex 6Skn	421/MT004	dec11
M40-05	6Skn	ex 15Skn	423/MT005	mar13

Hawk Mk208

M40-22	6Skn	ex 15Skn	440/MS002	mar13
M40-25	6Skn	ex 15Skn	443/MS005	mar13
M40-30	15Skn	ex 6Skn	448/MS010	mar13
M40-31	15Skn	ex 6Skn	449/MS011	mar13
M40-32	15Skn	ex 6Skn	450/MS012	mar13
M40-33	15Skn	ex 6Skn	451/MS013	mar13
M40-34	15Skn	ex 6Skn	452/MS014	aug10

MD3-160

M42-06	pres Sung	ex 1FTC	009	jan11
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PC-7 Mk.II

M50-14	1FTC	w/o 25mar10	679	
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PC-7 sightings over the past three years have confirmed the loss of this aircraft.

Maldives

Maldives National Defence Force (DNDF)

Dhruv

IN750	MNDF	h/o 14dec13
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A second Dhruv helicopter was handed over to the Maldives National Defence Force on 14 December 2013. The chopper, a Mark III variant and donated by India, joins the one that was donated by India in April 2010.

Nepal

Nepal Army (AR)

The Nepalese Government has signed a deal for two Mi-17V-5 helicopters on 19 December 2013. This order is probably the same one as mentioned in Scramble 406 (Page 75).

Pakistan

Pakistan Fiza'ya (AF)

The final JF-17 Thunder of the first batch of 50 for the Pakistan Air Force was rolled out at PAC Kamra on 18 December 2013. With this one (13-150) and recent sightings we can conclude the serial batch of all 50;

07-101	to	07-105	11-129	to	11-136
08-106	to	08-108	12-137	to	12-142
09-109	to	09-112	13-143	to	13-150
10-113	to	10-128			



Although based at Iruma Air Base near Tokyo, the heavily modified NAMC YS-11EBs of the Denshi Hiko Sokuteitai are often deployed to other bases around Japan, exercising with local units or on real electronic intelligence missions. All Iruma based YS-11s are in this beautiful grey scheme. 02-1159 is captured at its home base. (5 November 2013, Patrick van Stiphout)



This former Pakistan Air Force Beech 350, serial 419, was photographed at the Beechcraft Centre at Augsburg. The King Air arrived on 16 December 2013 and received the civil registration N17GG for onward sale three days later. (19 December 2013, Alexander Lutz)

Kara = Karachi PAF museum

A-5C
3W-121 pres Kara museum nov13

Beech 350
419 to N17GG **FL-419**

T-37B
64-13448 pres Kara museum **40863** nov13

Pakistan Bharia (NY)

A significant change we failed to report is that the final Br 1150 Atlantic was withdrawn from service on 5 September 2012. As with many Pakistani aircraft we do not know the fate of all individual airframes. The cockpit section of Atlantic 92 (former 40) was noted at Mehran in November 2013 though.

The Navy is currently still operating four F27 in the Maritime Patrol role, after withdrawing one recently. They intend to keep the type in service until 2017/18.

The two ATR72s with the Pakistan Navy (c/n 712 and 788) have been given serial 78 and 79. We do not know their tie-ups yet.

Taiwan

Chung-Hua Kong Jun (AF)

RCPO = Hsinchu

F-5E
5154/50327 pres Sulin **V1054** dec13
5187/50360 pres Sulin **V1087** dec13
5341/30111 pres RCPO ex 7th TFW **VG1068** jan14

The one in Hsinchu (5341) is preserved on a pole in the city.

Chung-Hua Lu Jun (AR)

A second batch of six AH-64E Apaches arrived in the country on 2 January 2014. They were transported to Kuejien on low-loaders on 3 January.

OH-58D
627/80058 AATC c/n update **44128** jun13
628/80059 AATC c/n update **44129** aug13
629/80060 AATC c/n update **44130** aug13
630/80061 AATC c/n update **44131** jun13
631/80062 AATC c/n update **44132** aug09

Thailand

Royal Thai Army (AR)

AW109P
31520 RTA **31520** jan14
31525 RTA d/d 19dec13 **31525**

The AW109Ps were the first Army AW109 Powers on order. Being the first, 31525 was airfreighted on delivery in Suvarn-

abhumi on 19 December 2013.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

As we suspected last month, the Mirage F1M deal was cancelled. Studies if the Kfir is a viable option are still underway with a requirement of eighteen aircraft.

Prefectura Naval Argentina (CG)

Beech 350ER
PA-26 PNA del, ex D-CPNA **FL-795** dec13
The second one has arrived at last, with PA-25 being delivered in July 2012.

Bahamas

Royal Bahamas Police Force (PO)

Ce208B
C6-PFA ASSU-Air Wing f/n, photo mar12
The delivery of this aircraft signalled the retirement of the PA-31, which led to an update of our database and RBPF-webpage.

Bolivia

Fuerza Aérea Boliviana (AF)

Later this year, between July and September, the first two of the six ordered AS332C1 will be delivered. The deal was formally finalized 17 January.

Aviación del Ejército Boliviano (AR)

H425
EB-101 Harbin f/n jan13

The prefix is not visible so needs confirmation. It was on a picture taken in front of the factory building. It was rumoured to be fake at first because an earlier all-green fabricated photo circulates on the internet. However, a second photograph shows the two dozen-strong Bolivian delegation in front of it, and who was the volunteer to photoshop the Bolivian flag on their flight jackets? The helicopter wears a three tone camouflage colour scheme with two tones of brown and one green. Also, it has the Bolivian stylized tri-colour on the tailfin and white Ejercito de Bolivia titles with 'Cap. Rafael Pabón Cuevas', a Bolivian aviation pioneer, underneath. Delivery of the first of six is due in March. The H425 is the export denomination for the Harbin Z-9 which, itself is a development of the Chinese license built SA365 Dauphin.



Maybe because it is originally a Mitsubishi design, thirteen new Beech 400 bizjets were ordered and are now in use for training future pilots for the JASDF's multi-engine non-fighter aircraft. Dubbed T-400 in Japanese service, all are operated by 41 Kyoiku Hikotai at Miho, forming a wing with co-based 403 Hikotai. 41-5053 was photographed at Iruma, after taking part in the static at the Open House. (5 November 2013, Patrick van Stiphout)



Originally an Ilyushin 103, South Korea designates these trainers as T-103 and has been operating 23 since 2004. One of them is 05-007, based at Seongmu AB and Patrick van Stiphout captured it while visiting this trainer base on 25 October 2013.



The Taiwan Civil Aeronautics Administration is responsible for the operation and regulation of eighteen airports. One of their transports used is this Beech 350ER, B-00101. Patrick van Stiphout encountered her on Hualien airport on 1 November 2013.

Brazil

Força Aérea Brasileira (AF)

Catching up with some unit and base re-allocations the 1°/5°GAv moved from Base Aerea Fortaleza (BAFZ) to Natal with their C-95 Bandeirantes. In the near future, two bases will cease operational military activity. First is Florianópolis (BAFL). Its units will relocate to Canoas (BACO). Secondly, and more surprisingly maybe, the Air Force part of Campo dello Jardim de Mattos, Base Aerea Dos Afonsos (BAAF) will cease to be. The flying elements will be relocated to Santa Cruz and Galeão. The air force museum, talking about a unit that deserves a much better accommodation..., will probably stay.

Further reorganizations will see the maintenance centres being curtailed to slimmer sized 'Nucleo' level. The Parque Material Aeronautica Recife (PAMA-RF) will become a Nucleo Material first. Galeão's PAMA-GL will dissolve.

SBNT = Natal

P-3AM

7205	1°/7°GAv	del 16dec13 (8th)	5132	dec13
7207	1°/7°GAv	del by jun13 (6th)		jun13
7208	1°/7°GAv	del 05nov13 (7th)	5137	nov13

We had lagged behind a bit on the Orion deliveries the eighth of which was delivered on 16 December leaving just one to go. We do however not have all the tie-ups yet. So if somebody can oblige?

P-95M

The first modernized P-95 took off on 18 December 2013. Test-flying will be conducted throughout this year with an envisaged end of the test program in October. Work is being done at PAMA-AF, Dos Afonsos, RJ.

T-23A

0948/0974' pres SBNT repainted with fake id **012** nov13
Luckily, Hans Hoogers checked its construction number and the serial indeed turned out to be 0948 as we suspected, painted up as 0974. See Scramble 414 - Page 91.

Colombia

Armada República de Colombia (NY)

Bell 412EP

ARC225	ex N493AH	d/d 17dec13	36639
ARC226	ex N495FB	d/d 17dec13	36640

The first two out of four Bell 412 were delivered to Base Naval Simon Bolívar, the base of the navy's Caribbean fleet in Carta-

gena. This base, including its helipads, will be transferred to Isla de Tierra Bomba in the future to allow urban development. The Bells were both cancelled by the FAA on 9 December 2013.

Dominican Republic

Fuerza Aérea Dominicana (AF)

As per 1 October 2013, the FAD was renamed to Fuerza Aérea de República Dominicana (FARD), hence we have adjusted our header and we will use this name from now on. The first pair of T-34A/285s obtained from Colombia, was scheduled for delivery late January, the other three aircraft will arrive in the next few months. Not surprisingly, the T-34s will be flown by the Escuela de Aviación (aviation school), which will have two flights, one for fixed wing aircraft and one for helicopters. The two Schweizer 333s are currently with their manufacturer for an overhaul, after which they will be back in the DR. Moreover, the FARD has requested two aircraft to patrol its waters and intercept drug smugglers; the aircraft will be equipped with radar and sensors, the type has not been confirmed yet. The DNCD, the Dominican interagency counter drugs task force, will receive three armed helicopters from the USA. These will probably be flown by the FARD as well.

Ecuador

Fuerza Aérea Ecuatoriana (AF)

Further to last month's notes, we can now confirm that Falcon 7X, FAE052 was active locally and detected by our eaves dropping correspondent in the Caribbean on 16 December 2013, seen at Guayaquil 19 December and heard again on 18 January 2014, that seems to prove it has been delivered.

Ecuador will transfer three OA-37B to Uruguay as well as assorted parts. The aircraft will be delivered as is but are believed to be good to go for another three years before the next major 'inspection and repair as necessary' is needed.

Honduras

Fuerza Aérea Hondureña (AF)

The Ministry of Defence has filed a draft contract for the refurbishment of its F-5 fleet. The FAH owns eleven of these aircraft, with a maximum of four aircraft flyable at any time. Lack of maintenance has grounded the remainder of the fleet. After government approval, the contract will likely be awarded to an Israeli firm.

Like in Venezuela, National Congress recently passed a bill



Brand-new Bell 412EPs ARC225 and ARC226 were delivered to the Colombian Navy the week before Christmas. They arrived at the helipads of Simón Bolívar Naval Base in Cartagena and can be seen here during the official christening ceremony on 17 December 2013. (via Santiago Castillo)

to shoot down all irregular flights crossing Honduran territory without questioning. The law is aimed at aircraft loaded with narcotics for which the country seems to be a perfect hub between South America and the USA. On the same day, another law was approved, excluding all air traffic above Honduran soil between 6PM and 6AM the next day! Aided by the recent acquisition of a radar chain, this should make the rules for the FAH fairly easy...

Mexico

Fuerza Aérea Mexicana (AF)

Last month we reported about the intentions of the Mexican government to expand its armed forces. It seems preparations have been ongoing since the current government took office on 1 December 2012. Last December, funds were requested and allowed for a batch of fourteen Mi-17s, probably subtype Mi-171A-1. Furthermore, in Scramble 414 we mentioned Mexican interest to purchase L-159 ALCAs from Aero Vodochody (Czech Republic), and we can now report a contract for 24 aircraft is imminent. The FAM never replaced its fleet of T-33s, retired in 2007, and with only seven F-5s active, the need for more light fighters is obvious. As 33 aircraft were scheduled for delivery in 2014, the picture is getting quite clear.

Thanks to some very useful feedback on our website we have made a few changes and additions to the FAM Orbat:

- EA.204 moved from Pie de la Cuesta (Gro.) to Hermosillo (Son.) in 2011, and also operates the last PC-9M.
- EA.302 at Santa Lucia (Edomex) is the operator of the C-27J, not EA.301.
- Esc Preparatorio of the Colegio del Aire at Zapopan (Jal.) now operates the Cessna 182S in the basic training role
- the Beech F33C Bonanzas have been retired recently and started to show up as relics at Santa Lucia amongst other places.
- Esc Avanzada of the Colegio del Aire at Zapopan (Jal.) is the parent unit of the Escuadrilla Aerobatica del Colegio del Aire, formerly known as Escuadrilla Cuauhopoca, flying six PC-7s.

MMIT = BAM Ixtepec (Oax.)

AW109SP

....	XC-LNP	CGTAP, white c/s	jan14
1908		CGTAP, gy/gy c/s	jan14

Beech F33C

6432	pres Mérida	ex EBA-432	CJ-167 dec13
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Bell 412EP

1213	ex N436RD	c/n update	36551
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It was cancelled by the FAA on 20 December 2011 as such, a picture was found confirming the tie-up.

Ce182S

5448	det. Puebla	w/o 14jan14	182-80640
5458		f/n database	dec13

T-6C+

6607	EMAATFA	d/d 17jan14	
6608	EMAATFA	d/d 17jan14	
6609	EMAATFA	d/d 17jan14	
6610	EMAATFA	d/d 21jan14	
6611	EMAATFA	d/d 21jan14	
6612	EMAATFA	d/d 21jan14	

All six were delivered via San Antonio (TX) and Nuevo Laredo (Tamps) to Santa Gertrudis (Chih), in two flights, as *MAF6607* and *MAF6610* respectively.

T-33A

JE-057	pres Mérida	ex pres MMIT, as 4057	dec13
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Early December 2013, a small park was opened in Mérida (Yuc.) at 20°55'42.56"N 89°40'47.05"W, with this T-bird and the aforementioned Bonanza 6432. Both aircraft were initially displayed at a temporary military display in town but

have now found a permanent home here.

Armada de México – Fuerza Aeronaval (NY)

Like the FAM, the navy has chosen the T-6C+ as its new advanced trainer, replacing the L-90 Redigos that were moved to Mexico's Gulf coast for interception duties. One T-6C+ has already been photographed in stunning bright yellow navy training colours. Unfortunately, no serial has come to light yet. A total of six aircraft have been ordered.

Meanwhile, the first new Zlin 242L Guru was reported from Otrokovice, Czech Republic. All five will be delivered by April 2014. The navy's shopping spree does not end here however, as Zlin confirmed Zlin 143LSi Genius were also contracted last December. Moreover, the navy will receive two unknown Beechcraft models for patrol duties.

Another small but interesting addition to the navy Orbat is the fact that EC725s are operated by the Sexto Escuadrón de Ala Movil, Exploracion y Transporte (SEXESCAMET) at BAN La Paz (BCS).

Z242L

AME-410	Zlin	f/n, new	dec13
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The other four are said to be AME-411 to AME-414, which sounds likely.

Policía Federal Ministerial (PO)

Beech 300

XC-LMV	PGR/DGAS	w/o 30apr13	FA-83
XC-LMW	PGR/DGAS	to N123AF	FA-46 jul13

UH-1H

XC-BBF	PGR/DGAS	w/o 17jan14	11529
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Gobiernos Estatales Mexicanos (GV/PO)

Beech C90GTi

XC-LME	Guerrero	f/n, ex XA-ULF	LJ-1925 dec13
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Bell 407

XC-LLW	Chiapas	see remark	53931 apr10
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A recent picture appeared of a Huey with registration XC-LLW, hence we have some doubts about this Bell 407, or has the registration been allocated twice around the same time?

Bell 412EP

XC-MOR	Michoacan	corr, not Morelos	36258
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Ce210

XC-LLI	Campeche	corr, not a CeTU206G	
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We continue our overview of Mexican state governments, refer last month. Most aircraft and helicopters are used for public security and civil protection duties, as well as VIP-duties. Usually, Mexican government aircraft wear XC-prefixes, but exceptions do exist, i.e. when aircraft are leased. As a starting point, we present an overview of the current "state of affairs" of state air fleets. More data have been added to our database recently, the online Orbat will follow in the coming months. Please go check our online database and send us any updates you may have. After starting with the eastern states last month, we continue this month with ten central states including the state of Mexico, which is the state adjacent to the Federal District (capital region). We will conclude our overview with the northern and western states next month.

Gobierno = Government, Estado = State

Gobierno del Estado de Mexico – Toluca (MMTO)

XC-ALM	A109S		22163
XC-BIN	A109S		22020
XC-EDM	A109S	w/o 21oct11	22034
XC-ERA	A119		14515
XC-JIC	A119		14527
XC-MHC	A119		14534
XC-MPP	A119		14521

This unit is generally referred to as *Relámpagos* (lightning).



Our rundown of Mexican state air fleets is perfectly illustrated by this colourful Bell 212 XC-BAT with code 0001, which was handed over to the Ministry of Public Security of the State of Morelos by the PGR last summer. (Cuernavaca, 13 December 2013, Dick Lohuis)

Gobierno del Distrito Federal – Mexico City (MMMX)

XC-AVV	AS355N-2	code 01	5626
XC-CNR	AS350B-3		4320
XC-FAK	AS350B		1381
XC-FAL	AS350B	code 03	1367
XC-FAM	AS350B		1365
XC-GDF	AS350B-3	code 10	4135
XC-JAJ	AS355F-2	code 08	5487
XC-PGJ	Bell 206L-4	code 07	52255
XC-RPG	AS355F-2	code 09	5486
XC-SPV	Bell 412SP	code 06	33196
XC-XSS	Bell 206B-3	code 05	2699

This unit is generally referred to as *Condores* (condors).

Gobierno del Estado de Hidalgo – Pachuca de Soto (MMPC)

XC-HGO	Bell 412EP	ex XC-FAW	36239
XC-FUJ	A109K2		10022
XC-PCA	Bell 412EP		36490
XC-UJW	RC695	ex XC-AA67	95000

Gobierno del Estado de Querétaro de Arteaga – Querétaro (MMQT)

XC-GEQ	AS350B-3	“Conin”	3607
XC-QER	Falcon 20E	ex XC-PFJ	287
XC-QET	PA-31T	“Junipero”	317-8020019
XC-QRO	AS355N2	“El Querétano”	5682

Gobierno del Estado de Guanajuato – León (MMLO)

XC-GEG	AS350B-3		3346
XC-GTO	Ce500		500-0396
XC-JCB	AS355F		5501
XC-SEG	Bell 206B-3	ex XC-LEN?	4501?
XC-TDO	Bell 206B-3		4471

Gobierno del Estado de Michoacán de Ocampo – Morelia (MMMM)

XC-JCM	Bell 206L-3		51493
XC-LKR	AS350B-3		3776
XC-MIC	Falcon 20C	ex XC-SEY	169
XC-MLM	RC690D		15028
XC-MMM	Ce500		500-0035
XC-MOM	Bell 206L-4		52050
XC-MOR	Bell 412EP	not Morelos!	36258
XC-ZIT	Bell 407	w/o 18sep12	53369

Gobierno del Estado de Colima – Colima (MMIA)

XC-CLQ	Beech B200		BB-1958
XC-LMU	R44	ex XB-MNH	

Gobierno del Estado de Jalisco – Guadalajara (MMGL)

XC-HGF	Bell 412HP	“Aguila 1”	36014
XC-HPE	AS350B-3		3200
XC-LJN	AS350B-3	“Fénix”	3902
XC-LJO	AS350B-3		3906
XC-LJP	AS350B-3		3907
XC-LJS	Beech 400A		RJ-48
XC-PGO	CeT210L		210-59469
XC-SPJ	S-70i		70-3743

Gobierno del Estado de San Luis Potosí – San Luis Potosí (MMSP)

XC-CAO	CeTU206F		U206-03157
XC-HPS	Beech B200		BB-1838
XC-PSL	AS350B-3		3260
XC-RVR	AS350B-3		4275
XC-VCT	Bell 412EP		33192

Gobierno del Estado de Nayarit – Tepic (MMEP)

XA-VGT	Bell 407	“Apache”, leased	53285
XC-HAY	CeTU206G		U206-06406
XC-HCD	CeT210L		210-50592
XC-UPJ	BN-2A-8	w/o 06dec12	267

Gobierno del Estado de Aguascalientes – Aguascalientes (MMAS)

XC-AGS	Bell 206B-3		4660
XC-AGU	Lj24D	ex XC-PFP	24D-260

Paraguay

Policía Nacional POI

R44-II

A-01 (2) ex XC-LKJ to ZP-HAL **10524**

This was a temporary attrition replacement obtained from Mexico and after delivery of A-02 and A-03, it was sold off as ZP-HAL.

Peru

Ejército del Perú (AR)

The Russians have won the bid for 24 helicopters from Eurocopter, as previous media reports already suggested. They will be operated by 811 Battalion and detached in the troublesome south eastern part of the country. The first Mi-171Sh are due to arrive later this year. Construction of the maintenance centre also received the green light. Construction is to start in 2015 with an in-service date somewhere in 2018.

Policía Nacional del Perú (PO)

EC145
PNP127 DIRAVPOL ex D-HADB, delivered 9616 dec13

Uruguay

Fuerza Aérea Uruguaya (AF)

Uruguay has been seeking a new fighter aircraft for a while now, eyeballing the Swiss Tigers for example. But budget restraints and absence of political support, means that the primary 'fighter', the A-37B, will have to soldier on for some time. To keep a viable number of aircraft airworthy, the Uruguayans obtained three airframes and many spare parts from Ecuador. Plan is to travel to Ecuador in March or April and return with the aircraft.

Venezuela

Aviación Militar Nacional Bolivariana (AF)

The Do228 we mentioned last month, construction number 8212, was delivered 22-23 January.

A319-133 (ACJ)

0001 donated to Conviasa 146814jan14
Unclear why, but the government has a bunch of Falcons at its disposal so they may not need this bigger bird.

Armada Nacional Bolivariana (NY)

Ce208B

AB-0219 EscAerTransp. c/n update 208B-0439 jan14
This particular aircraft was cancelled from USCAR as exported to Venezuela on 7 August 2008, it was registered N208RK.

Ejército Nacional Bolivariano (AR)

Ce182T

EV-0690 Escuela de Avn c/n update 182-81787 dec13
The pilot quoted the serial as '0609' during radio traffic, the previous identity N787HA was in our suspect-list already for one of the four delivered.

Middle East

Bahrain

Royal Bahraini Air Force (AF)

A replacement for Bahrain's fleet of twelve dated Northrop F-5E and F-5F fighters was expected to be ordered about four years ago. It was then anticipated that the most logic replacement would be a further order of F-16s. It was reported these

would form an additional squadron of about ten more F-16s to supplement the 21 that are currently in service. By mid-2012, it emerged Bahrain was looking at more advanced fighters. The usual suspects besides the LMTAS F-16 have all been named (Boeing Super Hornet, Dassault Rafale and the BAE Systems Eurofighter). But Eurofighter negotiations took a leap when King Hamad Bin Isa Al Khalifa met British Prime Minister David Cameron on 6 August 2013, discussing the possibility of buying a squadron of twelve Typhoons. During the Dubai Air Show in November 2013 the possibility of acquiring Eurofighter Typhoons was again discussed. Bahrain's interest in the Eurofighter Typhoon is believed to have been encouraged by Saudi Arabia, being a Typhoon operator itself, as well as being Bahrain's largest and closest neighbour and the island Kingdom's main source of military, political and financial support.

AB212

342 3rd Helicopter Squadron c/n update 5594 jan14
343 3rd Helicopter Squadron c/n update 5596 jan14

What we have been addressing as Bell 212 for some time are in fact Italy built AB212s. We strongly suspect all the 212s with 3rd HS are Royal Saudi Air Force 14sq examples donated by the Kingdom in the early nineties.

AH-1F

974 9th Helicopter Squadron c/n update 22317 jan14
Former US Army 81-23533.

UH-60M

RBAF966 Bahrain Amiri Royal Flight f/n 70-3278 jan14
A slight surprise at the static of Sakhir was this VIP configured Black Hawk. FY serial 07-27126 differs from the other eight ones with 3rd Helicopter Squadron as it has a different serial sequence and presentation, larger roundels, royal flight crest, different side doors and no external stores installed.

Bahraini Government (GV)

B767-4SFER

A9C-HMH Bahrain Amiri Royal Flight 34205/965 dec13
This was the first airframe for the E-10A platform, and last B764 built, but after the program was cancelled it was purchased by Bahrain Amiri Flight. After storage at Paine Field it resided two years for interior completion at Hamburg-Fuhlsbüttel, Germany. The Amiri Flight used the same registration before on B747SP-21 that became VQ-BMS six years ago.



Oman Police uses two CASA CN235M-100 transporters with their fixed wing department. Since May 1994 they have been using A40-CV in this two tone desert camouflage. René Bremer was able to take this photo at Muscat-Seeb International on 26 December 2013.



Seen here is another new F-16C destined for the Omani Air Force. Sebastiaan Does visited Fort Worth (TX) and saw 830 during its first flight on 14 January 2014.

Jordan

al Quwwat al-Jawwiya Almalakiya al-Urduniya (AF)

BN-2B-21
330/JY-CAA to 5X-EMM **861**
Left Jordan way back in December 2004.

F-104A
913/K pres Al Mafraq also coded A on nose **183-1087** nov13

F-104B
902/A pres Madaba roundabout ex C **283-5010** jan14

UH-1H-II
L-1205 12sq f/n may13

Royal Jordanian Government (GV)

A340-642
VP-CDD Royal Flight ex F-WJJK **924** jan14
Either the completion is still ongoing or the Royal Flight will not take delivery at all. In any case the Airbus is still all white and can be found at the Jet Aviation Center at Basel-Mulhouse-Freiburg. JY-ASX was reserved earlier but it has changed to a Cape Verde registration.

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

The European Eurofighter consortium has supposedly signed a draft agreement to sell 28 fighter planes, including four options, to Kuwait. Alenia Aermacchi, a subsidiary of Italian group Finmeccanica which is a member of the consortium, had obtained Kuwait's signature on the agreement a few days before Brazil announced that it had chosen to buy Gripen fighter planes made by Swedish company Saab. Alenia Aermacchi is responsible alongside BAE Systems for promoting the Eurofighter Typhoon which is in competition for the Kuwait contract with the Rafale and the Super Hornet.

C-17A
KAF342 Boeing serial, full c/s **F264/KW1** jan14
(KAF343) Boeing in production **F26 . /KW2**

On 7 January 2014, the first Globemaster III for Kuwait emerged outside at Long Beach (CA) in a smashing colour scheme resembling the Hercules of 41sq.

Kuwaiti Government (GV)

A340-542
9K-GBB VIP Transport Flight ex F-WWTZ **1102** nov13

Lebanon

al-Quwwat al-Jawwiya al-Lubnaniya (AF)

UH-1H-II
L-1205 12sq f/n may12

Saudi Arabia

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

Typhoon F2
1009 10sq ex ZK384 **362/CS021** jan14
(1013/ZK386) BAE Systems f/n, in primer **CS023** jan14
(1015)/ZK390 BAE Systems f/n, in primer **CS025** dec13

The crew of 1009 at Sakhir announced 10sq at Taif is almost fully operational. The future 1015 emerged in primer early December 2013 and was getting ready for her first flight by the end of January.

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

Beech C90GTi
835 Ministry of Presidential Affairs ex N6393U **LJ-1963** nov13
836 Ministry of Presidential Affairs ex N6151A **LJ-1951** jan14
These two ferried from Goose Bay to Keflavik on the way to UAE 6 November 2013 and where subsequently cancelled from the FAA register 12 November. Avmet International was the former owner. Six second hand Beech 90s reside now at Al Ain (the above mentioned 835 and 836, and 837, 838, 839 and 840 all reported before). 835 and 836 are equipped for cloud seeding and have a small Ministry of Presidential Affairs logo. The other four belong to a fixed wing multi-engine flight training unit.

MB339NAT
430/4 Al Fursan ex 2 **6767** jan14
432/2 Al Fursan ex - **6736** jan14
434/5 Al Fursan ex 3 **6738** jan14
435/5 Al Fursan ex - **6774** jan14
436/6 Al Fursan ex 4 jan14
438/- Al Fursan ex 7 **6764** jan14
439/7 Al Fursan ex 6 **6766** jan14
440/1 Al Fursan current **6717** jan14

The team has made the clever decision to put the UAE serial on the nose wheel door, enabling an easier way of identifying the aircraft and stopping us from peeking suspiciously in the cockpits. It would have been useful if somebody has a construction number update from the show at Sakhir, Bahrain for 436 though.

North America

Canada

Royal Canadian Air Force (AF)

The plagued Maritime Helicopter Project will not be cancelled. On the last day of 2013, Sikorsky and the Canadian government worked out a set of Principles of Agreement. These principles include delivery of the full-capability helicopters at no additional costs. Sikorsky will pay \$88.6mln in liquidated damages for non-delivery. No interim-helicopters were delivered during the past year, but training on the four interim-helicopters at Shearwater (N.S.) will continue. Canada will start retiring its Sea Kings next year following delivery of CH-148 Cyclones with “sufficient” operational capability. Full-capability helicopters, however, are not expected before 2018! Without doubt, the fact that \$1.3bln was already paid on the project has affected decision-making.

Regarding the halted F-35 purchase, the air force has done some home work and presented a draft report on the evaluation of options (including the Super Hornet, Rafale, Typhoon and F-35). The government now has to choose whether to continue with the long-planned F-35 purchase, or to launch a full new competition. Meanwhile, the first CF-18s are in need of replacement from 2017, making a life-extension programme or lease almost inevitable.

Another stalled project is the Fixed Wing Search And Rescue-project (FWSAR). The project is aimed to replace the SAR CC-130Hs and CC-115s with one new type of aircraft. The intent of the government is to buy a sensor-equipped aircraft with long term in-service support (up to 20 years) to provide effective response to SAR-incidents anywhere in the Canadian area of responsibility. A request for proposal was sent last August; potential suppliers should have had their statement of capabilities filed by 24 January. Potential bidders are Airbus (C295M, www.c295.ca), Alenia Aermacchi (C-27J, www.c-27j.ca), Bell Boeing (V-22), Embraer (KC-390) and Viking Air (DHC-5NG).

United States

United States Air Force (AF)

The fourteen remaining Alenia Aermacchi C-27J Spartans will soon come out of mothballs. The tactical transports, which were operated briefly by the Air National Guard before being removed from use starting last year, will resume their flying for the US Coast Guard, under an aircraft swap directed by the US Defense Authorisation Bill for fiscal year 2014.

Signed by President Barack Obama on 26 December 2013, the bill directs US Secretary of Defense Chuck Hagel to make the transfer after the coast guard transfers seven of its Lockheed Martin C-130s to the USAF. The air force must then convert these into tankers to be used by the US Forest Service.

The aircraft swap brings closure to open questions about the fate of the USAF's remaining C-27Js, most of which are in storage at Davis-Monthan AFB (AZ). The US Army took delivery of the US government's first C-27J in 2008, and planned to eventually acquire 54 of the type. In addition, the USAF intended to buy 24 of the aircraft, which are manufactured through the C-27J Joint Cargo Aircraft (JCA) programme – a partnership between Alenia and L-3 Communications. The latter outfits the aircraft with communications and other equipment. The USAF, however, eventually took over all of the US military's C-27J operations, then decided to divest the fleet due to FY2013 budget pressures. The USAF intended to dispose of its 38 aircraft, some of which were in service with the Air National Guard and some of which were still in production, according to reports. The service began shipping C-27Js to the 309th AMARG in August 2013, and transferred seven aircraft to the US Special Operations Command.

Most of the remaining fourteen aircraft, all of which will go to the USCG, are parked at Davis-Monthan, but one remains at L-3's facility in Waco, (TX).

A-10A

75-0267/DM	scrapped	20nov13	A10-0016
75-0269/DM	scrapped	20nov13	A10-0018
75-0275/DM	scrapped	17jan14	A10-0024



This Canadian Sauvetaqe Griffon is photographed in sunny conditions on the ramp of Eagle Helicopters at Calgary Airport. (11 May 2013, Rob Sowald)



This weird looking version of the Dash 8 serves with the Royal Canadian Air Force as CT-142. 142804 is her registration and belongs to 402sq 'City of Winnipeg' Transport and Training Squadron. Rob Sowald noticed her at Calgary-International on 3 May 2013.

75-0276/DM	scrapped	17jan14	A10-0025	C-27J				
75-0277/DM	scrapped	20nov13	A10-0026	10-27025	to US Army		41747/JCA16	nov13
75-0278/-	scrapped	20nov13	A10-0027	10-27028	L-3 Comm.	ex Alenia	4.../JCA19	oct13
75-0279/DM	scrapped	09aug13	A10-0028	10-27029	L-3 Comm.	ex Alenia	41767/JCA20	dec13
75-0280/DM	scrapped	20nov13	A10-0029	The latter two are officially still owned by the USAF, but are expected to transfer to the US Army SOCOM in the near future.				
75-0281/DM	scrapped	20nov13	A10-0030	C-123K				
75-0284/DM	scrapped	09aug13	A10-0033	54-0711	scrapped	09aug13	20160	
75-0285/DM	scrapped	09aug13	A10-0034	55-4517	scrapped		20178	
75-0287/DM	scrapped	09aug13	A10-0036	C-130H				
75-0290/DM	scrapped	20nov13	A10-0039	73-1597	186th FS	ex 19th AW	382-4571	jan14
75-0291/DM	scrapped	09aug13	A10-0040	74-2072	Robins AFB	for Afghan AF	382-4705	jan14
75-0296/DM	scrapped	20nov13	A10-0045	74-2134	118th AS	ex 53rd AS	382-4735	dec13
75-0299/DM	scrapped	09aug13	A10-0048	81-0628	62nd AS	ex 700th AS	382-4942	dec13
75-0304/DM	scrapped	20nov13	A10-0053	81-0629	164th AS	ex 700th AS	382-4944	jan14
75-0307/DM	scrapped	20nov13	A10-0056	83-0488	164th AS	ex 139th AS	382-5014	jan14

As you can see a huge A-10 clean-out has begun at the boneyard, with various, early production airframes being sold as scrap since August 2013.

A-10C

79-0134/OS	25th FS	ex BD/47th FS	A10-0398	jan14
79-0145/BD	355th FW	ex BD/47th FS	A10-0409	jan14
79-0180/-	355th FW	ex BD/47th FS	A10-0444	jan14
80-0275/SP	354th FS	ex SP/23rd Wing	A10-0625	oct13
81-0960/SP	354th FS	ex SP/23rd Wing	A10-0655	oct13
81-0962/SP	354th FS	ex SP/23rd Wing	A10-0657	oct13
81-0980/SP	354th FS	ex SP/23rd Wing	A10-0675	oct13
82-0646/SP	354th FS	ex SP/23rd Wing	A10-0694	oct13

The former 81st FS A-10Cs went on deployment with the 23rd Wing to Afghanistan before being transferred to the 354th FS at Davis Monthan AFB. All are still marked as 81st FS aircraft.

C-5A

68-0219	Lackland AFB	ex 68th AS in Excess	500-22	jul13
68-0223	Lackland AFB	ex 68th AS in Excess	500-26	dec13
68-0226	Lackland AFB	ex 68th AS in Excess	500-29	dec13

These three C-5As are no longer operational, but in excess awaiting shipment to the 309th AMARG.

C-17A

11-0106	Long Beach IAP as CB-8006	F263/IND6	jan14
11-0107	Long Beach IAP as CB-8007	F265/IND7	oct13

C-21A

84-0087	(76th AS)	ex 76th AS	35A-533	sep13
84-0128	to N499UM	ex CT/118th AS	35A-575	nov13
84-0130	to N499YK	ex 311th AS	35A-577	nov13

Shortly after the arrival of 84-0096 at Ramstein AB, 84-0087 went to CONUS, probably it will be sold on the civil market in the near future. 84-0128 was sold on 6 November 2013, while 84-0130 was sold on 27 November 2013.

RC-26B

94-0261	162nd FW	ex 138th RS	DC-859B	jan14
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10-27025	L-3 Comm.	ex Alenia	41747/JCA16	nov13
10-27028	L-3 Comm.	ex Alenia	4.../JCA19	oct13
10-27029	L-3 Comm.	ex Alenia	41767/JCA20	dec13

The latter two are officially still owned by the USAF, but are expected to transfer to the US Army SOCOM in the near future.

C-123K

54-0711	scrapped	09aug13	20160
55-4517	scrapped		20178

C-130H

73-1597	186th FS	ex 19th AW	382-4571	jan14
74-2072	Robins AFB	for Afghan AF	382-4705	jan14
74-2134	118th AS	ex 53rd AS	382-4735	dec13
81-0628	62nd AS	ex 700th AS	382-4942	dec13
81-0629	164th AS	ex 700th AS	382-4944	jan14
83-0488	164th AS	ex 139th AS	382-5014	jan14
86-0411	95th AS	ex WR-ALC	382-5097	jan14
92-0552	700th AS	ex 50th AS	382-5348	jan14
93-1039	700th AS	ex 50th AS	382-5373	jan14

74-2072 is currently at Robins AFB (GA) being prepared for its transfer to the Afghan Air Force.

MC-130P

65-0991	Hurlburt Field	ex 67th SOS	382-4152	jan14
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MC-130H

86-1699	550th SOS	ex WR-ALC	382-5026	sep13
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KC-135R

57-1486	153rd ARS	ex 121st ARW	17557	nov13
58-0079	153rd ARS	nmks jan14	17824	jan14
58-0120	153rd ARS	ex 126th ARS	17865	dec13
60-0353	nmks	ex D/351st ARS	18128	nov13
62-3517	54th ARS	ex 91st ARS	18500	nov13
62-3537	465th ARS	ex 77th ARS AFRC	18520	jan14
62-3561	54th ARS	ex ZZ/909th ARS	18544	nov13
63-8034	54th ARS	ex ZZ/909th ARS	18651	nov13
63-8888/D	351st ARS	ex 22nd ARW	18736	jan14
64-14833	to RAF	as ZZ664	18773	nov13

KC-135T

60-0335	92nd ARW	ex 91st ARS	18110	jan14
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EC-135G

63-7994	scrapped	09aug13	18611	aug13
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EC-135Y

55-3125	scrapped	09aug13	17241	aug13
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E-3G

82-0007/OK	960th AACs	ex E-3C	22835/960	jan14
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This AWACS is one of three converted to the E-3G configuration. We are still awaiting confirmation of the other two serials being converted.

E-8C

90-0175/JS Melbourne IAP ex Northrop **19621/652/T-3** jan14
 This E-8C is stored at Melbourne IAP since 1 January 2014.
 This E-8C was also known as "Canoe03" and was the E-8 fleet test-bed its whole career.

RF-4C

64-1014	scrapped	17jan14	758
64-1016/-	scrapped	17jan14	770
64-1019	scrapped	17jan14	789
64-1021	scrapped	17jan14	801
64-1023	scrapped	17jan14	813
64-1024/BA	scrapped	17jan14	819
64-1028/OT	scrapped	17jan14	842
64-1031	scrapped	17jan14	859
64-1041	scrapped	17jan14	915
64-1046/BH	scrapped	17jan14	942
64-1051	scrapped	17jan14	967
64-1060/BH	scrapped	17jan14	1011
64-1067	scrapped	17jan14	1067
64-1068	scrapped	17jan14	1075
64-1071	scrapped	17jan14	1099
64-1077/BH	scrapped	17jan14	1144
64-1079	scrapped	17jan14	1158
64-1080	scrapped	17jan14	1164
65-0830	scrapped	17jan14	1252
65-0832	scrapped	17jan14	1260
65-0837	scrapped	17jan14	1278
65-0852	scrapped	17jan14	1356
65-0853	scrapped	17jan14	1361
65-0854/BH	scrapped	17jan14	1366
65-0874	scrapped	17jan14	1447
65-0878	scrapped	17jan14	1460
65-0881/-	scrapped	17jan14	1471
65-0884	scrapped	17jan14	1482
65-0893	scrapped	17jan14	1517
65-0896	scrapped	17jan14	1528
65-0911	scrapped	17jan14	1589
65-0920	scrapped	17jan14	1629
65-0922	scrapped	17jan14	1638
65-0942	scrapped	17jan14	1773
66-0425	scrapped	17jan14	2192
66-0430	scrapped	17jan14	2244
66-0435	scrapped	17jan14	2294
67-0449	scrapped	17jan14	2949
67-0456	scrapped	17jan14	3078
68-0575	scrapped	17jan14	3510

Now the final QRF-4C has been delivered to the USAF, the 309th AMARG has started scrapping the remaining RF-4Cs in the boneyard.

F-15C

78-0483/ZZ 44th FS ex WA/433rd WPS **464/C016** jan14

F-16A

78-0025/- Titusville ex i/a Burlington **61-31** dec13

F-16C

85-1449/TX	309th AMARG	ex TX/457th FS	5C-229	nov13
85-1481/TX	457th FS	ex AC/119th FS	5C-261	dec13
85-1547/ED	309th AMARG	ex ED/412th TW	5C-289	nov13
87-0297/AZ	195th FS	ex 194th FS	5C-558	oct13
87-0311/AZ	195th FS	ex 194th FS	5C-572	oct13
87-0333/AT	AATC	ex 194th FS	5C-594	oct13

F-16C-52

10-1011	Fort-Worth	as 9761 f/n 19jul13	JJ-11	jul13
10-1014	Fort-Worth	as 9764 f/n 17oct13	JJ-14	oct13
10-1016	Fort-Worth	as 9766 f/n 04dec13	JJ-16	dec13

These three F-16Cs are destined for the Egypt Air Force, however the current political situation prevents Lockheed-Martin for delivering them.

F-16CM

89-2118/AV 555th FS ex AV/510th FS **1C-271** dec13

F-16N

85-1371	scrapped	as 163270, 09aug13	3M-3
85-1374	scrapped	as 163273, 09aug13	3M-6
85-1376	scrapped	as 163275, 09aug13	3M-8

F-22A

04-4079/HO	95th FS	ex HO/7th FS	645-4079	jan14
04-4080/-	95th FS	ex HO/7th FS	645-4080	jan14
05-4091/HO	95th FS	ex HO/7th FS	645-4091	jan14
05-4095/TY	95th FS	ex HO/7th FS	645-4095	jan14
05-4107/HO	95th FS	ex HO/7th FS	645-4107	jan14

On 6 January 2014 the first five F-22As transferred from Holloman to Tyndall AFB (FL). Aircraft 05-4095 was already marked as the 95th FS commander aircraft, while others were delivered as represented above.

F-35A

11-5023/EG	58th FS	d/d 19dec13	ex LMTASAF-34	dec13
11-5024/EG	58th FS	d/d 14jan14	ex LMTAS AF-35	jan14
11-5025/EG	58th FS	d/d 19dec13	ex LMTASAF-36	dec13
11-5026/EG	58th FS	d/d 14jan14	ex LMTAS AF-37	jan14
11-5028/EG	58th FS	d/d 14jan14	ex LMTAS AF-39	jan14

EF-111A

67-0034/CC scrapped 09aug13 **79** aug13

FB-111A

67-0161	scrapped	09aug13	3	aug13
67-7195	scrapped	09aug13	9	aug13
68-0288	scrapped	09aug13	60	aug13



Eglin AFB (FL) houses the 58th Fighter Squadron and is about to receive their nineteenth F-35A Lightning II. Wearing 11-5028/EG, c/n AF-39 is seen here recovering from a test flight from Lockheed Martin at their facility at NAS Fort Worth (TX). (14 January 2014, Sebastiaan Does)

F-111E				
68-0036/UH	scrapped	09aug13	205	aug13
UH-1V				
72-21549	309th AMARG	ex 23rd FTS	13248	aug13
HH-60G				
88-26109/LN	56th RQS	w/o 07jan14	70-1306	
90-26310/FT	66th RQS	ex OT/422nd TES	70-1540	nov13
MQ-1B-10				
03-3106/CA	196th RS	ex WA/11th RS	P106	oct13
T-37B				
56-3530/XL	scrapped	09aug13	40102	
56-3539/VN	scrapped	09aug13	40111	
57-2254/CB	scrapped	20nov13	40187	
57-2264/B	scrapped	09aug13	40197	
57-2295/-	scrapped	09aug13	40228	
57-2296/A	scrapped	09aug13	40229	
58-1895/VN	scrapped	09aug13	40320	
58-1897/VN	scrapped	09aug13	40322	
58-1899/CB	scrapped	09aug13	40324	
58-1975/RA	scrapped	09aug13	40400	
59-0246/EN	scrapped	09aug13	40408	
59-0247/CB	scrapped	09aug13	40409	
59-0249/XL	scrapped	09aug13	40411	
59-0253/VN	scrapped	09aug13	40415	
59-0254/CB	scrapped	09aug13	40416	
59-0255/XL	scrapped	09aug13	40417	
59-0263/CB	scrapped	09aug13	40425	
59-0267/VN	scrapped	09aug13	40429	
59-0269/VN	scrapped	09aug13	40431	
59-0272/CB	scrapped	09aug13	40434	
59-0275/CB	scrapped	09aug13	40437	
59-0285/EN	scrapped	09aug13	40447	
59-0291/VN	scrapped	09aug13	40453	
59-0299/XL	scrapped	09aug13	40461	
59-0304/VN	scrapped	09aug13	40466	
59-0316/EN	scrapped	09aug13	40478	
59-0363/VN	scrapped	09aug13	40525	
59-0379/CB	scrapped	09aug13	40541	
59-0390/-	scrapped	09aug13	40552	
60-0078/CB	scrapped	09aug13	40560	
60-0086/EN	scrapped	09aug13	40568	
60-0090/CB	scrapped	09aug13	40572	
60-0098/VN	scrapped	09aug13	40580	
61-2494/VN	scrapped	20nov13	40698	
61-2501/RA	scrapped	09aug13	40705	
62-5953/CB	scrapped	20nov13	40721	
64-13410/XL	scrapped	09aug13	40825	
64-13423/VN	scrapped	09aug13	40838	
64-13425/RA	scrapped	09aug13	40840	
64-13433/XL	scrapped	20nov13	40848	
64-13438/RA	scrapped	09aug13	40853	
64-13441/CB	scrapped	09aug13	40856	
66-7997/CB	scrapped	20nov13	40957	
67-22248/CB	scrapped	20nov13	41054	
T-38C				
65-10393/RA	560th FTS	ex EN/469th FTS	N5812	oct13
70-1559/TY	82nd ATRS	ex ED/445th FLTS	T6249	jun13
U-2S				
80-1084/BB	99th RS	ex -/5th RS	084	nov13
CV-22B				
08-0051	8th SOS	f/n jan14	D1042	jan14
10-0052	20th SOS	f/n sep13	D1028	sep13
10-0056	20th SOS	f/n sep13	D1032	sep13
11-0061	8th SOS	ex Amarillo	D1041	jan14

Following our request from last month, we received some unit updates of already delivered Ospreys.

United States Army (AR)

Continuing defense budget cutbacks have resulted in plans to revise the US Army aviation organization. It involves an early retirement of all OH-58D Kiowa Warrior helicopters from inventory. Defense secretary Chuck Hagel has already approved these plans, although implementation can only

take place after final approval has been given by the US Senate and signed by President Obama. If approved, these Army Aviation Force Restructure plans will be taken into account for the FY15 budget. Here is what has been proposed:

- Retire all OH-58D Kiowa Warrior variants from service
- Cancel the OH-58F Cockpit and Sensor Upgrade Program
- Re-allocate all AH-64 Apache helicopters from the National Guard to active duty to fulfill the armed aerial scout mission which is currently executed by the OH-58D Kiowa Warrior
- Retire the entire TH-67 Creek training helicopter fleet and replace them by UH-72A Lakota helicopters
- Re-allocate a number of UH-72A Lakota helicopters from the National Guard to the Army Aviation Center of Excellence at Fort Rucker (AL).
- Re-allocate 111 UH-60L Black Hawk helicopters from active duty units to the National Guard.
- A net change for the National Guard will be that they will lose 215 Apache and Lakota helicopters, and gain 111 UH-60L Black Hawk helicopters. A simple calculation teaches us that this is an overall reduction of 104 helicopters for the National Guard.

Initially, the idea was to "salami slice" the aviation assets over the FY15 to FY19 period. But according to US Army officials, this new proposal will better align the aviation assets to the future budgets and army aviation roles. Obviously, these plans have already met with opposition from several senators, and also the National Guard Bureau was not pleased. It can be expected that over the next few months various counter proposals will be published.

However, if the OH-58D Kiowa Warrior fleet indeed will be retired, the following Kiowa Warrior units will be affected:

- 1-6th CAV (ARS) at Marshall AAF, Fort Riley (KS)
- 2-6th CAV (ARS) at Wheeler AAF, Schofield Barracks, Oahu (HI)
- 4-6th AVN (ARS) at Grey AAF, JB Lewis-McChord (WA)
- 6-6th CAV (ARS) at Wheeler Sack AAF, Fort Drum (NY)
- B/1-14th AVN at Hanchey AHP, Fort Rucker (AL)
- 1-17th AVN (ARS) at Simmons AAF, Fort Bragg (NC)
- 2-17th AVN (ARS) at Sabre AHP, Fort Campbell (KY)
- 3-17th CAV (ARS) at Hunter AAF, Fort Stewart, Savannah (GA)
- 6-17th CAV (ARS) at Ladd AAF, Fort Wainwright (AK)
- 7-17th CAV (ARS) at Sabre AHP, Fort Campbell (KY)
- A/1-230th ACS MS ARNG (AR) at AASF Tupledo Regional Airport, C.D. Lemons Field (MS)
- B and C/1-230th ACS TN ARNG (AR) at AASF McGhee Tyson Airport, Alcoa (TN)

Note: This overview does not contain test units like the Aviation Flight Test Directorate (AFTD) at Redstone AAF, Redstone Arsenal, Huntsville (AL) which also operate with limited numbers of Kiowa Warriors. Also not mentioned is 1-201th AVN (Trng) at Fort Eustis (VA), which is responsible for ground crew training for the OH-58D and AH-64D fleet.

President Obama is expected to approve \$171 million for the purchase of twenty UH-72A Lakota helicopters under the FY14 budget. According to the current fielding plans for the Lakota, this will be the final order. Previously, it was planned to order thirty-one helicopters in FY14, followed by a final ten in FY15. Budget cuts have not cut this short to the mentioned twenty helicopters in FY14. All twenty helicopters will be delivered to the US Army, so this order does not include the planned Foreign Military Support (FMS) sales of six



Based at NAS Fort Worth (TX) is the US Army with their 339th Military Intelligence Company, operating a number of C-12s. One of them is shown here, C-12V 95-00099 by Sebastiaan Does on 14 January 2014.

UH-72A helicopters to Thailand (which is also planned under the FY14 budget).

KMIV = Millville Municipal Airport (NJ)

Beech 350ER

13-00282 B/3-214th AVN? ex N81487 **FL-797** dec13
 13-00283 B/3-214th AVN? ex N63563, N427UX **FL-663** dec13

Both were confirmed during a stop-over at Prague while en route from the United States to Afghanistan.

RC-12N

88-00327 B/15th MI Bn ex B/224th MI Bn **FE-12** dec13
 89-00270 B/15th MI Bn ex B/224th MI Bn **FE-16** apr13

C-12V

94-00323 Det.44 OSACOM, ex Det.49 **BW-12** dec13

C-12V-1

10-00257 Det.1 B/6-52nd AVN, ex nb jan14

RC-12X

89-00276 B/224th AVN ex RC-12N **FE-22** dec13

CH-47F

04-08714 B/3-82nd AVN ex B/2-227th AVN **M8714** aug13
 05-08011 B/2-3rd AVN ex B/7-101st AVN **M8011** dec13
 07-08039 B/2-3rd AVN ex B/3-82nd AVN **M8039** dec13
 09-08785 B/3-25th AVN ex B/2-3rd AVN **M8785** sep13
 11-08093 nb f/n **M8093** nov12
 11-08094 B/2-227th AVN ex B/2-1st AVN **M8094** nov12
 11-08830 B/3-238th AVN ex nb **M8830** sep13
 11-08832 B/3-25th AVN f/n **M8832** aug13
 11-08833 Boeing at KMIV f/n **M8833** aug13
 11-08834 Boeing at KMIV f/n **M8834** aug13
 11-08838 Boeing at KMIV f/n **M8838** aug13
 11-08839 Boeing at KMIV f/n **M8839** aug13
 11-08840 Boeing at KMIV f/n **M8840** aug13
 11-08841 Boeing at KMIV f/n **M8841** aug13
 11-08842 B/1-169th AVN f/n **M8842** nov13

OH-58D(I)

90-00379 4-6th AVN ex 1-14th AVN/79H **43246** sep13
 93-00992 3-17th CAV ex 2-6th CAV **48548** mar13
 94-00062 2-17th CAV ex 7-17th CAV **43369** dec13

OH-58D(R)

93-00965 2-17th CAV ex 2-6th CAV **43351** dec13
 95-00087 2-17th CAV ex nb **43387** dec13
 96-00022 2-17th CAV ex nb **48630** dec13
 97-00131 2-17th CAV ex nb **43411** dec13
 97-01321 1-17th CAV ex 2-17th CAV **48427** jan14

UH-60L

89-26152 D/4-6th AVN ex nb **70-1385** jan14
 90-26301 3rd AVN ex nb **70-1535** dec13
 90-26304 4-3rd AVN ex nb **70-1538** dec13
 92-26434 A/2-82nd AVN w/o 29mar10
 93-26474 3rd AVN ex 25th AVN dec13
 94-26544 A/2-3rd AVN ex nb dec13
 94-26552 D/4-6th AVN ex nb **70-2072** jan14
 94-26566 D/4-6th AVN ex 2-227th AVN **70-2086** mar13
 94-26593 D/4-6th AVN ex nb jan14
 96-26713 nb see note jan14
 98-26798 3rd AVN ex nb **70-2459** dec13
 98-26813 4-3rd AVN ex 2-25th AVN **70-2464** dec13
 98-26814 A/2-3rd AVN ex nb **70-2465** dec13
 99-26829 3rd AVN ex nb dec13
 99-26841 4-3rd AVN ex nb dec13
 99-26846 A/3-238th AVN ex 2-224th AVN nov13
 04-27011 4-3rd AVN ex 25th AVN dec13
 06-27081 3rd AVN ex nb dec13

It was suspected that 96-26713 was written off following a landing accident in Iraq back in 2007. It is now confirmed that this is not the case, since the helicopter was seen in perfect condition at Alexandria (LA) in January 2014. Most likely the Black Hawk was damaged only and transported back to CONUS for repairs.

HH-60L

00-26873 C(-)/2-104th AVN, ex nb jan14

UH-60M

07-20071 A/12th AVN ex AFTD oct13
 09-20186 B/3-1st AVN w/o 17dec13
 10-20276 2-82nd AVN FY unconfirmed, f/n dec13
 11-20417 2-158th AVN FY unconfirmed, f/n dec13

HH-60M

10-20307 C/7-158th AVN f/n oct13
 12-20507 C/3-82nd AVN FY unconfirmed, f/n jan14

VH-60M

10-20216 A/12th AVN FY unconfirmed, f/n oct13

This bird is painted in glossy black/gold VIP colours.

AH-64D

99-05136 2-285th AVN ex 1-130th AVN **PVD136** jan14
 07-07044 1-3rd AVN ex 3-101st AVN **DUS044** nov13
 07-07046 1-3rd AVN ex 1-2nd AVN **DUS046** nov13
 09-05592 1-3rd AVN f/n **PVD592** dec13
 09-05598 1-3rd AVN ex 1-2nd AVN **PVD598** nov13
 09-05605 1-3rd AVN f/n **PVD605** nov13

AH-64E

11-09014	1-229th AVN	f/n	B3014	nov13
12-09027	1-229th AVN	f/n	B3027	jan14

UH-72A

11-72195	Det.1 D/1-376th AVN, f/n			dec12
11-72196	Det.1 D/1-376th AVN, f/n			dec12
11-72202	3-140th AVN	f/n		apr12
11-72213	B(-)/2-151st AVN, f/n			apr13
11-72214	Det.1 B/1-224th AVN, f/n			dec12
11-72224	Det.1 A/2-151st AVN, ex nb		9501	aug13
11-72225	Det.1 B/2-151st AVN, ex nb			apr13
11-72226	Det.1 A/2-151st AVN, f/n			may13

United States Navy (NY)**Commander Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)**

VP-45 Pelicans ('LN') is the third operational P-8A Poseidon squadron. The Pelicans received their first Poseidon (168434) on 13 January 2014. The former P-3C Orion squadron is based at NAS Jacksonville (FL) and now operates the P-8A next to **VP-5** Mad Foxes ('LA') and **VP-16** Eagles ('LF'). **VP-30** The Pro's Nest ('LL') operates as Fleet Replenishment Squadron (FRS) also the P-8. During 2014, it is expected that **VP-10** Red lancers ('LD') also transitions from P-3C to P-8A. In 2015 **VP-8** Tigers ('LC') and **VP-26** Tridents ('LK') will phase out their Orions in favour of the Poseidon.

News from the EA-18G Growler fleet. During 2014, two squadrons will transition from EA-6B to EA-18G. **VAQ-133** Wizards (currently no tail code) will transition to Growler during 2014. The Wizards will join Carrier Air Wing 8 ('AJ') aboard the USS *George H.W. Bush* (CVN-77) after the Bush returns from its current deployment. **VAQ-140** Patriots ('AG') will swap its Prowlers for Growlers during 2014 too.

Two new Joint Expeditionary Squadrons will be established, **VAQ-143** (early 2015) and **VAQ-144** (early 2016). Both units will fly the Growler. All Growler units are based at NAS Whidbey Island (WA) as part of Commander Electronic Attack Wing Pacific.

The US Navy's first operational E-2D Advanced Hawkeye squadron, **Carrier Airborne Early Warning Squadron (VAW) 125** Tiger Tails, based at NS Norfolk (VA), reached the status "safe for flight" on 3 January 2014. The E-2D squadron, assigned to CVW-1/AB on board the USS *Theodore Roosevelt* (CVN-71) has trained enough air crews and technicians to operate the aircraft safely. Initial Operational Capability (IOC) of the squadron is expected in October 2014. On 3 December 2013, VAW-125 E-2Ds performed their first E-2D carrier operations on board the TR. VAW-125 will deploy their new birds late 2014, early 2015 during an operational deployment to CENTCOM.

Carrier News

In 2015, a musical chair will occur in the USN carrier inventory. In August 2015, the USS *Ronald Reagan* (CVN-76) will move to Yokosuka, Japan where it will relieve the USS *George D. Washington* (CVN-73) as the forward deployed carrier in the Pacific Fleet. This move is necessary as the GW needs maintenance in Newport News (VA). The George Washington has been stationed with US 7th Fleet Forward-Deployed Naval Forces (FDFN) in Yokosuka since 2008. Maintaining the FDFN capability supports the US' commitment to the defence of Japan and the security and stability of the vital Indo-Asia-Pacific. Carrier Air Wing 5/NF will remain the carrier air wing located at NAF Atsugi, Japan and will serve RR as it served GW.

The USS *Theodore Roosevelt* (CVN-71), just emerged from a five-year Refuelling and Complex Overhaul in Newport News Shipbuilding last summer, will move from NS Norfolk (VA) to NB San Diego (CA) and will swap from Atlantic to Pacific Fleet in November 2015.

FRCSW = Fleet Readiness Center South West, North Island CA

C-2A

162157/636	VAW-120	ex 36/FRCSW	37	jan14
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E-2C

165817/NE-602	VAW-113	ex NF-600/VAW-115	A188	jan14
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EA-6B

163048/NJ-900	309th AMARG	ex NJ-900/VAQ-129	P-133	jan14
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F/A-18C

163469/AB-306	VFA-136	SOC 25aug08	692/C032	
163477/AD-334	309th AMARG	ex AD-334/VFA-106	705/C038	dec13
163733/25	309th AMARG	ex 25/VFA-122	803/C093	jan14
164016/SH-147	VMFAT-101	ex NJ-300/VFA-122	900/C159	nov13
164200/NA-405	VFA-94	ex RP-18/FRCSW	963/C194	dec13
164206/NA-402	VFA-94	ex NK-400/VFA-25	969/C199	dec13

F/A-18E

166439/NG-216	VFA-14	ex NJ-207/VFA-122 E084	oct13
166833/NA-203	VFA-81	ex AA-203	E152	jan14
166836/NA-206	VFA-81	ex AA-206	E155	jan14
166837/NA-207	VFA-81	ex AA-207	E156	jan14
166838/NA-210	VFA-81	ex AA-210	E157	jan14
168353/NG-402	VFA-25	f/n	E2..	oct13
168479/NG-311	VFA-151	f/n	E2..	oct13
168868/(NJ)-256	VFA-122	f/n	E2..	jan14

F/A-18F

166676/NA-115	VFA-22	ex AA-115	F154	oct13
166803/NA-110	VFA-22	ex AA-110	F176	oct13
166804/NA-111	VFA-22	ex AA-111	F177	oct13
166806/NA-102	VFA-22	ex AA-102	F179	oct13
166811/NA-100	VFA-22	ex NA-104	F184	oct13
166963/NA-105	VFA-22	ex NJ-155/VFA-122	F238	jan14
166972/NE-111	VFA-2	ex NJ-162/VFA-122	F247	oct13

F-35C

168841/NJ-100	VFA-101	del 11jan14	CF-10	jan14
168842/NJ-104	f/n LMTAS	for VFA-101	CF-11	jan14

SH-60B

161566/TZ-45	i/a China Lake	ex TZ-45/HSL-45	70-377	jul10
163239/TA-704	309th AMARG	ex TA-704/HSL-51	70-596	dec13
163594	309th AMARG	ex ?	70-616	dec13
164815/TA-700	309th AMARG	ex TA-700/HSL-51	70-2236	dec13
164817/TA-714	309th AMARG	ex TA-714/HSL-51	70-2238	dec13
164851/TA-715	309th AMARG	ex TA-715/HSL-51	70-1934	dec13
165107	309th AMARG	ex ?	70-2268	dec13

SH-60F

164081/TA-701	309th AMARG	ex TA-701/HSL-51	70-647	dec13
164446/TA-02	309th AMARG	ex TA-02/HSL-51	70-1683	dec13

MH-60S

165753/7S	Lemoore SAR	ex VR-66/HSC-21		oct13
165759/DD-463	VX-31	ex NW-05/HSC-85		jan14

P-3C AIP+

161764/RC-764	VP-46	ex 764/nmks	5777	jan14
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P-3C-IIIIR

156521/LL-521	309th AMARG	ex LL-521/VP-30	5515	dec13
159889/YD-889	309th AMARG	ex YD-889/VP-4	5640	dec13

P-8A

168434/434	VP-45	ex 434/VP-30	40814/4099	jan14
168755/755	Boeing	fff 10jan14	42251/4609	jan14

T-34C

160526/G-755	309th AMARG	ex G-755/VT-28	GL-83	dec13
161795/G-705	309th AMARG	ex G-705/VT-28	GL-190	dec13
162254/G-837	309th AMARG	ex G-837/VT-28	GL-252	dec13
162275/G-762	309th AMARG	ex G-762/VT-28	GL-273	dec13
162302/G-822	309th AMARG	ex G-822/VT-28	GL-300	dec13
162636/E-518	309th AMARG	ex E-518/SFWSL	GL-321	dec13
162641/G-743	309th AMARG	ex G-743/VT-28	GL-326	jan14

T-39G

159365/F-20	309th AMARG	ex F-20/VT-86	306-70	dec13
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T-6B

166099/G-099	VT-27	ex E-099/TAW-5	PN-90	nov13
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Third and final US defense operator at NAS Fort Worth are the US Marines. VMFA-112 'Cowboys' resides here and one of their CAG birds is 162409/01, showing their badge and wolf mascot on an F/A-18A+. (14 January 2014, Sebastiaan Does)

166178/E-178 TAW-5 f/n PN-169 sep13

United States Marine Corps (NY)

What happened to the Marine Fighter Attack Squadrons (VMFA) of the USMC during 2013? They were busy as usual.

MCAS Beaufort (SC): The F/A-18A+s of VMFA-115 Silver Eagles ('VE') were deployed to Sakhir Air Base (Bahrain) from 04 March to 03 October 2013. According to our info, this was the first official deployment to this Gulf area location ever. Their colleagues of VMFA-122 Werewolves with F/A-18Cs ('DC') were deployed to MCAS Iwakuni (Japan) two periods, from January-February 2013 and continued with a Unit Deployment Program (UDP) from February-July 2013. The third Beaufort squadron, VMFA-251 Thunderbolts ('DW'), did not see any deployment during 2013 after their cruise with CVW-1/AB. Their F/A-18Cs were cruising on board the USS *Enterprise* (CVN-65) from 11 March-04 November 2012. VMFA-312 Checkerboards ('DR') is currently deployed on board the USS *Harry S. Truman* (CVN-75) with CVW-3/AC. This deployment started on 22 July 2013 and will last until February 2014.

MCAS Miramar (CA): The F/A-18Cs of VMFA-232 Red Devils ('WT') are deployed to MCAS Iwakuni (Japan) since September 2013. These UDPs usually last six months. VMFA-314 Black Knights ('VW') saw action with their F/A-18A++ from August 2012 to March 2013. They were on a combat deployment to Kandahar, Afghanistan. VMFA-323 Death Rattlers ('WS') went to sea with CVW11/NH on board the USS *Nimitz* (CVN-68) from 19 April-12 December 2013.

MCAS Yuma (AZ): VMFA-121 Green Knights ('VK') received their first F-35B Lightning IIs in 2013. The former F/A-18D VMFA(All Weather) squadron made its first operational flight with the F-35B on 20 March 2013. The squadron received sixteen F-35Bs during 2013 (168719/01, 168720/02, 168721/03, 168722/04, 168723/05, 168724/06, 168725/07, 168726/08, 168727/09, 168728/10, 168729/11, 168730/12, 168731/13, 168732/14, 168717/15 and 168718/16).

Marine Force Pacific (MARFORPAC)

Marine All Weather Fighter Attack Squadron (VMFA) 225 Vikings ('CE') is currently deployed to Sakhir Air Base, Bahrain. Their F/A-18Ds arrived during September 2013 at this unusual Gulf area location. The squadron relieved VMFA-115. It is not clear to us if these deployments to Bahrain will continue in the future as the number of aircraft deployed.

On 15 January 2014, three Marine Aerial Refueling and Transportation Squadron 352 (VMGR-352) *Raiders* ('QB') KC-130Js departed homeport MCAS Miramar (CA) for Kandahar, Afghanistan. The three Hercules' deployed for a six-month tour in support of Operation Enduring Freedom.

F/A-18A+					
162396/VW-09	VMFA-314	ex VE-213/VMFA-115	220/A175	jan14	
F/A-18B					
162885/217	VMFAT-101	ex 222, white c/s	434/B076	jan14	
F/A-18C					
163715/SH-236	309th AMARG	ex SH-236/-101	778/C076	dec13	
164016/SH-147	VMFAT-101	ex NJ-300/VFA-122	900/C159	nov13	
164720/NH-404	VMFA-323	ex nmks	1168/C322	dec13	
164903/SH-100	VMFAT-101	ex SH-200	1235/C362	nov13	
UH-1N					
160619	309th AMARG	ex HX-21	31754	dec13	
AH-1W					
160809/SE-21	HMLA-469	ex QT-431/HMLA/T-303	29121	oct13	
160810/QT-468	HMLA/T-303	ex YP-40/HMM-163	29143	oct13	
160819/SE-31	HMLA-469	ex SM-20/HMLA-369	29165	dec13	
162539/SM-32	HMLA-369	ex SM-22	26208	oct13	
162573/SM-22	HMLA-369	ex QT-453/HMLA/T-303	29164	oct13	
163948/SE-27	HMLA-469	ex SN-27/HMLA-169	26273	oct13	
164572/SM-21	HMLA-369	ex SE-06/HMLA-469	29114	oct13	
164587/SE-44	HMLA-469	ex EP-44/VMM-265	29163	jan14	
165048/SE-25	HMLA-469	ex SN-25/HMLA-169	26310	oct13	
165271/SM-36	HMLA-369	ex SM-22	26319	oct13	
165276/SE-30	HMLA-469	ex SM-21/HMLA-369	26324	oct13	
165326/SE-32	HMLA-469	ex UV-06/HMLA-267	26350	oct13	
165394/VSE-42	HMLA-469	ex VT-27/HMLA-367		oct13	
165446/SE-22	HMLA-469	ex SE-08		oct13	
165450/SE-38	HMLA-469	ex SE-04		oct13	
UH-1Y					
166756/QT-506	HMLA/T-303	ex SM-02/HMLA-369		oct13	
166769/QT-510	HMLA/T-303	ex VT-03/HMLA-367		oct13	
167795/UV-02	HMLA-267	f/n	55103	oct13	
167798/SE-02	HMLA-469	ex PF-30/HMM-364	55106	oct13	
167801/SE-06	HMLA-469	ex SN-06/HMLA-169	55109	oct13	
167802/SM-06	HMLA-369	ex VT-09/HMLA-367	55110	oct13	
167803/QT-523	HMLA/T-303	ex SN-04/HMLA-169	55111	oct13	
167993/SN-02	HMLA-169	ex SM-03/HMLA-369		oct13	
168318/SE-00	HMLA-469	f/n		oct13	
168413/QT-562	HMLA/T-303	f/n		oct13	
168499/SM-08	HMLA-369	ex nmks		oct13	
168509/UV-07	HMLA-267	f/n		oct13	

AH-1Z

168002/UV-43	HMLA-267	ex YQ-43/HMM-268		oct13
168052/QT-619	HMLA/T-303	ex UV-43/HMLA-267		oct13
168400/SN-42	HMLA-169	ex PF-42/HMM-364		oct13
168422/QT-629	HMLA/T-303	f/n		oct13
168517/UV-51	HMLA-267	f/n		oct13
168521/UV-54	HMLA-267	f/n		nov13

CH-46E

154011/PF-07	HMM-364	ex YQ-04/HMM-268	2362	oct13
154831/28	309th AMARG	ex 28/HMX-1	2438	dec13
155311	HMX-1	ex YW-02/HMM-165	2480	mar13
156452/YT-16	309th AMARG	ex YT-16/HMMT-164	2522	dec13
156472/PF-01	HMM-364	ex YQ-00/HMM-268	2542	oct13
157710/YT-06	309th AMARG	ex YT-06/HMMT-164	2609	dec13
157715/26	309th AMARG	ex 26/HMX-1	2614	dec13

CH-53E

162499/YF-54	HMH-462	ex YK-08/HMH-466	65-509	dec13
164361/51	HMH-462	ex YK-06/HMH-466	65-589	dec13

MH-53E

163070/BJ-543	HM-14	w/o 08jan14	65-570	
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MV-22B

165849/YM-14	VMM-365	ex EM-04/VMM-261	D0035	jan14
166495/YM-03	VMM-365	ex EG-11/VMM-263	D0074	oct13
166692/(ML)-00	VMM-764	ex YS-09/VMM-162	D0086	dec13
167918/YM-02	VMM-365	ex YS-12/VMM-162	D0129	jan14
168012/ET-08	VMM-262	ex YZ-04/VMM-363	D0142	jan14
168017/ET-10	VMM-262	ex YZ-05/VMM-363	D0147	dec13
168240/ET-07	VMM-262	ex YZ-02/VMM-363	D0190	jan14
168278/ET-05	VMM-262	ex YZ-01/VMM-363	D0195	dec13
168282/ET-03	VMM-262	ex YZ-11/VMM-363	D0199	jan14
168283/ET-02	VMM-262	ex YZ-12/VMM-363	D0200	jan14

United States Coast Guard (CG)

The US Air Force is going to transfer their C-27Js to the US Coast Guard which will use them in the medium range surveillance missions such as maritime patrol, drug and migrant interdiction, disaster response, and search and rescue. The planes will be transferred to the USCG within six to twelve months. Once, the USAF planned 38 C-27Js in the tactical

transport aircraft role, but they were apparently too expensive to operate, in total 21 were purchased. After the decision to quit operations with the C-27J, the Air National Guard was eager to receive them. But... in November seven aircraft were transferred to the US Special Operations Command while the US Forest Service submitted a request for the remainder. But... the fourteen aircraft are too expensive for the USFS, so the USCG showed interest too. The USCG is requested to transfer seven of their old HC-130Hs to the USAF, in return they receive fourteen C-27Js. The USAF will shoulder the costs to modify the seven former USCG HC-130Hs into USFS fire fighters. A final decision is expected on 30 January 2014.

The C-27J Spartan will operate next to the HC-144As of the USCG. Mid-December 2013, the sixteenth Ocean Sentry made test flights from Sevilla, Spain. This aircraft, 2316 (construction number S-209) was delivered on 21 January 2014. As the USCG ordered eighteen HC-144As, number seventeen and eighteen are expected to be delivered during 2014. It is not decided yet if the follow-on order of eighteen aircraft will be executed, but as the C-27Js are expected within the USCG fleet, it is likely that the option on another eighteen HC-144A will not be executed. The HC-144s are currently based at USCGS Cape Cod (MA), Miami (FL) and Mobile (FL). The two other aircraft delivered during 2014 will be based at a fourth station, USCGS Corpus Christi (TX).

Credits

David F. Brown, Ian Carroll, Larry Every, Marco van Halum, Joris Heeren, Hans Hoogers, Jos Hoogland, Dennis Jones, Daniele Mattiuzzo, Alain Pigeard

Abbreviations

AF = Air Force	GV = Government
AG = Agricultural Aviation	JF = Joint Forces
AR = Army	NY = Navy
CG = Coast Guard	PO = Police
DF = Defence Forces	SV = Survey



Photo conditions at Imperial Beach are quite good. This colourful Navy Seahawk of HSC-15, serial 168530/NA-610, was photographed at North Island NAS. (10 October 2013, Hans Drost)



Triptease

In Tartu you will find an excellent collection of former NATO, neutral and Warsaw Pact aircraft, like this former MiG-21 9011 of the Polish Air Force. All aircraft have now sponsored hangar like constructions, when the sun is shining opportunities are excellent as the roof is made out of transparent materials. (Tartu, 28 July 2013, Gerrit van de Veen)

Civil Trips

Baltics

A combination of both culture and nature is an excellent opportunity to do some aircraft spotting. If travelling with your wife, you have to do it "balanced". This was the case during our trip in Poland and the Baltics (Estonia, Lithuania and Latvia). All in all it was a huge trip totalling some 7000 km.

Besides the standard travelling guides, we used maps (especially where former DOSAAF airfields are located). Also I used the latest EMOOS edition, which was indispensable for this trip for (Google Earth) co-ordinates. I used the co-ordinates to check GE and mark roughly on the paper map to plot a route for everybody's wishes.

During our trip the TomTom navigation system was put to good use, especially after long days in our mobile home, we didn't want to search for extended periods of time.

The former DOSAAF fields are enormous "empty" surfaces of grass. Often a small strip in a remote corner, with huge 1950s era shelters/hangars. During most of the trip we travelled over unpaved roads, sometimes rubble was used to fill up gaps.

Everywhere, especially in Lithuania, hospitality was excellent. Even when people spoke no English or very poor English: hangar doors were opened, and the aviators showed the newest aircraft with great pride. After telling them I'm also interested in the old stuff from the DOSAAF era, these were shown as well. They even lent a hand for the search of construction numbers. My own enthusiasm and background in aviation was certainly a BIG plus. One indispensable object is a small LED (head)light when you are hunting down construction numbers, as it can be quite dark in the hangars.

Many relics can still be found at various places like mobile WW-2 era Air Traffic Control towers, some still in use. At other places ground equipment with Russian markings was found, used for parachute training. For the interested aviation archaeologist a true paradise.

In the hangars many Blanik gliders were stored, hulks and wings separately stored. I found Wilgas in various states of decay, also. As An-2s are quite large many are stored outside, beaten by the harsh conditions of the Baltics.

Grajewo

6 July 2013

3303 SBLim-2A pres., on pole ex Polish AF

This village in north eastern Poland, near the Lithuanian border, is, according to the EMOOS guide, home to a fighter

on a stick. So very "randomly" we planned a break here. After some exploration on my bike and asking for directions I found it together with some pieces of army equipment in a park. EMOOS did not give any location. Here it is: Wojska Polskiego 61B or 53.38.28.02N 22.27.41.37E

Alytus

- LY-AIR Yak-52
- LY-AIW Yak-52
- LY-AIX Yak-52
- LY-AJC PZL-104
- LY-AMT Yak-55M
- LY-BAD Ce172

7 July 2013

- 844012
- 877704
- 866802
- 85240
- 920410

Thirty-one miles (50 km) south of Kaunas is Alytus situated. Late on this Sunday afternoon, there were still some mechanics working at this location. Unfortunately no one spoke English, but with some kind of sign language and our mutual interest in aircraft maintenance, I succeeded to take some snapshots and could check some construction numbers.

Pociunai-Termikas

8 July 2013

- | | | | |
|---------------|-----------|-----------------|---------|
| 11 Blue | Yak-52 | Turkmenistan AF | 878204 |
| 12 Blue | Yak-52 | Turkmenistan AF | 878205 |
| EC-LTK | Yak-52TD | ex UR-BLV | 878115 |
| EW-116AS | L-13 | | |
| EW-117AS | L-13 | | |
| EW-118AS | L-13 | | |
| HA-YAE | Yak-18T | Maltese Falcon | 11-35 |
| LN-ACT | Yak-52 | | 867014 |
| LN-ASQ | Yak-52 | | 855802 |
| LY-ASY/04 Red | Yak-52 | | 9211612 |
| LY-ALX | PA-28-140 | | |
| LY-AQJ | Ce172 | | |
| LY-BAK | Ce172S | | |
| LY-XMV | Z-326T | 823-14 | |
| OY-BBS | PA-28-180 | | |

Twenty-five km south of Kaunas, Pociunai is situated. This airfield consists of a large grass area, in the south-eastern corner you will find runway 04-22 which is the main runway for this repair facility. Termikas provides maintenance for the smaller types of aircraft. I introduced myself here and the general manager gave me a very enthusiastic tour through-out his company.

Pociunai-Flight Club

8 July 2013

- | | | | |
|--------------|-----------|-----------------|----------|
| LY-ARO | PA-22-108 | | |
| LY-XMV | Z-326T | Experimental | |
| LY-XVD | Z-326A | Experimental | 585-05 |
| LY-AHO | An-2 | Kauno Aviacijos | 1G160-39 |
| LY-AHP/11 Wh | An-2 | AK Kaunas | 1G194-45 |
| LY-AHQ/77 Ye | An-2 | AK Kaunas | 1G194-46 |

LY-GBT	L-13		
LY-GCD	L-13	Red Star	
LY-GNV	L-13		
LY-GOO	L-13		
LY-AHJ/4	PZL-104-35A		18830737
LY-AHL/3	PZL-104-35A		128461
LY-AHN	PZL-104-35A		18840789
LY-AKJ/2	PZL-104-35A		128417
LY-BHK/5	PZL-104-35A		96305
LY-XMS	RK-9	Experimental	

We drove around to the Aeroclub part of the airport. A lot of glider activities took place. At the airport you will find a large hangar cramped with aircraft, amongst others three Antonov An-2. Outside were two PZL-104 Wilgas ready for towing the gliders into the air.

Pociunai-Paraclub

8 July 2013

LY-AHA	An-2	ex CCCP-17947	1G206-52
LY-ADM	An-2	ex CCCP-43989	1G211-08
LY-AQA	An-2	ex CCCP-7122	1G201-09
LY-ADJ	An-2	ex CCCP-17942	1G206-47
LY-ADR	An-2R	ex CCCP-40249	1G220-39
LY-ACV	An-2R	ex CCCP-54864	1G185-24
LY-ACW	An-2R	ex CCCP-54866	1G185-26
LY-ADG	An-2R	ex CCCP-71219	1G201-02

When you are at the Aeroclub, you will see a large row of An-2s in total desolation, on the east side of Pociunai. All of which, with the exception of LY-AHA, are since long retired and stored.

Kaunas-Aleksotas

8 July 2013

LY-ARD	ST-10		
LY-BAO	P2002JF	Baltic Aviation Academy	
LY-BAQ	P2002JF	Baltic Aviation Academy	
LY-ATC	HR200		

South of Kaunas is Aleksotas. Again the aerodrome situated near this town is huge: many old dispersals and platforms. South of runway 27 is a very new ATC tower and the hangar area of the Baltic Flight Academy can also be found here. The visit was very fruitful for me (rather my camper). We were offered accommodation for the camper for one night. Very friendly people, however not a very active airfield.

Kaunas- Lietuvos Aviacijos Muziejus

8 July 2013

Outside

01 Blue	L-39C	pres, ex Lit. AF	931531
02 White	Ka-26	pres, ex Poicija cabin only	
04 Yellow	Mi-2	pres, ex Policija	562646112
05 Yellow	Mi-2	pres, ex Lit. AF	544036035
06 Yellow	An-24B	pres, ex Lit. AF	87304405
08 Red	L-29	pres, ex Soviet AF	591382
12 Blue	Mi-8	dam, ex Lit. AF	9950818
34 Red	An-14	pres, ex Soviet AF	9031112
(95 Yellow)	MIG-21PF	pres, ex Soviet AF	N76212110
CCCP-70224	An-2R	pres	1G138-42

Inside

02 Yellow	Yak-50	pres, ex Soviet AF	770901
03 Yellow	Yak-50	pres	740109
06 Yellow	Mi-2T	pres, ex Lit. AF	510543117
11 White	Yak-18A	pres, ex Soviet AF	1162214
612	TS-11B	pres, ex Polish AF	1H-0612
LF-NN	Grunau Baby 2B	pres	
LY-HBQ	Ka-26	pres, ex Border Guards	

South on the premises of this airfield, the Lietuvos Aviacijos Muziejus museum is situated. The museum was the main goal when we visited this site. The collection is displayed both outside and inside, the latter can be seen from behind a glass fence. They are a bit tight positioned, however photo opportunities are good. For a couple of Euros all can be seen, during my visit I was the only one here.

Silute

9 July 2013

LY-AXP	Nieuport N-24		N5157
LY-BBI	Nieuport N-24		N5158
LY-APQ	PZL-104		85242

LY-ATU	PZL-104-35A		18840783
LY-UBQ	Zlin savage Super Cub		
LY-XAS	L-13M		
LY-XAR	RJ-2		
LY-UBD	Sky Ranger		
LY-AWY	Eurofly Flash		

In the extreme south west of Lithuania, you will find Silute, close to the border with the Russian Federation. When we arrived, the members of the local aero club wanted to go home. They were surprised by the visit of some Dutchies. We were wholeheartedly welcomed, hangar doors were opened again, everything was showed. After some back-and-forth talking we were offered a flight in a ULV with registration LY-AWY. We could also sleep on base, but for our "balance" we chose another location.

Klaipeda

10 July 2013

LY-AES	An-2R	ex CCCP-84638	1G191-16
LY-AEJ	An-2R	ex CCCP-82868	1G168-44
LY-AFU	An-2R	ex CCCP-6223	1G178-15
1x	An-2R	std, fuselage only	

Via road 141 due north, you will soon reach Klaipeda. East of the city, along the A1 Highway is this aerodrome situated. It has a very distinctive hangar from an era long gone by. Klaipeda has a short runway, 27 orientated, but equipped with an ILS. Future upgrade?? The unidentified An-2 was inspected but nothing was found as the only paint was primer.

Kartena

11 July 2013

LY-AJW	PZL-104-35A		96298
LY-AJX	PZL-104-35A	Steda titles	9/96309
LY-AJZ	PZL-104-35A	Steda titles	15/17820669
LY-APS	Yak-18T		4200703
LY-GID, LY-GIH, LY-GII	L-13		
LY-GIJ, LY-GIK, LY-GIL	L-13		
LY-XCK	L-13		
N6387G	Ce172		

Thirty-five km north east of Klaipeda you will find, Kartena along highway A11. This former DOSAAF airfield is standard equipped with two old hangars where lots of Blaniks and Wilgas have a parking spot. It was a quiet place to sleep, and before we went to rest, we witnessed the paragliding from this location.

Telsai

12 July 2013

LY-SNW	PA-140	std	
LY-AJM	PZL-104-35A		12/85249
LY-AJN	PZL-104-35A		10/128458
LY-AJO	PZL-104-35A		16810622
LY-AJP	PZL-104-35A		139492

Forty kilometres east, travelling along the same A11 road, Telsiai is located. You'll find the flying activities on the east side of the town. When we arrived it was nearly lunch time, and the mechanics were testing the local beer. After we introduced ourselves, we were invited to see their fleet. Even the president of the aeroclub was called, and time permitting he would fly us around. However we had to decline the offer, as we had made other plans.

Seduva

13 July 2013

LY-AIO	An-2T	paraclub Siauliai	1G160-43
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Late in the afternoon, when we arrived in Seduva, it was however not really nice weather. Seduva is located half way between Siauliai and Panevezys. Due to the weather our "harvest" was rather meagre. The hangar stayed locked, but it was allowed that we could park our mobile home at the basketball court. There were some parachutists doing ground training, however they did not take to the air with the outside parked Antonov An-2.

Panevezys-Stetiskes

15 July 2013

01 blue	An-2P	ex CCCP-70384	1G141-38
09 Red	L-13		
08	An-A11	pres, on pole	

16 Yellow	An-2R	ex CCCP-71220	1G201-03
CCCP-56472	An-2R		1G182-29
LY-AYL	DS-2 Ziogas		
LY-VRK	Kensgaila VK-9		
LY-XGR	Kruoya	M-337SH	See note
CCCP-636	L-13		
LY-GKI, LY-GKJ, LY-GKK	L-13		
LY-GKJ, LY-GKK, LY-GKM	L-13		
LY-GKO, LY-GKP, LY-GKR	L-13		
LY-GKW, LY-XAZ, LY-XKU	L-13		
LY-XKU, LY-XKL	L-13		
LY-LOO	PA-23		
LY-ANA	PZL-105-35A	std, fuselage only	158405
LY-ANB	PZL-105-35A		96292
LY-ANC	PZL-105-35A		85250
LY-AND	PZL-105-35A		85252
LY-AMX	Yak-52		878014
NR688E	CH300 Lithuanica		See note

We spent the weekend for our mutual balance, doing some cultural activities in Vilnius. On our itinerary for 15 July we had planned a visit to Panevezys-Stetiskes on the south side of Vilnius. The old arrivals/departures building showed a façade steeped in its former glory, the rest of the building showed differently however. This aerodrome is steadily, but slowly surrounded by homes. It is odd to see people using the "runway" as a location to be used for walking with dogs or crossing it from one side of the village to the other. A pleasant surprise was the discovery of NR688E.

Bellanca replica NR688E has been made for the 2013 remembrance of the historic long distance flight from the US to Lithuania, and the original one, gained international fame when it was used by Steponas Darius and Stasys Girėnas in an attempt to fly non-stop from New York City (United States) to Kaunas (Lithuania). Departing on 15 July 1933, they spent 37 hours in the air, and flew 6,411 km before crashing in bad weather in Germany, 650 km from its final destination.

Kruoya LY-XGR is based on a Zlin fuselage combined with the wings and tail section of a Wilga.

Panevezys-Vytauto Aviacijos Muziejus		16 July 2013
05 Yellow	MiG-23SL	pres, ex Ukr. AF 0390317527
14 Red	L-29	pres 691916
35 White	MiG-21SM	pres 150S001
82 Blue	Su-15	pres, ex Ukraine AF 1024
1x	Mi-2	pres 543725084
LY-HAP	Mi-8T	pres, ex Avia 22613

A small detour was made to this aviation museum at the

airport of Panevezys-Istra. The aircraft were positioned on the grass behind a small wire. It was not a problem to take some decent photos and after that, we travelled to our intended destination.

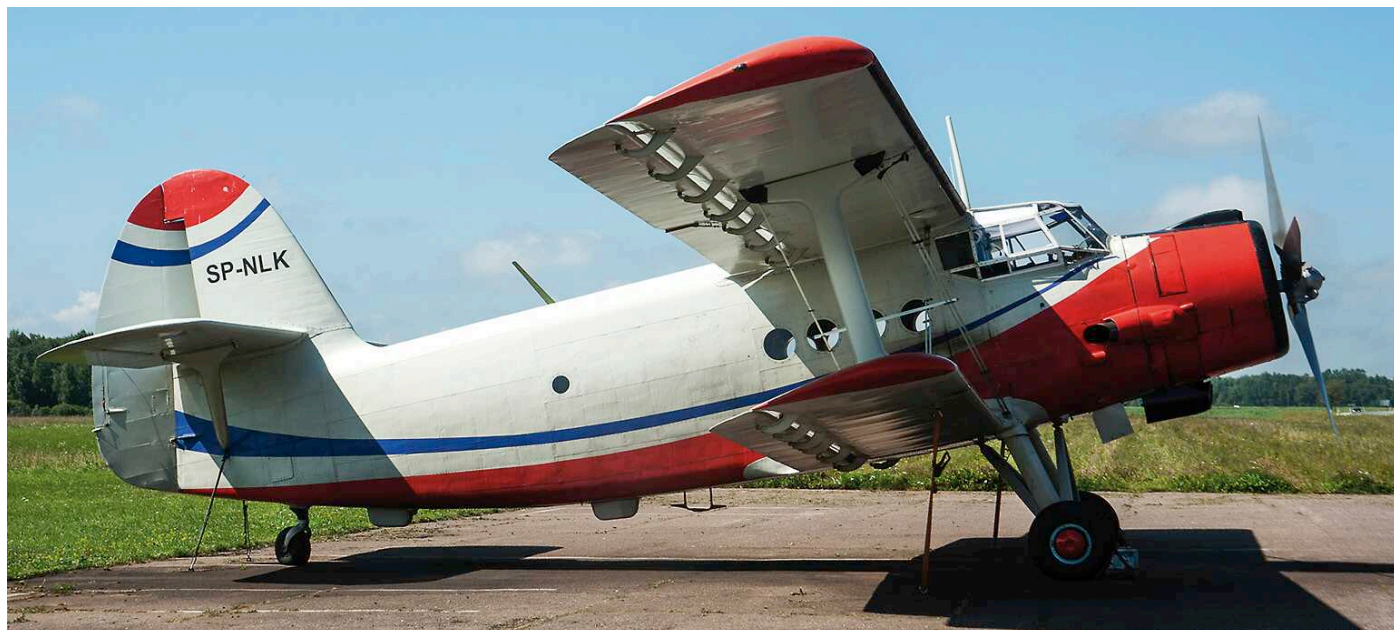
Birzai		16 July 2013
YL-AXI	Bergfalcke III	
YL-UAM	Jabiru UL-450	
7-01 Black	KAI-12	pres, on roof 1162605
YL-GFX, YL-GFY, YL-GFZ	L-13	
LY-LAM	PZL-104	std, vert. tail only
LY-AJD	PZL-104-35A	std, dismantled 128439
LY-AJE	PZL-104-35A	under restoration 139481
LY-AJF	PZL-104-35A	Neste titles 16810616
LY-AKS	PZL-104-35A	16820650
LY-GOL	WA-26	10515

In the extreme north east, nearly touching the border with Latvia, you will find Birzai in the middle of nowhere. A very surprised landlord, who was accompanied by his wife, didn't expect some foreign guests on a Tuesday afternoon. After explaining our purposes, the ice was broken. Unfortunately he didn't possess the key to the hangar I wanted to visit. He phoned the president of the club, as he owns the key. Within thirty minutes the key was collected. I was offered a very pleasant visit and I could take photos and search for some construction numbers. From this location we drove to Latvia.

Ciemupe-Road Restaurant "Dakota"		18 July 2013
07 Yellow	An-2R	pres 1G187-57
22 Black	PZL-104	pres, sand camo c/s 139474
N973U	AA-5B	pres, reg. painted over 0136
1x	An-24	pres, cockpit only

After some culture in Riga we had again some aviation on our itinerary. Some thirty-five km from Riga, travelling in south eastern direction along highway A6 you will find in Ciemupe a road restaurant called "Dakota". Inside he cramped this restaurant with memorabilia and aircraft chairs. Outside were vintage cars, aircraft, aircraft engines and other parts.

Riga- Aviācijas Tehnikas Muzejs		18 July 2013
(01 Red)	An-14	pres 903007
06 Red	MiG-21US	pres 02685133
09 Red	Mi-6	pres 10680704
10 Yellow	MiG-21SMT	pres 50023100
14 Red	MiG-15UTI	pres 022638
16 Red	MiG-23MF	pres 0390206503
17 Red	Mi-8T	pres 4116
17 Yellow	Mi-1MU	pres 505009
20 Red	Mi-24A	pres 2201407



Civil since 10 July 1980, Antonov An-2TD SP-NLK has flown for various aeroclubs. Since 12 July 2012 it has flown for Sporting Club Ou. (Narva (Estonia), 27 July 2013, Gerrit van de Veen)



The Lithuanian Air Force once flew with this Antonov An-2 coded 16 Yellow. Now it is preserved at Panevezys-Stetiskas and was photographed by Gerrit van de Veen on 16 July 2013.

21 Red	Mi-2	pres	<u>513219103</u>
22 Blue	L-29	pres	<u>290421</u>
22 Red	Mi-2	pres	<u>513832104</u>
22 Red	Yak-28R	pres	<u>7960808</u>
22 Yellow	An-2	pres	<u>110547307</u>
26 Red	L-29	pres	<u>691847</u>
27 White	Su-7BKL	pres	<u>5730</u>
34 Red	MiG-25RBS	pres	<u>N084057607</u>
38 Blue	L-29	pres	<u>394966</u>
40 Yellow	MiG-21SMT	pres	<u>50029084</u>
43 Red	Su-7UM	pres	<u>2318</u>
52 Blue	MiG-29UB	pres, front section only	
53 Red	Tu-20M		
58 Yellow	MiG-15UTI	pres	<u>022611</u>
(60)	MiG-27K	pres	<u>3910601</u>
72 Red	L-13	pres	<u>171511</u>
74	MiG-23M	pres	<u>0390207525</u>
76 Yellow	MiG-21SMT	pres	<u>50027021</u>
92 Red	L-29	pres	<u>491109</u>
94 Yellow	MiG-21UM	pres	<u>516939011</u>
CCCP-24057	Ka-26	pres	<u>6900401</u>
CCCP-31449	Mi-4	pres	
CCCP-32418	An-2	pres, fus. only	<u>1G10136</u>
CCCP-38342	Yak-18T	pres	<u>4200803</u>
D-EMEH	Ce150	pres, damaged	<u>150-59081</u>
YL-LCD	An-24	pres, ex CCCP-46400	<u>77303902</u>
OK-ZKC	Z-37A	pres, no engine	<u>09-03</u>

We travelled in a former sealed off area in Estonia (Gulf of Riga) as this was a militarised zone during the Cold War. Our destination was the, now civil, airport Riga-Skulte. The open-air museum is at walking distance from the terminal. The surly manager opened the gate and closed it right after I entered. Out of sight I did something extra for nicer pictures.

Tukums-Jurmala **21 July 2013**
 3X-GGU II-18D 187009904
 EK-74957 An-74-20 36547098957
 (LY-CCA) Yak-40 wfu 9530344
 YL-CAO An-2T 1G98-48

For me this place had always a kind of magical sound. Visiting you will see an unfinished terminal and a high fence. So camera above my head and with live view I could make some pics. There was tight control, but if you'd stayed on the

“good” side no problems at all.

Cesis

214	PZL-104	ex Latvia AF	22 July 2013 <u>17820680</u>
YL-DBN	L-13		<u>026701</u>
YL-GAW	PZL-101A		<u>63107</u>
YL-LEO	An-2R		<u>1G178-41</u>

Today we visited Cesis (approximately ninety km north east of Riga). Also here a small airfield, and a mechanic who came to collect something. For him I was a disturbing factor for his short visit, but eventually I was allowed in to take photos and write down the registrations: sometimes you need to be lucky!

Limbazi

YL-LEF	An-2	ex 251	22 July 2013 <u>1G217-17</u>
76 Red	L-13	wfu, outside	<u>172929</u>

When travelling to Limbazi it was raining cats and dogs. The hangar area here was on a modernised part, so a high fence was erected. Outside of that was a preserved Antonov An-2. We stayed here for the night, and before we went to sleep, I made a short walk along the old runway, clumsily equipped with some kind of LED lighting.

Ämari

24 July 2013

Unfortunately no activity at all at this military base. When you travel to the eastern gate, you will pass a military cemetery, hidden in the woods. It lies near a deserted military housing area at Amari Tee. On the headstones the tail of the crashed type is attached! See Google Earth (59.15.01-06N 24.14.09-69E) for the Panoramio photos.

Keila

24 July 2013

(82 Red)	An-12BP	std	<u>2901901</u>
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A tiny dot on the map, never to be found without the help of the co-ordinates in EMOOS is Keila 20 km south west of Tallinn. Just a small open fence between the road and this Antonov. A young man told me his model building club was inside this aircraft! I got permission to visit the whole aircraft from chin dome to the tail end dome.

Narva

27 July 2013

ES-RWE	PZL-104-35A		<u>17820681</u>
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SP-NLK An-2TD **1G187-27**

South of European Highway E20, and 10 km West of Narva is this field located. It is standard DOSAAF-style: grass surface, small hangar and a tiny platform. This is as far you can reach in the north eastern part of Estonia. Going further you will end up in Russia! Almost the entire population speaks only Russian. It was hard to get permission verbally, so I sped up my hunt for photos, before difficult questions could be asked. The An-2 was most likely a visitor!

Tartu-Lennundsmuseum 28 July 2013

MM6507 (0615) 1234 3212 9011 52 Blue 1x 09 43 29 R-2112 36 Blue 39 red 32 Blue ES-HRJ ES-PMA/76 ES-RAD/50 Blue (ES-TAB) ES-LTA LY-LEB LY-XRR UR-87590	F-104G Mi-2RL TS-11BD Su-22M4 MiG-21MF Yak-28P Mi-2 J-32E J-35J JA-37DI Mirage 3S L-39C Su-24B MiG-23MLD R-22B Mi-8S PZL-104-35A PZL-104-35A Tu-134A An-2 L-29 Yak-40K	pres, ex Italian AF pres, ex Pol. AF 510615018 pres, ex Polish AF 3H-1234 pres, ex Polish AF 23212 pres, ex Polish AF 969011 pres, ex Soviet AF 511611090 pres, ex Swedish AF 32571 pres, ex Swedish AF 35541 pres, ex Swedish AF 37429 pres, ex Swiss AF 1035 pres, ex Ukr. AF 730944 pres, ex Ukr. AF 1515304 pres, ex Ukraine AF 12623 pres, ex Luftwaffe 10532 pres, ex Est. AF 16820660 15800578 pres, ex Elk Airways ex CCCP-62446 1G411-6 pres, ex Ukr. AF 094003 pres 9741156
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Today we travelled along the eastern border of Estonia in southern direction along one of the greatest European lakes, Peipsi Lake. We drove towards Tartu, and via Road No. 3 (more or less a surface which reminded me of the old fashioned washboard) we got there. We arrived at the Lennundsmuseum and to our surprise it was magnificent. Where it used to be an open air museum in the past, now open wooden hangar like constructions were build. The roof is made of transparent material, very good for photography I would say. Most aircraft got also a new paint job.

Ridali 28 July 2013

01 Red ES-1000 ES-1001/PS ES-1004 ES-1005/EV	L-13 LAK-12 LAK-12 SZD 48-3 SZD 48-1
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ES-1006/AQ ES-1007, ES-1017, ES-1018L-13 ES-1008 ES-1009/DC ES-1020, ES-1021, ES-1022L-13 ES-2005/78 Red ES-2006 ES-2009 ES-1019 ES-RAB ES-RAC ES-RAF ES-TAC ES-TAD ES-PSF ES-RID ZS-GCV	SZD 48-1 SZD 41A SZD 48-3 L-13 L-13 SZD 42-2 L-13M PZL-104-35A PZL-104-35A PZL-104-35A PZL-104-35A PZL-104-35A S300C MS894 JS-1	107370 128435 17820668 17830694 128433 11939
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At the end of the sunday afternoon we drove via Road No. 2 to Ridali. We arrived at this former DOSAAF field just after festivities ended to celebrate the 50th anniversary of the club. We were invited to “down” the surplus of food and drinks, luckily we could also sleep here for the night. All gliders, except ZS-GCV ofcourse, are former DOSAAF examples.

Daugavpils-Griva 30 July 2013

249	An-2R	ex Latvia AF	1G214-33
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Further travelling south through east Estonia, we arrived in Latvia again. Via Highway A13 we entered Daugavpils. This city has a pitch black war record. Near Daugavpils-Griva you will see a concentration camp, many inmates here did not survive torture and hardship. On the deserted strip you will find this An-2 in Latvian AF colours.

Paluknys-Aerodrome 31 July 2013

02 Black 1-63 Black 56 Black EP-1577 LY-AGA LY-AGB LY-AGE (LY-ALW) LY-APA LY-ARK LY-ATK LY-BAA LY-BAU LY-BCO LY-BFB, LY-BFC, LY-BFD LY-BFE, LY-BFA	An-15 SDZ-30 SDZ-32A unk PZL-104-35A PZL-104-35A PZL-104-35A Yak-18T MS880 MS893A Ce172 GA-8 PZL-101A SDZ-9 P2002JF P2002JF	pres, on pole wings only Ejercito tit. in red wfu 107350 15810581 wfu 18840793 std, under cover Baltic Flight Academy Baltic Flight Academy
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Also displayed at the excellent aviation museum museum in Tartu, which underwent a major update, is this Yakovlev Yak-28. Produced initially as a bomber, it was also manufactured in reconnaissance, electronic warfare, interceptor, and trainer versions, known by the NATO reporting names Brewer, Firebar, and Maestro respectively (Tartu, 28 July 2013, Gerrit van de Veen)



The DOSAAF (acronym for Volunteer Society for Cooperation with the Army, Aviation and Fleet), was a paramilitary volunteer sport organization in the Soviet Union, concerned mainly with weapons, automobiles and aviation. As was common in the late Soviet Union, "voluntary" actually meant "partially obligatory". For example, every member of the Komsomol, had to be member of DOSAAF (and most Soviet youth had to be in the Komsomol if they wanted to get higher education). The first flying lessons were given in gliders like this L-13 Blanik 01 Red. (Ridali, 28 July 2013, Gerrit van de Veen)

LY-BHK	PZL-104-35A
LY-CGP	SZD 48-1
LY-GJF	L-13
LY-GTA	G103
LY-GAX, LY-GAZ, LY-GBA	LAK-12
LY-GAD, LY-GAE, LY-GAG	L-13
LY-GAJ, LY-GAK, LY-GAL	L-13
LY-GAN, LY-GAQ, LY-GAT	L-13
LY-GAU, LY-GFL, LY-GHS	L-13
LY-GBB, LY-GBC	LAK-12
LY-GBG, LY-GBK	SZD 48-3
LY-GBL	SZD 42-2
LY-GBM	Puchaz
LY-GCG, LY-GCH	SZD 41A
LY-GCI, LY-GCJ, LY-GCL	SZD 48-3
LY-GCN, LY-GCP, LY-CJI	SZD 48-3
LY-GHE, LY-GHG	SZD 48-1
LY-GIO, LY-GIP, LY-GJP	SZD 48-1
LY-GJU, LY-GJZ	SZD 41A
LY-MZL	SZD 41A
LY-PTC	PA-30

5 / 96305

OY-BBS

PA-28-180

Paluknys is a large glider aerodrome. A competition brought many extra gliders here. However, due to deteriorating weather conditions, the games were postponed. Two Wilgas were prepared to tow all gliders into the air. It was not a problem to walk freely over the terrain and peeping into hangars. At the glider with registration EP-1577 I did find four floats, if they are part of this glider, no idea at all. The glider also had red "Ejercito" titles. At this base, a WW-2 style mobile ATC tower was used, mounted on a (Kamaz) truck.

Paluknys-Border Guard

31 July 2013

H1

Ka-26

Border Guards [7605804](#)

This helicopter, used by the Lithuanian Border Guards, was seen behind a heavy and high fence around the hangar area.

Poznan

1 August 2013

01 Red

MiG-15

pres, ex Polish AF

04

C-11

pres, ex Polish AF [172105](#)

4 Red

Il-28R

pres, ex Polish AF [1910](#)

349

Mi-2R

pres, ex Pol. AF [563649094](#)

Antonov An-2 LY-AEJ was seen and photographed by Gerrit van de Veen at the airport of Klaipeda on 10 July 2013.



Airfreight International uses N935AJ for ferrying parcels to and from Miami. To comply with regulations, the B727 is equipped with hushkits and winglets for better fuel economy. (Miami-International (FL), 30 October 2013, André Alders)

710 TS-11 pres, ex Polish AF **1H0710**
 998 Yak-12M pres, ex Polish AF **210998**
 1419 LIM-5 pres, ex Polish AF **1C-1419**
 2018 SM-1WSZ pres, ex Polish AF **40218**
 4106 MiG-21PFM pres, ex Pol. AF **94A9106**
 4245 Su-20 pres, ex Polish AF **4245**
 9863 An-2T pres, ex Polish AF **1G98-63**

On our way back to The Netherlands, we stayed at a camping site near the Citadel of Poznan. Within this complex there is a War Museum with some very well preserved aircraft. Even when it is closed you can easily walk around the fenced off area and with a zoom object you can take good photos.

Credit: Gerrit van de Veen

Venezuela

After two failed attempts in Venezuela flying a classic Boeing 737-200 and DC-9-30, I gave myself another chance this year. The previous challenges failed because of a change of aircraft types in 2011 (both MD-80) and a delay at Curaçao in 2012 (thanks to the now bankrupt Dutch Antilles Express). The unused tickets for the 2012 domestic flights CCS-BLA with an Avior Airlines B737-200 and BLA-CCS with an Aserca Airlines DC-9-30 were still valid. To make sure that it would not go wrong again, two additional tickets were purchased: CCS-POR with an Estelar B737-200 and POR-CCS with Laser Airlines (DC-9-30). Mind you, nothing is certain in Venezuela. A week ahead I decided to go, the result was an inevitable detour on Tuesday 29 November from Amsterdam via Atlanta (Delta A330, N860AW) to Miami (Delta MD-90, N960DN). I decided to stay one day in Miami for spotting/photography and continued the journey on Thursday to Curaçao.

Miami International

30 November 2013

9Y-JMA	B737-8Q8	Caribbean Airlines
C-FJBW	B737-7CT	WestJet
C6-BFE	B737-5H6	Bahamasair
C6-BFG	DHC-8-311	Bahamasair
CP-2521	B767-260ER	std, AeroSur
CC-BDA, CC-BDC	B767-316ER	LAN Airlines
D-AIMA	A380-841	Lufthansa
D-ALPI	A330-223	Air Berlin
EC-LUK	A330-302	Iberia
EI-UNX	B777-222ER	Transaero Airlines
F-GITH	B747-428	Air France
G-BNLS	B747-436	British Airways
G-VROC	B747-41R	Virgin Atlantic
HP-1522CMP, HP-1721CMP	B737-8V3	Copa
HP-1722CMP, HP1832CMP	B737-8V3	Copa
LV-CSD	A340-313X	Aerolineas Argentinas
LV-ZPX	A340-211	Aerolineas Argentinas
N182UW, N191UW	A321-211	US Airways
N205US	DC-9-32CF	USA Jet Airlines

N238AG	B737-4Y0	Sky King
N266CT	A319-112	Avianca
N279AV	A330-243	TACA Star Alliance c/s
N317NB, N344NB	A319-114	Delta
N377DA	B737-832	Delta
N3761R	B737-832	Delta SkyTeam c/s
N427US	B737-4B7	US Airways
N452UW	B737-4B7	US Airways
N495TA	A320-233	TACA
N516LR, N518LR	CRJ700	United Express
N759AN	B777-223ER	American Airlines spec mks
N647AV	A319-115LR	Avianca
N801SY	B737-8Q8	Sun Country
N802WA, N803WA	MD-82	World Atlantic Airlines
N806UA	A319-131	United Airlines
N836RA	MD-83	Falcon Air Express n/t
N910DL, N974DL	MD-88	Delta
N975DL, N976DL	MD-88	Delta
N987TA	ERJ190AR	TACA
N37293	B737-824	United Airlines
N53441	B737-924ER	United Airlines
PR-GUH	B737-8EH	GOL
PT-MUH, PT-MUI, PT-MUJ	B777-32W	TAM
PZ-TCN	B737-36N	Surinam Airways
XA-CAM	B737-752	AeroMexico
XA-IUA	A320-214	Interjet
XA-JOY	B737-852	AeroMexico
YV288T	B757-21B	SBA Airlines

Cargo area

B-18723	B747-409F	China Airlines Cargo
CC-CZZ	B767-316F	LAN Cargo
HP1910DAE	B767-27F	DHL Aero Expreso
N330QT, N331QT	A330-243F	Tampa Colombia
N131FL, N138FL	Convair 580F	IFL Group
N141FL, N171FL	Convair 580F	IFL Group
N191FL	Convair 580F	IFL Group
N219CY	B767-383F	ABX Air
N241BC	ERJ145LR	IBC Airways
N241DH, N249DH	SA227AT	Ameriflight
N257AS	EMB-120ER	Ameriflight
N2629P	Short 330-200	Air Cargo Carriers
N309UP, N322UP	B767-34AFER	UPS
N317CM	B767-338FER	ABX Air
N324UP, N344UP	B767-34AFER	UPS
N348UP, N353UP	B767-34AFER	UPS
N381FL	Convair 580F	IFL Group
N383MQ	Short 360	SkyWay Enterprises
N395AJ	B727-233F	Amerijet International
N400SA	B747-412F	Southern Air
N418LA	B767-316FER	LAN Cargo
N422LA	B767-346FER	Florida West Int'l
N452UP, N453UP	B757-24AF	UPS
N458MC	B747-446F	Atlas Air
N460UP, N467UP	B757-24AF	UPS

N481BC
N495AJ
N550FE
N623FE, N625FE
N631BC, N661BC
N671BC
N681FE, N688FE
N739AX
N741AX
N742AX
N771QT
N792AX
N807M
N841BC
N855GT
N901AR
N905AJ
N951AR
N986AR
XA-AJA

Maintenance area

I-DATE
N11AQ
N120MN
N248JT
N263PH
N277FE
N289MT
N305FA
N418US, N421US
N422US, N423US
N531AU
N574US
N588AA
N634VA
N642GT
N653GT
N712AX
N739MA
N773AS
N954AR

Saab 340B
B727-233F
MD-10-10F
MD-11F
Saab 340AF
Saab 340AF
A300F4-605R
B767-232F
B767-232F
B767-232F
B767-381F
B767-281F
SA227AT
SA226TC
B747-87F
B747-4R7F
B727-231F
MD-11F
MD-11F
B737-30YF

MD-82
B737-36N
MD-83
B737-4B6
MD-82
B727-233F
B727-223Adv
MD-83
B737-401
B737-401
B737-3B7
B737-301
MD-82
A320-214
B747-3YOER
B767-231F
B767-2J6ER
B737-8Q8
B737-4Q8
MD-11F

IBC Airways
Amerijet International
FedEx express
FedEx express
IBC Airways
IBC Airways
FedEx express
Amerijet International
Amerijet International a/w
ABX Air
Tampa Colombia
ABX Air
Ameriflight
IBC Airways
Etihad Cargo
Centurion Cargo
Amerijet International
Sky Lease Cargo
Centurion Cargo
Estafeta Carga Aerea

std, ex Alitalia
Karinou Airlines
std, ex Haiti Aviation

std, ex Alitalia
std, ex FedEx express
Raytheon
Falcon Air Express
US Airways
US Airways
US Airways
US Airways
American Airlines
Virgin America
Atlas Air
ABX Air
ABX Air
Miami Air International
Sky King
Sky Lease Cargo

N956AR
N984AR
N989AT
N989PG
YV1007
YV450T, YV2243
ZS-GAC

Miami-George T Baker Avn School

N205AU
N234AA

Miami-Opa Locka Airport

LV-BHH
N70BF
N88ZL
N102SA
N145GT
N15MA
N150PA
N155MW
"N185AO"
N242AA, N245AA
N271SE
N32TN
N342PA
N400RG
N410BN
N471CM
N478CT
N501UW
N572SH
N573G
N581P
N587MB
N597SH
N705GB
N9015Q
N41527
PR-FLX
PR-GLN
UK-11418, UK-12002

MD-11F
MD-11F
B717-23S
MD-83
B737-322
B757-236
DC-10-30F

B737-201
MD-82

MD-83
C-118B
B707-330B
Beech E18S
C-131B
C-47A
CV-240
CRJ100LR
B737
MD-82
C-47B
C-117D
B727-222Adv
B727-22RE
B727-223Adv
Beech E18S
DC-10-30F
B737-301
MD-87
SA227AT
CV-580
C-117D
MD-83
C-47A
C-54D
C-131E
B737-3K9
B737-322
An-12BP

Sky Lease Cargo
Centurion Air Cargo
Delta Airlines
Pegasus Aviation
ConViasa
SBA Airlines
Global Aviation

30 November 2013

ex Frontier
ex American Airlines

30 November 2013

Andes Lineas Aereas
Florida Air Transport
Lowa
n/t
n/t
Florida Air Cargo
Air Tahoma

Magnicharters
American Airlines

TMF Aircraft

MBI Aviation

Arrow Cargo
Capital Airways
Aserca Airlines
Ameriflight
Air Tahoma
TMF Aircraft
Medallion Air
Atlantic Air Cargo

Miami Air Lease
Flex Linhas Aereas
GOL
SRX Aero



At Miami-International (FL) André Alders saw DC-9 N205US of USA Jet in the new colours. (30 October 2013)



This YV380T is a true classic Boeing 737. Before becoming an extinct species of this family, André Alders definitely wanted to fly this classic. After two attempts in the previous years, he finally succeeded doing so! (Caracas, 2 November 2013)

UK-12005
XA-UMP
XA-UNR
YV2119
YV2945

An-12B
B737-2A3
B737-322
DC-3-65TP
MD-82

SRX Aero
Global Air
Magnicharters

EC-JPU
EI-FCV
HC-CGW
LV-CSX
LY-VEU
N177AN
N317CM
N650DL
N882NN
N950AR
PR-GIK
RA-82013
RF-94104, RF-94109
YV153T
YV231T
YV236T
YV268T
YV288T
YV371T
YV380T, YV390T
YV445T
YV481T
YV491T
YV492T
YV497T
YV514T
YV529T
YV535T
YV539T
YV545T
YV1184
YV1243
YV1416
YV2088
YV2238
YV2556
YV2559
YV2722
YV2754
YV2792
YV2793
YV2823
YV2849, YV2850
YV2851
YV2917
YV2927

A340-642
B767-3X2ER
A320-233
A340-313X
A319-112
B757-223
B767-338FER
B757-232
B737-823
MD-11F
B737-9Q8
An-124-100
Tu-160S
MD-82
DC-9-32
B727-227F
B737-232
B757-21B
DC-9-32
B737-230A
MD-82
MD-83
B737-2T5A
MD-81
B737-247A
MD-82
MD-83
B737-235A
MD-83
B767-3T8ER
DHC-7-102
MD-81
BN-2-A3
CRJ-701ER
BN-2
B737-3G7
B737-232A
B737-2Y5
MD-82
B737-2B7
MD-82
B737-232A
ERJ190AR
ERJ190AR
Fokker 50
MD-82

Iberia
Blue Panorama Airways
TAME Ecuador
Aerolineas Argentinas
Cubana
American Airlines
ABX Air
Delta Airlines
American Airlines
Sky Lease Cargo
GOL
Russian Air Force
Russian Air Force
Aserca Airlines
Laser Airlines
DHL Vencsecar Int'l
Venezolana
SBA Airlines
Aserca Airlines
Rutaca Airlines
Aerpostal
SBA Airlines
Avior Airlines
Laser Airlines
Estelar Airlines
Venezolana
Perla Airlines
Venezolana
Aserca Airlines
SBA Airlines
Linea Turistica Aerotuy
Laser Airlines
Chapi Air
ConViasa
Chapi Air
ConViasa
ConViasa
Estelar Airlines
Aserca Airlines
Estelar Airlines
Aerpostal
Avior Airlines
ConViasa
ConViasa
Avior Airlines
Laser Airlines

Between 7:00 and 11:00 in the morning I spent the time at the famous fence with holes near the custom clearance building. All the action on RWY08L-26R, RWY08R-26L and RWY12-30 is in front of you. Around noon I brought a visit to Opa Locka Airport. It is just a 20 minutes drive from Miami Int. Airport. The airport is busy with renovation, with the result that it was almost impossible to photograph the airplanes. In addition planes are often parked together on a heap. In addition to the many bizjets and other small planes, they were loading freight into two unreadable Beech 18s.

Once back at Miami International, the whole northern part of the airport was visited. There are many roads between platforms and hangars which can be reached without any problems. This is more for reading registrations instead of taking pictures. The day ended along RWY09-27 at El Dorado furniture store and I didn't forget to visit cargo building 706. Miami Int. Airport is a hub for countless planes of American Airlines (B737, B757, B767, B777) and American Eagle (ERJ140, ERJ145). If you have one day for spotting and/or taking pictures in Miami the list above is the average result. Including some sunshine you will never get bored.

The next day I flew with American Airlines (B737-823, N987AN) with the "updated" colour scheme to Curaçao. The AA terminal made quite an impression on me. A sky train connect gate 1 and gate 60 with each other. In between are a number of excellent places to photograph taxiing and departing planes through the clean but slightly tinted windows on RWY08L-26R and RWY08R-26L. In addition you have a great view at the northern part of the airport with all the maintenance and cargo areas.

Caracas-Simon Bolivar International 1 November 2013

0102	Y-8	Venezuela Air Force
0207	B737-2N1Adv	Venezuela Air Force
9Y-TTD	ATR72-212A	Caribbean Airlines
C-GBIJ	A319-114	Air Canada
CC-CXF, CC-CZU	B767-316ER	LAN Airlines



The beautiful scenery at Caracas is enhancing the photo of this very classic Boeing 737 YV2823 of the Avior company. Previously this aircraft was known as YV342T and sported a red colour scheme. (Caracas, 2 November 2013, André Alders)

YV2937	B737-2Y5	Avior Airlines	YV2259	DC-9-31	Aserca Airlines
YV2944	ERJ190AR	ConViasa	YV2422	ATR72-212	ConViasa
Maintenance area			YV2749	MD-82	Aserca Airlines
YV332T	DC-9-31	Laser Airlines			
Stored aircraft					
YV130T	MD-83	Aeropostal			
YV139T	DC-9-51	Aeropostal			
YV141T	DC-9-32	Aeropostal		retro c/s	
YV348T	MD-82	SBA Airlines			
YV485T, YV563T	MD-82	Aeropostal		Alitalia c/s	
YV1003	DHC-7-102	ConViasa			
YV1005, YV1008	ATR42-320	ConViasa			
YV1111	CRJ700	ConViasa			
YV1850	ATR72-202	ConViasa			
YV1879, YV2220	DC-9-31	Aserca Airlines			
YV2557	B737-3G7	ConViasa			
YV2558	B737-223	ConViasa			

Friday morning 1 November, I had the short flight to Caracas with Insel Air (MD-82, PJ-MDC). I knew immediately that I was back in Venezuela because it was not clear which remote parking position was available. It is also convenient to use a mobile staircase to disembark, but it was apparently hard to find one. I met my friend in the international terminal. We had enough time to check in for my first ever Boeing 737-200 flight. After customs in the domestic terminal I took some pictures and for a moment I thought that the Concorde was back in service again followed by another one 10 minutes later. To my surprise it was the Russian Air Force which visited Caracas with two Tupolev Tu-160 Blackjacks includ-



Also Estelar still flies with the classic Boeing 737, this is evidenced by this evening photo made by André Alders at Caracas-Simon Bolivar International. (1 November 2013)

ing deployed braking parachutes. I found out that my flight was delayed with three hours. The airport screens said gate 8, my boarding pass said gate 8 but at the gate was a Rutaca Boeing 737 which had no intention to leave. There was no other information, but finally I found out that gate 5C in an overcrowded “basement” was the right place, thanks to an English speaking Venezuelan guy and a lot of running and jumping. After a pleasant flight with Estelar Boeing 737-2B7Adv YV2792, I arrived around 18:15 in the dark at Por-lamar. I was afraid I would miss my return flight with Laser Airlines to Caracas at 19:00, fortunately this flight was also delayed with tree hours. This is quite common in Venezuela. It was well worth the wait because the originally 1968 built KLM DC-9-32 PH-DNK appeared on the platform.

2 November 2013

D-AIGN	A340-313X	Lufthansa	
EC-JZL	A330-202	Air Europa	
EC-LEU	A340-642	Iberia	
EI-EJM	A330-202	Alitalia	
F-GLZP	A340-313X	Air France	
HC-COE	A320-233	TAME Ecuador	
HI-772, HI-840	Jetstream 31	ACSA Air Century	
HK-4508	ERJ190LR	Copa Airlines Colombia	
HP-1532CMP, HP-1717CMP		B737-8V3	Copa Airlines
HP-2010DAE	B757-27AF	DHL Aero Expreso	
N187AN	B757-223	American Airlines	
N331QT	A330-243F	Tampa Colombia	
N357AA	B767-323ER	American Airlines	
N568TA	A321-231	TACA	
N742AX	B767-232F	ABX Air	
N792AX	B767-281F	ABX Air	DHL c/s
N952AR, N953AR	MD-11F	Sky Lease Cargo	
N985AR	MD-11F	Centurion Air Cargo	
N496MC	B747-47UF	Atlas Air	
N598EL	A318-111	Avianca	
N968AV	A330-243	Avianca	
N991TA	A319-112	TACA	
PJ-MDC	MD-82	Insel Air	
PR-GTL	B737-8EH	GOL	
PR-MBP	A320-232	TAM	
TF-LLB	B767-3YOER	SBA Airlines	
XA-OAM	B767-2B1ER	AeroMexico	
YV137T	DC-9-51	Aeropostal	
YV155T	B727-223F	DHL Vensecar Nacional	
YV331T	DC-9-31	Laser Airlines	
YV513T	B737-230	Venezolana	
YV524T	DC-10-30F	Solar Cargo	
YV528T	B767-3P6ER	SBA Airlines	
YV1240	MD-81	Laser Airlines	
YV2911, YV2912	ERJ190AR	ConViasa	
YV2923	MD-82	Laser Airlines	
YV2943	ERJ190AR	ConViasa	

YV2957

MD-82

Aeropostal

Saturday, however, it would be all very different. I found myself back in the “basement” gates for the flight to Barcelona with Aserca Airlines. I already knew that Aserca Airlines replaced the DC-9 on this flight with one of their MD-82, but the return flight would certainly be an Avior Boeing 737-200. Again chaos around the gates and they told me to go upstairs and watch the screens carefully until the boarding sign was shown on the screens. Eventually one hour later gate 5A was indicated for my flight to get on the plane. Only a few meters away from the sliding doors to the platform, the Aserca Airlines assistant at the gate told me without any compassion that my flight was already gone. In fact, the airplane had already landed in Barcelona. Welcome to Venezuela.

I was very disappointed that within a year I failed to catch the same return flight again between Caracas and Barcelona. The rest of the day was spent between gate 10 and gate 11 in the domestic terminal. At this place no problems with security if you want to take pictures, however nothing is certain in this country. Fortunately the weather was fine, although heat waves can spoil your pictures.

Late at night I flew back to Curaçao with mixed feelings in the well-known Insel Air MD-82 PJ-MDC. But that’s not a surprise if you visit Caracas-Simon Bolivar Airport. Sunday 3 November was much more positive with two different airplanes I had never flown in before. Around 10:00 I flew from Curaçao to Bonaire in a Tiara Short 360 (P4-TIB). This felt like flying in a real Airbus. Early in the afternoon I was sitting in row 7 on a couch with an unobstructed cockpit view. The other plane was an Insel Air Embraer Bandeirante (PJ-VIP). Two short flights but a very nice experience.

Late in the afternoon I flew again to Miami with American Airlines B737 (N819NN) where I arrived in the dark. After another detour via Detroit (Delta MD-88 N993DL) I arrived at Tuesday morning with another Delta flight (B777, N861DA) back at Amsterdam-Schiphol.

Including the MD-90 I could scratch 5 different aircraft types from my wish list during this short roller coaster trip.

My friends in Venezuela want to invite me for the very last Aeropostal DC-9 flight next year. This sounds fantastic, but as I have experienced again in Venezuela, nothing is certain. About six DC-9-30s (Aserca Airlines, Laser Airlines) and one DC-9-50 (Aeropostal) are still flying, but the end is near. Even the future for the Boeing 737-200 is uncertain.

Credit: André Alders.



In the twilight of the passenger business is the DC-9 YV371T, but as André Alders is stating: nothing is certain in Venezuela (Caracas, 1 November 2013)



In New Zealand aircraft which never leave the country do not need to carry the full registration. The prefix can be omitted as is done on this AS350B ZK-HHM of Fox Franz Heli Services on top of the Fox Glacier. (11 December 2013, Peter Breevoort)



As all helicopters are registered ZK-H., even the H can be left out. Therefore the NT on the tail of this Hughes 369D of Fly My Sky show the identity of ZK-HNT. It was in the Tongariro National Park to replace lamps of the system used to warn hikers of imminent volcano eruptions. Note the mirror mounted on the right skid! (3 December 2013, Peter Breevoort)



Ex Air Méditerranée Boeing 737-200 F-GCJL was withdrawn from use late 2005. It has been used as a fire trainer at Geneva Airport since 2006. (11 January 2014, Alexander Schelbergen)



We received two pictures from stored aircraft at Karachi, an airport not visited often by spotters. First is former Hellenic Imperial Airways Boeing 747-200 SX-TIE. The aircraft has been stored at Karachi since December 2011. (25 November 2013, Jan Gerrits)



The second picture shows ex Aero Asia International BAC One-Eleven AP-BFD. This aircraft was parked at Karachi in June 2001 and has been stored there ever since. (25 November 2013, Jan Gerrits)

The Tip of the Spear

IAF F-15 and F-16 air combat victories



by Marco Pennings (all photos by author)

F-15C 848 'Baz (Falcon)' of 133sq blasts into the sky at Ovda during Blue Flag 2013. 848 downed a Syrian Gazelle and MiG-21 on 10 June 1982. Although the F-15 has been in service for 37 years now, it remains the tip of the spear in Israel's defense. (25 November 2013)

A new dawn

With the disbandment of 140 squadron on 5 August 2013, the Israeli F-16A/B community, locally referred to as Netz, took a further step in the withdrawal of these legacy fighters which have been in service for more than 34 years now. Having entered service in mid-1980, less than four years after the F-15A/B, the F-16 was a landslide improvement in air combat performance compared to the aircraft it replaced; the A-4 Skyhawk, Kfir and Mirage IIICJ. The F-15A Eagle, or Baz in Israel, was a class of its own, and test flights by Israeli pilots in the early 70's put it above the F-14 Tomcat and thus paved the way for this mighty warrior. In December 1976, four early-production F-15As arrived in Israel, eventually forming two new squadrons. The integration of this advanced fighter fleet greatly improved Israel's air combat strength; 67 F-16As and eight F-16Bs arrived under the Peace Marble I project by October 1981, and 23 F-15As, two F-15Bs, nine F-15Cs and six F-15Ds had arrived under the Peace Fox projects by June 1982. Thus some 115 F-15s and F-16s, minus a few losses, were in service with five squadrons when war broke out in Lebanon in June 1982.

That the Israeli fighter community was not new to air combat is an understatement, as it had accumulated hundreds of air-to-air kills during the War of Independence, the Suez Crisis, the Six Day War, the War of Attrition and the Yom Kippur War between June 1948 and April 1974. Aircraft like the Mirage IIICJ, Nesher and F-4E Phantom accounted for 90% of these kills. 26 years of almost continuous conflict with its Arab neighbours had moulded Israeli aircrew into some of the best fighter pilots in the world. From 1974, a high-tension peace had existed between Israel, Syria and Egypt. However in 1977, Egyptian president Anwar Sadat made a bold move and visited Israel. This act eventually led to the peace treaty signed on 26 March 1979, in which Egypt acknowledged the existence of Israel and in return regained control over the Sinai desert. With Jordan's King Hussein staying in the background, hoping to negotiate the return of the West Bank from Israel, and the distance to Iraq, only Syria and Syria-controlled Lebanon with its militant Palestinian organisations remained as Israel's most dangerous enemies.

With the return of the Sinai to Egypt, Israel lost two important airbases; Eitam and Etzion. Already on 20 May 1979, the U.S. Army Corps of Engineers selected two contractors to design

and construct two military air bases in Israel's Negev region with a total cost of ca \$1 billion, to be operational within three years. Ramon Airbase in the central Negev was built to replace the dismantled Eitam Airbase. It became operational when four A-4s arrived on 25 October 1981. Ovda Airbase in the south replaced Etzion Airbase, and was formally opened with the arrival of six Kfirs on 8 November 1981. With the opening of these two modern combat bases, Israel's fighter force was again concentrated within its pre-1967 borders.

First kills, 1979-1981

On 29 April 1974, IAF F-4Es scored two Syrian MiG-21 kills. These were the last air-combat victories for the next five years. As mentioned earlier, the F-15A entered service in 1976 and the first kills were just a matter of time. From 1969 to September 1970, Yasser Arafat's Palestine Liberation Organization PLO, with passive support from Jordan, fought a war of attrition with Israel. During this time, the PLO launched numerous attacks on Israeli forces. Israel raided the PLO camps in Jordan, withdrawing only under Jordanian military pressure. This conflict culminated in Jordan's expulsion of the PLO to Lebanon in July 1971. In 1975, increasing tension between Palestinian militants and Christian militias exploded into the Lebanese Civil War, involving all factions. In 1976, Syria joined the war by invading Lebanon, which began the 29-year Syrian occupation of Lebanon, and in 1978 Israel invaded South Lebanon, in response to the Coastal Road Massacre, executed by Palestinian militants based in Lebanon.

On 27 June 1979, Groom flight of four 133sq F-15As and Thames flight of two 133sq F-15As and two 101sq Kfir C2s were covering an A-4/F-4E strike against PLO targets in the area of the Lebanese cities Tyre and Sidon. The Syrians send six MiG-21MFs to intercept the attackers, and Groom 2; pilot Moshe Melnik in F-15A 663 made the first F-15 air-combat kill when he shot down one of the MiG-21MFs with a Python 3 missile. Four more MiG-21s fell to IAF pilots; three to F-15s (see main list) and one to Thames 4, Kfir C2 874 piloted by Shay Eshel who claimed the first and sole Kfir kill. A few months later, on 24 September, Surfboat flight of four 133sq F-15As were escorting RF-4Es over the coastline of Lebanon when they were attacked by four Syrian MiG-21s. Within minutes the MiGs were shot down using all weapons available; Python 3, AIM-7, AIM-9J and 20 mm gun.



F-16A 243 displays both the Operation Opera badge (left) and a MiG kill earned on 9 June 1982. (Tel Nof, 7 May 2008)

The ultimate prize to be had was a shoot-down of a Syrian MiG-25 Foxbat. This had a psychological reason. In 1981, IAF RF-4Es could fly along the long Lebanese-Syrian border and observe deep into Syrian territory. The shoot-down of their most advanced interceptor, the MiG-25PD, would deter them from engaging the Israeli recce jets. Therefore a trap was set; a 119sq RF-4E would act as Foxbat-bait, and fly a regular patrol along the border with a 133sq F-15A standing by at Tel Nof to engage any MiG taking the bait.

On 13 February 1981, the first trap was set. Mars 2, the RF-4E, started its regular recce profile. At 13:02 hrs Mars 1, the F-15A, was launched and directed to a certain distance behind the RF-4. Over Lebanon, a suspected MiG-25 was detected by controllers and Mars 2 returned to Israel. Mars 1 was given a head-on interception course, and launched three AIM-7 Sparrows at the target. The MiG-25PD was seen to explode. Pilot Benyamin Zinker in F-15A 672 was credited with the first MiG-25 kill in history. Needless to say, the Syrians and Russians were shocked. On 29 July, pilot Sha'ul Simon in F-15A 673 got another MiG-25PD near Beirut with an AIM-7. This time it was not a trap, but in defense of two 119sq F-4Es returning from a strike in Lebanon.

On 2 July 1980 the F-16A entered service. Within a year the first air-combat success was achieved. On 28 April 1981, 117sq started Operation Locomotive I with the objective to hunt Syrian Mi-8s over Lebanon, carrying Syrian troops for operations against Christian bases. Rafi Raz in F-16A 112 got the world's first F-16 kill when he shot down a Mi-8 over Lebanon at 12:14 hrs using his M61 gun. Later that day, pilot Dubi Yoffe got another one in F-16A 126 at 17:29 hrs using an AIM-9.

Operation Opera

Although no air-combat victories were claimed, the following operation was nevertheless an impressive show of force involving aircraft and pilots who would become future aces. Sometimes, distance does not matter and this was proven on two occasions. Iraq's nuclear reactor development program initiated by President Saddam Hussein had been a thorn in the eyes of both Iran and Israel. Iran had been at war with Iraq since September 1980 and at dawn on 30 September 1980; two Iranian F-4E Phantoms bombed and damaged the reactor at Osirak near Baghdad. Israel decided to finish the job, and Operation Opera was carried out on 7 June 1981; eight F-16s and six F-15s acting as top-cover flew a 3200 km unrefuelled round trip from Etzion AB in the Sinai, over Saudi Arabia (outbound leg) and Jordan (return leg) and successfully destroyed the reactor. Ten Iraqi soldiers and a French engineer were killed. The pilots involved in the mission were the top of their squadron, MiG-killers, would-be MiG-killers and future astronaut Ilan Ramon.

The Opera Stars

callsign	sqn	type	a/c	pilot/crew
Izmel 1	117sq	F-16A	113	Ze'ev Raz (sqn Co)
Izmel 2	117sq	F-16A	107	Amos Yadlin
Izmel 3	117sq	F-16A	118	Dov Opher (Dubai Yoffe)
Izmel 4	117sq	F-16A	129	Hagai Katz

A/c configuration: 1x 300 gal tank, 2x 370 gal tanks, 2x Mk.84 bombs, 2x AIM-9L.

Eshkol 1	110sq	F-16A	249	Amir Nachumi (sqn Co)
Eshkol 2	110sq	F-16A	240	Yftach Spector
Eshkol 3	110sq	F-16A	239	Israel (Relik) Shafir
Eshkol 4	110sq	F-16A	243	Ilan Ramon

A/c configuration: 1x 300 gal tank, 2x 370 gal tanks, 2x Mk.84 bombs, 2x AIM-9L.

Petel 1	133sq	F-15B	n/n	M. Melnik (sqn Co) & Y. Rachmilevich
Petel 2	133sq	F-15A	n/n	Benyamin Zinker

A/c configuration: 2x CFT, 4x AIM-7F, 4x AIM-9G, EW pods.

Pachman 1	133sq	F-15A	n/n	Eitan Ben Eliyahu
Pachman 2	133sq	F-15A	n/n	Yoram Peled

A/c configuration: 2x CFT, 4x AIM-7F, 4x AIM-9G.

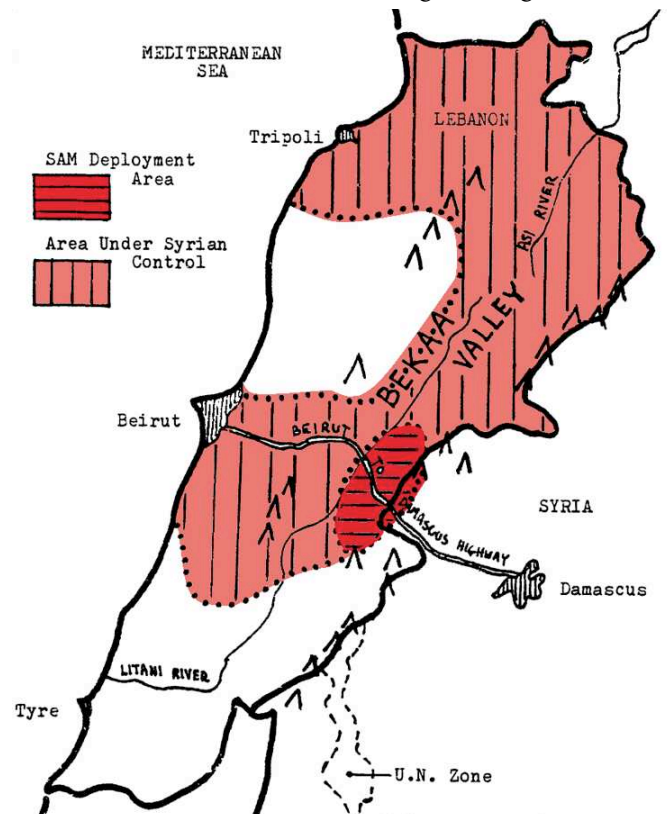
Patephone 1	133sq	F-15A	n/n	unknown
Patephone 2	133sq	F-15B	n/n	Micki Lev & Aviem Sella

A/c configuration: unknown, Patephone 2 was HF radio relay aircraft.

Note; we have a 2011 photograph of F-16A 111 with an Operation Opera marking on the nose, so we have photo-proof of five 117sq aircraft with these markings, plus photo-proof of the mentioned four on the runway just before the attack. There are NO pictures available of the 110sq aircraft just before the attack; 239, 243 and 249 have the Operation Opera marking, 240 crashed before the marking was introduced in 1999. Maybe 111 was marked in error?

Operation Peace for the Galilee

In the spring of 1982, Palestinian terrorists entrenched themselves in southern Lebanon, creating an informal state-within-a-state. From there they dispatched terrorists on missions abroad and fired Katyusha rockets and artillery at civilian targets in Israel's northern Galilee region. On 3 June 1982, Israeli Ambassador Shlomo Argov was gunned down



The situation in Lebanon at the start of Operation Peace for the Galilee on 6 June 1982. (Air Command and Staff College AD-A192545)



F-16A 243, until recently of 140sq, is often displayed at airshows. Its claim to fame is participation in Operation Opera, the attack on the Iraqi nuclear reactor, when it was flown by future-astronaut Ilan Ramon as wingman of future-ace Relik Shafir. (Tel Nof, 7 May 2008)

and critically wounded near his London home. The attackers were members of the Abu Nidal organisation, a Palestinian terrorist splinter group from Yasser Arafat's PLO. The attack had been ordered by the Iraqi Intelligence Service. Although the attack was not executed by the PLO, it was used by Israeli Prime Minister Menachem Begin as a justification for an invasion of Lebanon. The next day Israeli jets bombed PLO ammunition depots and training bases. This triggered a massive PLO bombardment against Israel's northern settlements, causing extensive damage and loss of life.

On 6 June, the IDF launched Operation Peace for the Galilee with the purpose of eliminating the threat to Israel's northern settlements. Israeli units advanced along three major north-south routes, destroying PLO bases and their terrorist infrastructure along the way. IAF fighters and attack helicopters bombed terrorist strongholds, clearing the way for the ground forces. Transport helicopters provided around-the-clock tactical and logistic support. The elimination of the Bekaa Valley surface-to-air missile (SAM) sites therefore became an urgent priority. The SAM sites were a combination of SA-2s, SA-3s, and SA-6s. Initial plans called for attacks on fourteen SAM sites.

Then on Tuesday 8 June, IAF commander David Ivry learned that Israeli Remotely Piloted Vehicles (RPVs) had spotted an additional five SA-6s moving from the Golan Heights into the Bekaa Valley. He changed his plans, got a green light from Israel's Cabinet and Israel launched the 96-plane strike force at 2 pm on 9 June. The Syrians ordered their combat air patrols to return to base and land. With their fighters down and safely out of the way, Syrian commanders thought they were going to have a free-fire zone to shoot at anybody who flies. When the attack was launched, F-15s and F-16s provided interception and air defense capability while F-4E Phantoms took the main role in attacking the SAM batteries. RPVs went in first to get the Syrian SAMs to turn on their radars. Led by a flight of F-4s armed with Maverick and Shrike anti-radiation missiles which destroyed most of the radar systems, IAF F-4, F-15, F-16, and Kfir C2 aircraft destroyed the batteries one-by-one using a variety of ordnance; laser-guided and tv-guided bombs, infra-red and anti-radiation missiles, and even iron bombs.

Israeli RPVs also helped to provide constant locations of the Syrian SAM batteries. Because the fighters were now striking known locations, the attack moved fast thus minimizing the exposure of aircraft to the SAMs. The rapid flight time of the missiles also furnished just enough standoff to maximize the

F-4Es' chances of getting away. Immediately, the SAM batteries were destroyed one after another. A second wave of 92 IAF planes struck at 3:50 pm. As this wave attacked, Syrian interceptors joined the fray in an attempt to intercept and disturb the attacks on the SAM batteries. Ivry's tactic was to vector four-ship formations of Israeli fighters into the engagement zone, one at a time. Each air battle lasted one to two minutes.

Ivry did not want to let more than one four-ship into the battle area to be on the safe side, so that they were not going to intercept one of their own. For the Syrians, the battle was hopeless, tactically and psychologically. Selective airborne communications jamming frazzled the airwaves for the Syrian MiG-21s and MiG-23s and cut them off from their ground control. The lack of confidence as the Syrian fighter pilots launched and came up into the fight without any idea of the interception route they would run was evident. When they did try something, the interceptions attempted by the MiG pilots were not very efficient. Israeli fighters were sometimes shooting down two or three out of four of the Syrians.

The Israeli pilots kept their advantage. Within half an hour, they shot down 26 MiG-21s and MiG-23s (see main list). When the shooting was over, the IAF had destroyed seventeen out of nineteen SAM batteries within two hours, without losing an airplane. The combat tally grew so that by noon on Friday 11 June, when a cease-fire took effect, F-15s and F-16s had downed 77 Syrian aircraft (and one by an F-4E) without a single air-to-air loss (so they claim); an overwhelming victory for Israel and its latest generation of fighter aircraft. The actual number of aircraft lost by Syria is still open for debate. Over the years, Syrian sources have admitted the following 68 losses of the air force in battles over Lebanon in the period from 7 until 11 June 1982:

Admitted SYAF losses

MiG-23MF	6	17 FBR Saygal AB
MiG-23MS	4	el-Mezze AB
MiG-23BN	14	17 FBR and 34 FBR Nasiriyah AB
MiG-21MF	11	
MiG-21bis	26	
Su-22M	7	FBR Nasiriyah AB

Approximately 27 pilots were killed and eighteen were wounded. A total of 85 aircraft and helicopters were lost to all causes. Operation Peace for the Galilee was the ultimate air-combat arena. Only 8,5 additional kills have been recorded since then; all by F-15s and all by 106sq. They include a Syrian MiG-25RB shared with a Hawk battery, and four Syrian MiG-29s. The MiG-29 kills in 1989 and 2001 are still to be officially

acknowledged, and no additional kill-markings seem to have been added to the F-15 fleet.

Operation Wooden Leg

What the F-16 can do, the F-15 can do as well....On 25 September 1985, during the Jewish holy day of Yom Kippur, gunmen from the PLO's elite Force 17 unit hijacked an Israeli yacht off the coast of Larnaca, Cyprus, and killed the three Israeli tourists on board. The PLO claimed that the victims were Mossad agents monitoring Palestinian naval traffic out of Cyprus. The attack was a response for the capture and imprisonment of senior Force 17 commander Faisal Abu Sarah by the Israeli Navy two weeks earlier. The Israeli cabinet and the Israeli Air Force desired immediate retaliation, and selected the Tunis headquarters of the PLO as their target.

The strike was carried out by eight F-15C/D Eagles, accompanied by two spares up until the point of no return, with Stars of David and Hebrew names erased. At 08:06 on 1 October 1985, the aircraft took off from Tel Nof Airbase for their 4100 km round trip. A KC707 refuelled the F-15s in mid-flight over the Mediterranean Sea, while the attack was controlled by an EC707 C&C aircraft. The route was designed to avoid detection by Egyptian and Libyan radars, and United States Navy vessels patrolling the Mediterranean. The F-15s flew low over the shore, and dropped their precision-guided GBU-15 munitions on the PLO headquarters, a cluster of buildings along the seaside. The planes attacked the southern location first, so that the northern wind would not pull smoke over the northern targets.

The attack lasted for six minutes, after which the F-15s returned to Israel and were again refuelled by a KC707. The PLO headquarters was completely destroyed, although Yasser Arafat, the head of the organization, was not present at the time and escaped unharmed. Israel claimed that approximately sixty PLO members were killed, including several leaders of Force 17, and several of Arafat's bodyguards. According to other sources, 56 Palestinians and 215 Tunisians were killed and about 100 wounded. One GBU-15 did not guide and could have hit a civilian target.

Known participants

#	type	a/c	sqn	a/c configuration
1	F-15D	223	106sq	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
2	F-15D	280	(106sq)	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
3	F-15D	450	133sq	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
4	F-15D	455	(133sq)	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
5	F-15D	970	106sq	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
6	F-15D	957	106sq	GBU-15, 2x AIM-7, 2x AIM-9, 600 gal tank
7	F-15C	530	106sq	6x Mk.82 bombs plus AIM-7, AIM-9, fuel tanks
8	F-15C	840	106sq	6x Mk.82 bombs plus AIM-7, AIM-9, fuel tanks
	F-15B	404	133sq	reported as back-up
	F-15B	408	133sq	reported as back-up

As far as we could determine, no Operation Wooden Leg markings were ever applied to the aircraft.



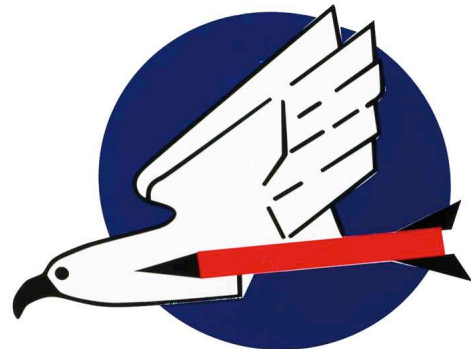
Typical early model GBU-15 Television- or IR Guided Glide Bomb. In the Tunis raid, six of these bombs were used with devastating effect, but one failed to guide properly and probably hit a civilian target.

F-15 and F-16 MiG-killer Squadrons



106 the Spearhead squadron; 8,5 kills

Peace Fox III comprised nine F-15Cs and six F-15Ds which were received in 1981 and 1982. Initially they were used by 133sq, but on 19 April 1982 the first three F-15C/Ds were received at Tel Nof. However, at the outbreak of the Bekaa Valley campaign, these aircraft returned to 133sq. 106 squadron was activated shortly after the war, on 15 June 1982. Peace Fox III added another batch of nine F-15Cs and two F-15Ds in 1984 and 1985. Peace Fox IV were five F-15Ds arriving in 1991 and finally Peace Fox V added eighteen ex-USAF F-15As and six ex-USAF F-15Bs to the inventory. Peace Fox IV and V aircraft were distributed over 106sq and 133sq. Israel received a total of 80 F-15A/B/C/D models, but some Peace Fox V aircraft were only used for spares. The unit still uses the F-15B/C/D at Tel Nof.



110 the Knights of the North squadron; 22 kills

Based at Ramat David, The Knights of the North squadron started F-16 operations on 10 October 1980 with four aircraft on loan from 117sq. They received three new Peace Marble I F-16As on 11 December 1980. The squadron operated the Netz from Ramat David until replaced by the F-16C/D in 1987. The F-16A/Bs are distributed over 140sq, replacing the A-4N, and 253sq at Ramon.



117 the First Jet squadron; 23 kills

The 'First Jet' squadron received two Peace Marble F-16As and two F-16Bs at Ramat David on 2 July 1980. The squadron operated the Netz from Ramat David until replaced by the F-16C/D in 1987. The F-16A/Bs were distributed over 140sq and 253sq at Ramon.



133 the Twin Tail squadron; 47 kills

The first three of four Peace Fox F-15As arrived at Tel Nof on 10 December 1976. They were handed over to 133sq two days later. Nineteen F-15As and two F-15Bs arrived in 1977 under program Peace Fox II. Nine Peace Fox III F-15Cs and six F-15Ds were received in 1981 and 1982. The unit still uses the F-15A/B/C/D at Tel Nof.



253 the Negev squadron; 5 kills

The Negev squadron took delivery of its first two F-16As at Ramat David on 27 May 1981. It remained there until being transferred to Ramon Airbase in the Negev, which had been built to replace the dismantled Eitam Airbase in the Sinai. The transfer began in January 1982 and was completed on 25 February, with the flyover of 16 aircraft. The southern location of Ramon resulted in greater distance to Lebanon and Syria, and is one of the reasons that the squadron could not achieve the high number of kills of the Tel Nof and Ramat David units. The squadron operated the Netz from Ramon until March 2003, and were replaced by the F-16I in February 2004. Their F-16A/Bs went to 116sq at Nevatim, where they replaced the A-4N.

Top five F-15 and F-16 pilots

The list of pilots with kills is long (see main list at end), but the top-five is presented here.

pilot	date	a/c	sqn	s/n	victim
Amir Nachumi 7 kills	14-Jul-81	F-16A	110sqn	219	MiG-21
	9-Jun-82	F-16A	110sqn	220	MiG-21
	10-Jun-82	F-16A	110sqn	234	MiG-23
	10-Jun-82	F-16A	110sqn	234	MiG-23
	10-Jun-82	F-16A	110sqn	234	MiG-23
	10-Jun-82	F-16A	110sqn	237	MiG-21
	10-Jun-82	F-16A	110sqn	237	MiG-21
Avner Naveh 6,5 kills	24-Sep-79	F-15A	133sqn	695	MiG-21
	24-Sep-79	F-15A	133sqn	695	MiG-21
	10-Jun-82	F-15D	133sqn	957	MiG-23
	10-Jun-82	F-15D	133sqn	957	MiG-23
	10-Jun-82	F-15D	133sqn	957	MiG-21
	19-Nov-85	F-15C	106sq	840	MiG-23
	19-Nov-85	F-15C	106sq	840	MiG-23 (0,5)

Yoram Peled 6 kills	27-Jun-79	F-15A	133sqn	672	MiG-21
	9-Jun-82	F-15A	133sqn	684	MiG-21
	9-Jun-82	F-15A	133sqn	684	MiG-21
	10-Jun-82	F-15D	133sqn	979	MiG-21
	11-Jun-82	F-15A	133sqn	678	MiG-23
	11-Jun-82	F-15A	133sqn	678	MiG-23

Relik Shafir 5 kills	24-Sep-79	F-15A	133sqn	692	MiG-21
	9-Jun-82	F-16A	110sqn	223	MiG-21
	9-Jun-82	F-16A	110sqn	232	MiG-21
	11-Jun-82	F-16A	110sqn	225	Su-22
	11-Jun-82	F-16A	110sqn	225	Su-22

Eytan Stibbe 4,5 kills	9-Jun-82	F-16A	117sqn	129	MiG-23 (0,5)
	11-Jun-82	F-16A	117sqn	107	MiG-23
	11-Jun-82	F-16A	117sqn	107	Su-22
	11-Jun-82	F-16A	117sqn	107	Su-22
	11-Jun-82	F-16A	117sqn	107	SA.342L/M

Where are they now

Many F-15 and F-16 MiG-killers are still operational. Here we present a list of the current status of all known victors.

victor	s/n	kills	status	l/n
F-15A	646	4	wfu	2004
F-15A	658	2	133sq	nov13
F-15A	663	1	133sq	nov13
F-15A	667	1	133sq	jun13
F-15A	672	2	133sq	w/o 15aug1988
F-15A	673	1	133sq	jun13
F-15A	676	1	133sq	w/o 29sep1979
F-15A	678	2	133sq	jun13
F-15A	684	3	133sq	w/o 15aug1988
F-15A	686	2	133sq	jun13
F-15A	689	1	133sq	jun13
F-15A	692	1	133sq	jun13
F-15A	695	4	133sq	apr13
F-15A	696	1	133sq	jul05
F-15B	704	2	133sq as 404	jul13
F-15B	708	1	133sq as 408	may08
F-15C	802	4	106sq	nov13
F-15C	818	0,5	106sq	dec08
F-15C	821	0,5	106sq	w/o 10feb1991
F-15C	828	1	106sq	jun13
F-15C	832	0,5	106sq	apr13
F-15C	840	3,5	106sq	apr10
F-15C	848	2	133sq	nov13
F-15D	955	1	133sq as 455	nov13
F-15D	957	4,5	106sq	jun13
F-15D	979	3	106sq	nov10



F-15A 695 'Ha'Kochav (The Star)' proudly displays its four Syrian Air Force kills, recognizable by the three small stars inside the white circle. (Ramat David, 16 April 2013)



F-15A 673 'Ha'Oketz (the Sting)' uses its 'Barn Door' to good effect while landing at Tel Nof. Pilot Sha'ul Simon got a Syrian MiG-25PD with an AIM-7 Sparrow on 29 July 1981. (Tel Nof, 23 June 2013)

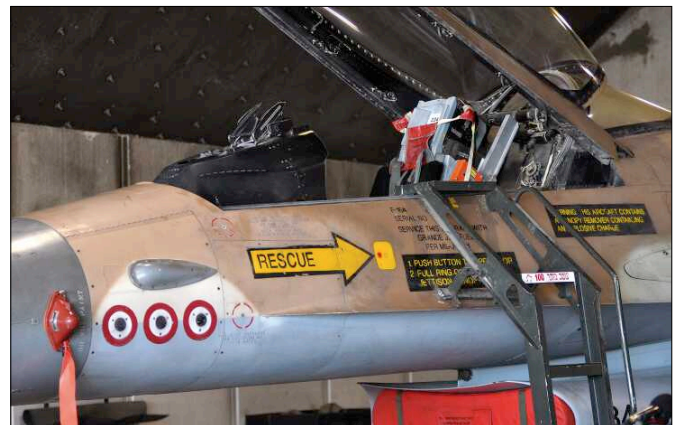
F-16A	107	6,5	116sq	aug13
F-16A	111	2	116sq	oct11
F-16A	112	1	116sq	aug13
F-16A	116	3	116sq	oct12
F-16A	118	1	Ovda AB store	nov13
F-16A	124	1	115sq	aug13
F-16A	126	1	140sq	aug13
F-16A	129	1	116sq	apr13
F-16A	138	1	Ovda AB store	nov13
F-16A	219	1	140sq	aug13
F-16A	220	1	115sq	aug13
F-16A	223	1	Ovda AB store	nov13
F-16A	225	3	110sq	w/o 7dec1986
F-16A	232	1	116sq	nov13
F-16A	234	3	115sq	nov13
F-16A	237	3	140sq	w/o 2feb2000
F-16A	240	3	110sq	w/o 10apr1986
F-16A	242	1	116sq	feb13
F-16A	243	1	140sq	aug13
F-16A	246	1	115sq	nov13
F-16A	250	2	115sq	mar12
F-16A	252	1	140sq	aug13
F-16A	254	2	140sq	aug13
F-16A	255	1	140sq	aug13
F-16A	258	2	140sq	aug13
F-16A	267	1	116sq	feb13
F-16A	272	1,5	140sq	aug13
F-16A	284	1	116sq	oct12
F-16A	290	2	253sq	w/o 17jan1995

There were 26 victorious F-15s of which four have crashed and one has been withdrawn from use. There were 29 victorious F-16s of which four have crashed and three are stored at Ovda. 43 F-15s and F-16s with kill markings are still operational.

On the right we see the scoreboard of F-15D 957 'Markiyah Shchakim (Skyblazer)', the top-scoring Eagle. This was only discovered after a thorough review of claims and logbooks. Previously, F-15C 840 was thought to be the top-scorer with six kills. Avner Naveh and Michael Cohen got two MiG-23s and a MiG 21 over Lebanon on 10 June 1982. A hat-trick for crew and 957. A MiG-21bis on 8 June 1982 and a shared MiG-23ML (with F-15C 840) on 19 November 1985 make up the remainder. (Ostrava, 24 September 2011, Zicherka)



F-16A 107 is the absolute top-scoring Netz with 6,5 kills. It also participated in Operation Opera and was flown by Amos Yadlin with callsign Izmel 2. (Hatzerim, 9 May 2008)



F-16A 234 scored a hat-trick on 10 June 1982, when Amir Nachumi shot down three MiG-23s over Lebanon while with 110sq. (Ovda, 25 November 2013)



F-15 and F-16 air combat victories list

#	date	Pilot/crew	victor	sqn	s/n	victim	unit	location	weapon	remarks
1	27jun1979	Moshe Melnik	F-15A	133sq	663	MiG-21MF	Syria	Sidon and Tyre area	Python 3	Callsign Groom 2
2	27jun1979	Joel Feldschuh	F-15B	133sq	704	MiG-21MF	Syria	Sidon and Tyre area	AIM-7	Callsign Groom 4
3	27jun1979	Eitan Ben Eliyahu	F-15A	133sq	689	MiG-21MF	Syria	Sidon and Tyre area	Gun	Callsign Groom 3
4	27jun1979	Yoram Peled	F-15A	133sq	672	MiG-21MF	Syria	Sidon and Tyre area	AIM-9J	Callsign Thames 1
5	24sep1979	Avner Naveh	F-15A	133sq	695	MiG-21	Syria	East of Beirut	Python 3	Callsign Surfboat 1
6	24sep1979	Avner Naveh	F-15A	133sq	695	MiG-21	Syria	East of Beirut	Gun	Callsign Surfboat 1
7	24sep1979	Dadi Rosenthal	F-15A	133sq	676	MiG-21	Syria	East of Beirut	AIM-7	Callsign Surfboat 2
8	24sep1979	Relik Shafir	F-15A	133sq	692	MiG-21	Syria	East of Beirut	AIM-9J	Callsign Surfboat 3
9	24aug1980	Ilan Margalit	F-15A	133sq	696	MiG-21	Syria	Southern Lebanon	AIM-7	Callsign Sherif 2
10	31dec1980	Yoav Stern	F-15A	133sq	695	MiG-21	Syria	Over sea near Saida	Python 3	Callsign Tokyo 1
11	31dec1980	Yair Rachmilevich	F-15A	133sq	646	MiG-21	Syria	Over sea near Saida	AIM-9J	Callsign Tokyo 2
12	13feb1981	Benyamin Zinker	F-15A	133sq	692	MiG-25PD	Syria	Over Lebanon	AIM-7	Callsign Mars 1
13	28apr1981	Rafi Berkovich	F-16A	117sq	112	Mi-8	Syria	Over Lebanon at 12:14	M61	
14	28apr1981	Dov Opher	F-16A	117sq	126	Mi-8	Syria	Over Lebanon at 17:29	AIM-9	
15	14jul1981	Amir Nachumi	F-16A	110sq	219	MiG-21	Syria	Over Lebanon	AIM-9	
16	29jul1981	Sha'ul Simon	F-15A	133sq	692	MiG-25PD	Syria	Near Beirut	AIM-7	Callsign Naples 1
17	21apr1982	Ze'ev Raz	F-16A	117sq	107	MiG-23BN	Syria	Over Lebanon	AIM-9	
18	21apr1982	Hagai Katz	F-16A	117sq	284	MiG-23BN	Syria	Over Lebanon	AIM-9	Aircraft 284 loaned from 253sq
19	25may1982	Amos Mohar	F-16A	110sq	240	MiG-21	Syria	Over Lebanon	?	
20	25may1982	Amos Mohar	F-16A	110sq	240	MiG-21	Syria	Over Lebanon	?	
21	07jun1982	Ofer Lapidot	F-15A	133sq	658	MiG-23MF	17 FBR	South Beirut	Python 3	Callsign Hedgehog 2
22	08jun1982	Yoram Hofman	F-15A	133sq	686	MiG-21bis	Syria	Over Lebanon	AIM-7	Callsign Palace 2
23	08jun1982	Sha'ul Schwartz/ Reuven Solan	F-15D	133sq	957	MiG-21bis	Syria	Over Lebanon	AIM-7	Callsign Palace 1
24	08jun1982	Sha'ul Simon	F-15C	133sq	818	MiG-23MF (0,5)	17 FBR	Over Damur	AIM-7	Callsign Visit 1, shared with 832
24	08jun1982	Dadi Rosenthal	F-15C	133sq	832	MiG-23MF (0,5)	17 FBR	Over Damur	AIM-7	Callsign Visit 3, shared with 818
25	08jun1982	Shlomo Sas	F-16A	110sq	225	MiG-23BN	17 FBR	Over Marjayun (Jezzin)	AIM-9L	Callsign Galia 1
26	08jun1982	Avishai Cana'an	F-16A	110sq	250	MiG-23BN	17 FBR	Over Marjayun (Jezzin)	AIM-9L	Callsign Galia 4
27	08jun1982	Dov Opher	F-16A	110sq	242	MiG-23BN	17 FBR	Over Marjayun (Jezzin)	AIM-9L	Callsign Galia 3
28	09jun1982	Yoram Peled	F-15A	133sq	684	MiG-21	Syria	Over Lebanon	AIM-7	Callsign Notepad 3
29	09jun1982	Yoram Peled	F-15A	133sq	684	MiG-21	Syria	Over Lebanon	Python 3	Callsign Notepad 3
30	09jun1982	Relik Shafir	F-16A	110sq	232	MiG-21	Syria	Over Lebanon	AIM-9L	
31	09jun1982	Opher Eynav	F-16A	110sq	237	MiG-21	Syria	Over Lebanon	AIM-9L	Wingman of Shafir in 232
32	09jun1982	Gil Rapaport	F-15A	133sq	658	MiG-23	Syria	Over Lebanon	AIM-7	Callsign Martin 2
33	09jun1982	Avi Maor	F-15A	133sq	646	MiG-23MF	Syria	Over Lebanon	Python 3	Callsign Lenient 4
34	09jun1982	Avi Maor	F-15A	133sq	646	MiG-21MF	Syria	Over Lebanon	M61	Callsign Lenient 4
35	09jun1982	Ronen Shapira	F-15A	133sq	684	MiG-23	Syria	Over Lebanon	AIM-7	Callsign December 4
36	09jun1982	Ronen Shapira	F-15A	133sq	686	MiG-21	Syria	Over Lebanon	Python 3	Callsign Notepad 2
37	09jun1982	Moshe Melnik	F-15C	133sq	802	MiG-21	Syria	Over Lebanon	Python 3	Callsign Lenient 1
38	09jun1982	Moshe Melnik	F-15C	133sq	802	MiG-23	Syria	Over Lebanon	AIM-7	Callsign Lenient 1
39	09jun1982	Oran Hampel	F-15A	133sq	695	MiG-21	Syria	Over Lebanon	AIM-7F	Callsign Notepad 4
40	09jun1982	Amir Nachumi	F-16A	110sq	220	MiG-21	Syria	Over Lebanon	AIM-9L	
41	09jun1982	Avishai Cana'an	F-16A	110sq	243	MiG-21	Syria	Over Lebanon	AIM-9L	
42	09jun1982	Roee Tamir	F-16A	110sq	250	MiG-21	Syria	Over Lebanon	AIM-9L	
43	09jun1982	Avi Lavie	F-16A	110sq	255	MiG-21	Syria	Over Rayak, Lebanon	AIM-9L	
44	09jun1982	Relik Shafir	F-16A	110sq	223	MiG-21	Syria	Over Lebanon	AIM-9L	
45	09jun1982	Eytan Stibbe	F-16A	117sq	129	MiG-23 (0,5)	Syria	Over Lebanon at 15:56	AIM-9L	C/s Czech, shared with 107
45	09jun1982	Elyezer Shkedi	F-16A	117sq	107	MiG-23 (0,5)	Syria	Over Lebanon at 15:56	AIM-9L	C/s Czech 3, shared with 129
46	09jun1982	Yehuda Bavli	F-16A	253sq	272	MiG-23?	Syria	Over Lebanon		
47	09jun1982	Yehuda Bavli	F-16A	253sq	272	MiG-23 (0,5)	Syria	Over Lebanon		Shared claim
47	09jun1982	unknown	F-16A	253sq	n/n	MiG-23 (0,5)	Syria	Over Lebanon		Shared with 272
48	09jun1982	Elyezer Shkedi	F-16A	117sq	107	MiG-23	Syria	Over Lebanon at 15:55	AIM-9L	Callsign Czech 3
49	09jun1982	Uri Gil	F-16A	253sq	290	MiG-23	Syria	Over Lebanon		
50	09jun1982	Uri Gil	F-16A	253sq	290	MiG-23	Syria	Over Lebanon		
51	09jun1982	Nimrod Gur	F-16A	253sq	267	MiG-23	Syria	Over Lebanon		
52	09jun1982	Squadron kill	F-15	133sq	--	MiG-23	Syria	Over Lebanon	Manoeuvre	Crashed into ground
53	09jun1982	Squadron kill	F-15	133sq	--	MiG-23	Syria	Over Lebanon	Manoeuvre	Crashed into ground
54	10jun1982	Yoram Peled/ Zvika Liphshitz	F-15D	133sq	979	MiG-21	Syria	Over Lebanon	Python 3	Callsign Plundered 1



Opposite view of F-16A 107, today of 116sq. Eytan Stibbe of 117sq got an amazing four Syrian kills on 11 June 1982: A MiG-23, two Su-22s and a Gazelle. (Tel Nof, 15 April 2013)



F-15A 678 'Ha'Yoreh (The Shooter)' of 133sq is still going strong. It was delivered to 133sq in 1978 and is now 35 years old. On 11 June 1982, pilot Yoram Peled used AIM-7F Sparrows to down two MiG-23MS over Karoun Lake in Lebanon. Both kill markings are visible on the nose. (Tel Nof, 23 June 2013)

55	10jun1982	Avner Naveh/ Michael Cohen	F-15D	133sq	957	MiG-23	Syria	Over Lebanon	AIM-7F	Callsign Rattler 1
56	10jun1982	Avner Naveh/ Michael Cohen	F-15D	133sq	957	MiG-23	Syria	Over Lebanon	Python 3	Callsign Rattler 1
57	10jun1982	Avner Naveh/ Michael Cohen	F-15D	133sq	957	MiG-21	Syria	Over Lebanon	Python 3	Callsign Rattler 1
58	10jun1982	Benyamin Zinker	F-15C	133sq	840	MiG-23	Syria	Over Lebanon	Python 3	Callsign Comb 21
59	10jun1982	Ziv Nadivi	F-15C	133sq	848	SA.342L/M	Syria	Over Lebanon	Python 3	Callsign Comb 12
60	10jun1982	Gil Rapaport	F-15C	133sq	828	MiG-23	Syria	Over Lebanon	Python 3	Callsign Comb 22
61	10jun1982	No'am Canaani	F-15C	133sq	802	MiG-23	Syria	Over Lebanon	Python 3	Callsign Bandage 2
62	10jun1982	No'am Canaani	F-15C	133sq	802	MiG-23	Syria	Over Lebanon	Python 3	Callsign Bandage 2
63	10jun1982	Sha'ul Schwartz/ Uzi S.	F-15B	133sq	708	MiG-21	Syria	Over Lebanon	Python 3	Callsign Note Pad 1
64	10jun1982	Yoram Hofman	F-15C	133sq	848	MiG-21	Syria	Over Lebanon	M61	Callsign Note Pad 2
65	10jun1982	Micki Lev	F-15D	133sq	955	MiG-21	Syria	Over Lebanon	Python 3	Callsign Prolific 3
66	10jun1982	Yftach Shadmi	F-15A	133sq	667	MiG-21	Syria	Over Lebanon	Python 3	Callsign Plundered 2
67	10jun1982	Amir Nachumi	F-16A	110sq	237	MiG-21	Syria	Over Lebanon	AIM-9L	Callsign Masrek
68	10jun1982	Amir Nachumi	F-16A	110sq	237	MiG-21	Syria	Over Lebanon	AIM-9L	Callsign Masrek
69	10jun1982	Amir Nachumi	F-16A	110sq	234	MiG-23	Syria	Over Lebanon at 17:00	AIM-9L	Callsign Gandi
70	10jun1982	Amir Nachumi	F-16A	110sq	234	MiG-23	Syria	Over Lebanon at 17:00	AIM-9L	Callsign Gandi
71	10jun1982	Amir Nachumi	F-16A	110sq	234	MiG-23	Syria	Over Lebanon at 17:00	Manoeuvre	Callsign Gandi
72	10jun1982	Sasha Levin	F-16A	117sq	111	MiG-21	Syria	Over Lebanon at 17:00	AIM-9L	Callsign Hyena 4
73	10jun1982	Sasha Levin	F-16A	117sq	111	SA.342L/M	Syria	Over Lebanon at 17:10	AIM-9L	Callsign Hyena 4
74	10jun1982	Hagai Katz	F-16A	117sq	118	MiG-23	Syria	Over Lebanon at 18:50	AIM-9L	Callsign Messiah 1
75	10jun1982	Shlomo Zaytman	F-16A	117sq	124	MiG-23	Syria	Over Lebanon at 18:45	AIM-9L	Callsign Messiah 3
76	10jun1982	Ami Lustig	F-16A	117sq	138	MiG-23	Syria	Over Lebanon at 18:45	M61	Callsign Messiah 4
77	10jun1982	Rafi Berkovich	F-16A	117sq	116	MiG-23	Syria	Over Lebanon at 17:00	AIM-9L	Callsign Hyena 2
78	10jun1982	Rafi Berkovich	F-16A	117sq	116	MiG-23	Syria	Over Lebanon at 17:00	AIM-9L	Callsign Hyena 2
79	10jun1982	Rafi Berkovich	F-16A	117sq	116	MiG-21	Syria	Over Lebanon at 17:00	M61	Callsign Hyena 2
80	11jun1982	Yoram Peled	F-15A	133sq	678	MiG-23MS	Syria	Over Karoun lake	AIM-7F	Callsign Maturity 3
81	11jun1982	Yoram Peled	F-15A	133sq	678	MiG-23MS	Syria	Over Karoun lake	AIM-7F	Callsign Maturity 3
82	11jun1982	Ofer Lapidot	F-15A	133sq	646	MiG-21	Syria	Over Lebanon	Python 3	Callsign Nails 2
83	11jun1982	Yftach Shadmi	F-15C	133sq	840	MiG-21	Syria	Over Lebanon	Python 3	Callsign Blowtorch 4
84	11jun1982	Sha'ul Simon/ Amir Chodorov	F-15B	133sq	704	MiG-21	Syria	Over Lebanon	Python 3	Callsign Blowtorch 3
85	11jun1982	Yehuda Bavli	F-16A	110sq	240	Su-22M-2K	34 FBR	Over Lebanon	AIM-9L	
86	11jun1982	Roeie Tamir	F-16A	110sq	246	MiG-21	Syria	Over Lebanon	AIM-9L	
87	11jun1982	Relik Shafir	F-16A	110sq	225	Su-22M-2K	34 FBR	Over Lebanon	AIM-9L	
88	11jun1982	Relik Shafir	F-16A	110sq	225	Su-22M-2K	34 FBR	Over Lebanon	AIM-9P3	
89	11jun1982	Eytan Stibbe	F-16A	117sq	107	MiG-23BN	34 FBR	Over Lebanon at 10:45	AIM-9L	Callsign Screwdriver 4
90	11jun1982	Eytan Stibbe	F-16A	117sq	107	Su-22M-2K	34 FBR	Over Lebanon at 10:45	AIM-9L	Callsign Screwdriver 4
91	11jun1982	Eytan Stibbe	F-16A	117sq	107	Su-22M-2K	34 FBR	Over Lebanon at 10:45	M61	Callsign Screwdriver 4
92	11jun1982	Eytan Stibbe	F-16A	117sq	107	SA.342L/M	Syria	Over Lebanon at 10:50	AIM-9P3	Callsign Screwdriver 4
93	11jun1982	Dani Oshrat, 110sq	F-16A	117sq	254	MiG-21	Syria	Over Lebanon at 10:40	AIM-9L	Callsign Screwdriver 2
94	11jun1982	Dani Oshrat, 110sq	F-16A	117sq	254	MiG-23BN	34 FBR	Over Lebanon at 10:45	AIM-9L	Callsign Screwdriver 2
95	11jun1982	Amos Bar	F-16A	117sq	252	Su-22M-2K	34 FBR	Over Lebanon at 10:45	M61	Callsign Screwdriver 3
96	11jun1982	Rani Falk	F-16A	117sq	258	Su-22M-2K	34 FBR	Over Lebanon at 10:45	AIM-9L	Callsign Screwdriver 1
97	11jun1982	Rani Falk	F-16A	117sq	258	MiG-21bis	Syria	Over Lebanon at 10:30	M61	Callsign Screwdriver 1
98	24jun1982	Joel Feldschuh/ Zvika Liphshitz	F-15D	106sq	979	MiG-23BN	Syria	Lebanon, SE Aleih	Python 3	Callsign Pungent 1
99	24jun1982	Joel Feldschuh/ Zvika Liphshitz	F-15D	106sq	979	MiG-23BN	Syria	Lebanon, SE Aleih	Python 3	Callsign Pungent 1
100	31aug1982	Sha'ul Schwartz	F-15C	106sq	821	MiG-25RB (0,5)	Syria	Over Beirut/Antelias	AIM-7	Shared claim with Hawk battery
100,5	19nov1985	Avner Naveh	F-15C	106sq	840	MiG-23ML	Syria	Over Lebanon	Python 3	
101,5	19nov1985	Avner Naveh	F-15C	106sq	840	MiG-23ML (0,5)	Syria	Over Lebanon	Python 3	Shared with 957
102,5	19nov1985	Yoav Ben-Zur/ Ofer Paz	F-15D	106sq	957	MiG-23ML (0,5)	Syria	Over Lebanon	Python 3	Shared with 840
102,5	2jun1989	unknown	F-15C	106sq	n/n	MiG-29A	697 FS	Over Lebanon?	AAM	No kill assigned to aircraft
103,5	2jun1989	unknown	F-15C	106sq	n/n	MiG-29A	697 FS	Over Lebanon?	AAM	No kill assigned to aircraft
104,5	14sep2001	unknown	F-15C	106sq	n/n	MiG-29A	Syria	Near Latakia at 09:14	Python 4	No kill assigned to aircraft
105,5	14sep2001	unknown	F-15C	106sq	n/n	MiG-29A	Syria	Near Latakia at 09:14	AIM-9M	No kill assigned to aircraft



F-15D 455 'Ruach Pratzim (Stormwind)' was delivered to 133sq as 955 on 25 August 1981. On 10 June 1982, pilot Micki Lev (without backseater) downed a Syrian MiG-21 over Lebanon with a Python 3. His callsign was Prolific 3. 955 subsequently became 755 and finally a recce/SEAD aircraft as 455, and as such participated in Operation Wooden Leg. (Ovda, 25 November 2013)



F-16A 246 is seen here just after transfer from 140sq to 115sq, but still without tail markings. On 11 June 1982, Roei Tamir of 110sq got a Syrian MiG-21 over Lebanon with an AIM-9L Sidewinder. (Ovda, 25 November 2013)



F-15C 828 'Avach (Desert Owl)', today of 106sq, got a single MiG-23 on 10 June 1982 when flown by Gil Rapaport of 133sq. Gil used a Python 3 and used callsign Comb 22. (Tel Nof, 23 June 2013)



F-15A 663 'Ha'Madlik (Lighter)' of 133sq gained its nickname after a birdstrike when the aircraft produced a flame of more than two metre long, but landed safely. On 27 June 1979, pilot Moshe Melnik shot down a Syrian MiG-21MF with a Python 3 over the Sidon and Tyre area using callsign Groom 2. This was the first F-15 air-combat kill in the world. (Ovda, 25 November 2013)



F-16A Netz 232 of 116sq arrived in Israel on 21 January 1981. On 9 June 1982, Operation Opera veteran Israel (Relik) Shafir of 110sq shot down a Syrian MiG-21 over Lebanon with an AIM-9L Sidewinder. (Ovda, 25 November 2013)



Two former Syrian adversaries are present in the impressive IAF museum at Hatzetim; a captured Gazelle and a MiG-23ML that defected on 11 October 1989. At least 24 Syrian MiG-23s and three Gazelles fell to IAF F-15s and F-16s in the June 1982 war over Lebanon. (Hatzetim, 6 May 2008)



The colour scheme is not new, but the registration is. Falcon 2000EX N899BC was registered in the US on 13 February. Before that it flew with Abelag Aviation as OO-OFP. After being registered at Guernsey, it was ferried, via Keflavik and Bangor (ME), to Las Vegas (NV) two days later. (Guernsey, 15 February 2014, Andy Ozanne)



FIFA World Cup Trophy is going on tour around the world. The 2013/2014 Trophy Tour will visit 88 countries during its 267-day duration. The tour ends on 21 April in Brazil. The aircraft was repainted in August 2013. (Toronto-Lester B. Pearson Int'l (Ont.), 12 February 2014, Andrew Cline)



Slowly the camouflaged Peacemakers (what is in a name) are getting a grey colour as demonstrated by this AU-23A JTh2-26/19 coded 42085 of 501sq (Don Muang, 11 January 2014, Mark Rourke)



When Chicken Flight of the Flying Training School received the CT/4E, the older versions were transferred to 604sq at Don Muang. On many aircraft the code remained unchanged, as with this CT/4B F16-26/35/RR.026 (Don Muang, 11 January, Mark Rourke)



With the second C212 withdrawn from use, C212-300 447 is the only Aviocar operated by the Thai Army. (Don Muang, 1 January 2014, Mark Rourke)