

**440**

January 2016

# Slow Stamble

DUTCH AVIATION SOCIETY





*The first helicopter on this W&R helicopter photo page is ex Polish Mi-2T 2637, which recently arrived at a do-it-yourself shop in Veen, the Netherlands (4 December 2015, Pieter Plomp)*



*On 29 August 2015 former Gendarmerie/Rijkswacht Alouette 2 G95 arrived at Brasschaat airfield from Diegem for display at the Artilleriemuseum Gunfire. After that the helicopter received its original Army serial A95 again. It did carry this serial till 1995 (22 December 2015, Laurent Heyligen)*



*Together with a Su-27 and Yak-42 RA-RA-19751, this Mi-8T 70 yellow is on display at the Exhibition of Achievements of National Economy which is some 10 kilometers north of the Moscow centre (August 2015, Tom Kowalski)*



## Editorial

On behalf of the editorial team we would like to wish all of you a happy and healthy 2016 with lots of aircraft!

This Scramble is a little later than what you are used to, but the last Saturday of the month (when we usually put the magazine together) fell on Boxing Day and we decided it was a bit harsh to put it together on a public holiday.

That extra week we got because of this did result in more news but sadly no articles, and therefore this issue is a bit smaller in the amount of pages that you are used to from us. One section is absent, which is the Triptease but it will be back next month, which will give the magazine a boost as it normally contains quite a large amount of pages.

We are currently busy putting together the next edition of the infamous Scramble World Airline Fleets. If you have any comments, corrections or updates for us from previous editions we would love to receive them at swaf@scramble.nl, and of course we would welcome any pictures. Especially portrait orientated pictures for the front cover would be much appreciated. We aim to have it ready for sale in March.

We are also on the lookout for a new editor for the USAF! Dennis Peteri, the current USAF editor, recently got promoted and cannot find the time anymore to give this popular section the attention it deserves. He does have time to update the USAF database, but gathering the news and putting together a monthly section proved too much of him. If you are a USAF enthusiast like Dennis then we are looking forward hearing from you. Bear in mind you will have to spend between 4-6hrs a week on this section.

## Cover Photo



*This Grumman TS-2A Firecat has been in use as an art object since late 2011. It is called Grumman Greenhouse and can be found next to the Pennsylvania Academy of Fine Arts in downtown Philadelphia. Delivered in the early sixties to the US Navy as 136536 the Tracker was eventually converted to Firecat and flew for a number of years for the CDF-California Department of Forestry as N436DF/100 until it was put into storage in 2006 at McLellan Field (CA). (City of Philadelphia, 23 September 2015, Jeep Stoker)*

## Important dates

### Scramble 441

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# Movements Netherlands



Although delivered in March 2006, Boeing 737 EI-DLH was usually only seen at so called secondary airports. Ryanair recently started operating into mainports like Schiphol. (Amsterdam-Schiphol, 9 November 2015, Paul Zegers)

## Amsterdam

		November 2015					
01. A6-EHI	A340-642	Ethiad Airways	f/v ETD77/8	9V-SWY	B777-312ER	Singapore Airlines	f/v SIA324/3
EI-EKI	B737-8AS	Ryanair	f/v 02 RYR2998/9	D-AONE	CL-604	Air Alliance Express	f/v 04 AYY151
EI-ENY	B737-8AS	Ryanair	f/v RYR3104/5	D-CKPP	SA227DC	Binair	dep BID200
LX-JFU	PC-12/47E	Jetfly Aviation	f/v 02	D-CKPP	SA227DC	Binair	04 BID201/300
M-NTOS	Ce525C	Sweet Flight Management	f/v	D-ITMA	Ce525A	Luxaviation Germany	04 LXG22A
OE-FPK	Ce525A	Salzburg Jet Aviation	dep MOZ301	D-IVIV	Ce525A	Atlas Air Service	
OY-RUP	A320-231	Everjets	f/v TFL523P/523	EI-DSL	A320-216	Alitalia	f/v AZA108/7
SP-ENX	B737-8Q8	Enter Air	TFL967P/967	EI-EVX	B737-8AS	Ryanair	f/v RYR3104/5
02. 9H-BOM	CL-605	Orion Malta	OXM103	EI-FIW	B737-8AS	Ryanair	f/v RYR3100/1
9H-VJG	Global 6000	VistaJet	04 VJT898M	G-HCSA	Ce525A	Bookajet	dep BOO050
D-BEKP	CL-300	Windrose Air	03 QGA173P/203R	G-KLNW	Ce510	Saxonair	05 SXN51D
D-CFLY	Ce560XLS	Air Hamburg	04 AHO477A/542B	LX-FLY	Global XRS	Global Jet Luxemb.	SVW34LY
EC-HYI	Falcon 2000	Gestair	04 EXU181	P180	P180	Luxaviation	LXA18S
EI-DHX	B737-8AS	Ryanair	f/v RYR3100/1	CL-605	CL-605	Global Jet Luxemb.	04 SVW22ED
EI-EVK	B737-8AS	Ryanair	f/v RYR3102/3	Ce510	Ce510	Whittlewood Aviation US	f/v
EI-EXD	B737-8AS	Ryanair	f/v RYR3104/5	G450	G450	Elite Air	08
HB-IGU	Falcon 2000EX	CAT Aviation	f/v CAZ401/2	OE-FCB	Ce510	GlobeAir	04 GAC169Y/411V
I-MOFI	Falcon 2000LX	Sirio	03 SIO618	OE-HGL	CL-300	Amira Air	04 XPE42
LX-NYO	Global Express	Global Jet Luxembourg	SVW72NY	OE-LIR	Do328-110	Welcome Air	TYW521L/522L
LX-VMF	Ce560XL	Luxaviation	dep LXA15P	S2-AHN	B777-3E9ER	Biman Bangladesh	f/v BBC1027/8
LX-VMF	Ce560XL	Luxaviation	04 LXA15P	SE-DLZ	Ce500	Jivair	JIV5
LX-ZED	CL-605	Global Jet Luxemb.	03 SVW22ED	VP-CSB	Global 5000	Aprilia Holdings	04
M-SPEK	Beech 350	Specsavers Aviation	03 SSS9A/B	VQ-BZB	Global XRS	Macsteel Jet Services	f/v 04
M-YSAI	Global 5000	Capital Investment	dep	04. D-AJOY	CL-850	Air X Charter	
N152FJ	Falcon 50	Victory Outreach La Puente	04	D-ASTU	A319-112	Germania	f/v GMI488/4848
N240LG	Falcon 900EX	Liberty Global	04	D-BEKP	CL-300	Windrose Air	QGA205R/184P
N625SC	Global 5000	Stryker	04	D-CCVD	Ce560XLS	Dulco Mannheim	
N889AB	Falcon 7X	Global Jet Luxemb.	08	D-CKPP	SA227DC	Binair	05 BID301/400
OE-FCB	Ce510	GlobeAir	03 GAC716H/099W	D-IOHL	Ce525A	Ohlair	
OE-GDP	EMB505	Speedwings	SPG978	D-ISAR	Raytheon 390	Euroflug Frenzel	
OK-TVJ	B737-8Q8	Travel Service	CSA618/9	D-ITMA	Ce525A	Luxaviation Germany	05 LXG22A
OK-TVL	B737-8FN	Travel Service	CSA616/7	EI-ESX	B737-8AS	Ryanair	f/v RYR3104/5
OK-TVT	B737-86N	Travel Service	f/v CSA9200/1619	F-HCPE	P180	Pan Europeenne	
OO-DFG	Falcon 2000LX	Abelag Aviation	AAB945	N555LR	G450	Journey Aviation	06
OO-XLS	Ce560XLS	Air Service Liège	07	N922JW	Falcon 900	SC Johnson & Son	05
OY-RUP	A320-231	Everjets	TFL524/P	OY-CKN	Falcon 2000	Air Alsie	MMD4036
SP-ENX	B737-8Q8	Enter Air	TFL968/P	VP-BJD	G550	Transworld Oil	05
SP-MRC	Saab 340A	Sky Taxi (n/t)	IGA732/4	05. 083/ZE	EMB121AN	EAT00.319	CTM1742
YU-SPM	Ce510	Prince Aviation	03	D-ASXE	B737-8CX	Sun Express Germany	f/v SXD3904/5
03. ZJ121/E	Merlin HC3	846NAS	f/v 04 NVV750	D-CRIS	IAI1125SPX	Tyrol Air Ambulance	TYW342
ZJ128/M	Merlin HC3	846NAS	f/v 04 NVV751	D-ISAR	Raytheon 390	Euroflug Frenzel	
9H-FAM	EMB500	Luxwing	LWG301/92	EI-DYT	B737-8AS	Ryanair	f/v RYR3104/5
				EI-FIV	B737-8AS	Ryanair	f/v RYR3100/1
				G-JMCM	B737-3Y0F	West Atlantic	f/v BCS1443/4
				LX-VMF	Ce560XL	Luxaviation	LXA15P



N43WF	DA42NG		06	10.D-CKPP	SA227DC	Binair	11 BID201/300
OO-ACT	Falcon 900C	Flying Group	dep	D-IKBO	Ce525A	Silver Cloud Air	SCR357
OO-FPC	Ce525B	Flying Group	FYG23N/21N	EC-KPJ	G150	TAG Aviation España	TGM51J
PR-GUA	B737-8EH	GOL	dep GLO9991	EI-DPY	B737-8AS	Ryanair	f/v RYR3100/1
RA-09008	Da900EX	Gazpromavia	06 GZP9619/20	EI-EVW	B737-8AS	Ryanair	f/v RYR3104/5
SP-CEZ	Lj60	Flyjet	07 FYJ40	G-GXLS	Ce560XLS	London Executive Avn	11 LNX85GX
TC-AFF	CL-300	Bonair		M-ABGS	CL-605	Viking Travel Services	
TC-JDP	A330-243F	Turkish Cargo	f/v THY6309	M-YVVF	Global 6000	Lightstar Aviation	f/v 11
TC-REC	G450	REC Aviation	07	N1FE	Global Express	FedEx	11
06.D-ASTU	A319-112	Germania	GMI4849/489	N240LG	Falcon 900EX	Liberty Global	
EI-DCP	B737-8AS	Ryanair	f/v RYR3100/1	N433DC	Global XRS	Exec. Jet Management	11 EJM433
EI-FIY	B737-8AS	Ryanair	f/v RYR3104/5	OE-GAS	G150	Avcon Jet	11 AOJ56B
G-HCSA	Ce525A	Bookajet	11 BOO050/983	Y7-SOV	Lj60	ACASS Canada	f/v 11
N152FJ	Falcon 50	Victory Outreach La Puente	09	TR-FKB	Fokker 100	Carpatair	ADR7173/4
OE-FCB	Ce510	GlobeAir	GAC036E/636W	11.ZH886	Hercules C5	24/30/47sq	RRR5784
PH-HZL	B737-8K2	Sun Country	dep TRA051	9H-VCJ	CL-350	VistaJet	f/v 12 VJT492N
TC-CPY	B737-8H6	Pegasus Airlines	f/v PGT671/2	D-CKPP	SA227DC	Binair	12 BID301/400
07.D-CAHO	Ce560XLS	Air Hamburg	08 AHO514B/225B	D-IAKN	Ce525A	Star Wings	dep STQ111
D-CYKAP	Ce550	B-Air Charter	08 BBF017	D-IAKN	Ce525A	Star Wings	STQ111
D-IBAK	Ce525	B-Air Charter	BBF499	D-ISAR	Raytheon 390	Euroflug Frenzel	13
EI-DPH	B737-8AS	Ryanair	f/v RYR3100/1	EI-DAO	B737-8AS	Ryanair	f/v RYR3100/1
EI-EFT	B737-8AS	Ryanair	f/v RYR3104/5	EI-DHE	B737-8AS	Ryanair	f/v RYR3104/5
EI-ESZ	B737-8AS	Ryanair	f/v RYR3102/3	G-JMVCV	B737-4K5F	West Atlantic	f/v BCS1443/4
G-CHUI	Ce560XLS+	Air Charter Scotland	08 EDC852R	M-OCOM	CL-604	Shino Aviation	f/v 15
LX-VMF	Ce560XL	Luxaviation	12 LXA15P	M-SPEC	Beech 350	Specsavers Aviation	13 SSZ7N/9B
OO-ACT	Falcon 900C	Flying Group	08	N84SV	Falcon 2000LX	The Bank of New York Mellon	f/v 12
08.9A-BTD	Fokker 100	Trade Air	ADR7473/4	N240LG	Falcon 900EX	Liberty Global	
9H-AFC	CL-605	Elit'Avia	dep EAV44C	OO-ACT	Falcon 900C	Flying Group	17 2x
EI-EFB	B737-8AS	Ryanair	f/v RYR3104/5	OO-XLS	Ce560XLS	Air Service Liège	14
EI-EKL	B737-8AS	Ryanair	f/v RYR3100/1	TC-SZA	Falcon 7X	Swan Aviation	12
G-EZOX	A320-214	easyJet	f/v EZY2159/60	12.D-ASXD	B737-8AS	Sun Express Germany	f/v SXD3904/5
G-RJXC	ERJ145EP	bmi Regional	ADR7173/4	D-CKPP	SA227DC	Binair	13 BID401/500
G-SIRS	Ce560XL	London Executive Avn	09 LNX83RS	G-HCSA	Ce525A	Bookajet	20 BOO983
M-ALRV	Falcon 2000EX	Lodgings 2000	10	M-NTOS	Ce525C	Sweet Flight Management	2x
OY-GVI	Global 5000	Delia	arr	N515TJ	Beech 400A	Blackburn International	
PH-XRE	B737-7K2	Transavia (a/w)	arr TRA055	N786SC	Lj60XR	Southern Cross Aircraft	dep
TC-STO	Ce650	Menekse	f/v	N866TM	CL-300	EMC Corp.	15
09.D-CRIS	IAI1125SPX	Tyrol Air Ambulance	TYW312/3	N889AB	Falcon 7X	Global Jet Luxembourg	
D-IKBO	Ce525A	Silver Cloud Air	SCR357	OE-GMM	Ce680	MAGNA Air	13 MGR1
I-FXRH	P180	K-Air		OY-FWO	Falcon 7X	Execujet Europe	13 VMP798
HB-JSM	Falcon 7X	JABJ	10	TC-JDS	A330-243F	Turkish Cargo	f/v THY6309
LX-JFP	P180	Jetfly Aviation		VP-BVG	Global XRS	MVA Aviation	
M-NTOS	Ce525C	Sweet Flight Management		YR-FKB	Fokker 100	Carpatair	ADR7173/4/7473/4
N1FE	Global Express	FedEx	10	13.D-CKPP	SA227DC	Binair	17 BID501/200
N919CA	B747-428F	National Airlines	10 NCR812/627	D-IKBO	Ce525A	Silver Cloud Air	SCR357
PH-HSA	B737-8K2	Transavia	dep AVN9920	D-ITAN	Ce525	Transavia Flug	
PH-KZF	Fokker 70	Cityhopper	dep SX11535	EI-DYF	B737-8AS	Ryanair	f/v RYR3100/1
SP-MRC	Saab 340A	Sky Taxi (n/t)	IGA740/1	EI-EKH	B737-8AS	Ryanair	f/v RYR3104/5
YR-FKB	Fokker 100	Carpatair	ADR7173/4	F-HLIM	Ce560	Services Limagrain	



This Gulfstream 280 was delivered to Mandarin Air in 2014. B-8280 recently began to sport additional RIFA titles. The Rifa Holding Group is a large-scale private joint-stock enterprise group with its headquarters located in Hangzhou. (Amsterdam-Schiphol, 20 November 2015, Maarten Visser sr)



G-PEER	Ce525A	Air Charter Scotland	EDC629R	F-GSGL	Ce525B	Ixair	IXR18GL
G-SCAR	CL-350	Newcastle Aviation	15 APX2C	G-CHUI	Ce560XLS+	Air Charter Scotland	EDC853R
LX-INS	Ce560XLS	Luxaviation	14 LXA1A	G-HOTY	CL-604	Hangar 8	f/v 19 HGR805
M-NTOS	Ce525C	Sweet Flight Management		HB-JGL	G200	TAG Aviation	FPG214
N888DC	G450	CPI Aviation	f/v	LX-EBE	Ce560XLS	Flying Group	20 FYL92U/41U
OE-HRS	CL-350	IJM	29 IJM888	LX-JFW	PC-12/47E	Jeffly Aviation	
OO-GMJ	Beech 350	Air Service Liège		LX-TAC	EMB505	Tika	
TC-JTD	A321-231	Turkish Airlines	f/v THY1953/4	LX-VMF	Ce560XL	Luxaviation	22 LXA15P
14.D-ASTB	A319-112	Germania	f/v GMI2829	N25CP	G-V	Canyon Partners	f/v
D-IKBO	Ce525A	Silver Cloud Air	17 SCR357	N84GV	G-V	Exec. Jet Management	19 EJM584
D-IMAX	Ce525A	Sylt Air	AWU914	N240V	BAe125-800XP	Arkia	
EI-DPW	B737-8AS	Ryanair	f/v RYR3100/1	N524EA	G650ER	Landmark Aviation	19
EI-EVV	B737-8AS	Ryanair	f/v RYR3102/3	OY-CLY	ATR72-212A	Alsie Express	f/v MMD6234
EI-FIZ	B737-8AS	Ryanair	f/v RYR3104/5	VB-BTV	Falcon 7X	Execujet Europe	
F-HDLN	Beech B200GT	Natiocredimurs	f/v	YR-FKB	Fokker 100	Carpatair	ADR7173/4
LX-EBE	Ce560XLS	Flying Group	17 FYL42U/91U	19.68	EMB121AN	28F	CTM1743
N551TG	G550	CSC Transport	f/v 15	V-11	G-IV	334sq	NAF11
OO-FPE	Ce525B	Flying Group	FYG42R/41R	9A-BTD	Fokker 100	Trade Air	ADR7173/4/7473/4
OO-GMJ	Beech 350	Air Service Liège		9H-VFJ	CL-605	VistaJet	f/v 21 VJT516K
PH-BHC	B787-9	KLM	arr KLM7879	CS-DTC	EMB500	Helibravo	20 VVV453/61
TC-KMR	Falcon 7X	KOC Holding	f/v	D-ASXO	B737-8HX	Sun Express Germany	f/v SXD3904/5
VP-BGM	CL-605	Eliit'Avia	dep	G-OPRM	CL-604	Zenith Aviation	24 BZE3
YL-PSB	B737-8Q8	Primera Air Nordic	f/v div PRI437	HB-FVC	PC-12/47E	Lakeside Aviation	f/v 20
15.V-11	G-IV	334sq	NAF11	HB-JLK	Falcon 7X	TAG Aviation	FPG744
A7-BCY	B787-8	Qatar Airways	f/v QTR273/4	HB-JYJ	A319-111	easyJet Switzerland	f/v EZS1355/6
D-IMAX	Ce525A	Sylt Air	16 AWU915/6	I-CNDG	Ce560XLS	Aliven	20 SSR232
EI-DLI	B737-8AS	Ryanair	f/v RYR3102/3	M-ABCC	Global 6000	Global Aviation Partners	f/v 20
EI-EBA	B737-8AS	Ryanair	f/v RYR2998/9	N918MJ	Falcon 2000LX	MJB Tri-Motor	f/v 20
EI-EFY	B737-8AS	Ryanair	f/v RYR3104/5	OE-FFB	Ce510	GlobeAir	20 GAC772T/917P
G-EZOW	A320-214	easyJet	f/v EZY8877/80	OE-FHA	Ce510	GlobeAir	GAC154U/060Y
G-THFC	ERJ135BJ	London Executive Avn	LNX30TC	OE-FMA	Ce525	Airlink	JAR06
M-NTOS	Ce525C	Sweet Flight Management		OE-GDP	EMB505	Speedwings	SPW223
OE-GMI	BAE125-850XP	Eurofly Service		OE-HUG	CL-350	IJM	20 IJM489
PH-XRE	B737-7K2	Transavia (a/w)	dep TRA059	OO-FPE	Ce525B	Flying Group	FYG31R/32R
VP-BJD	G550	Transworld Oil	16	OY-CKN	Falcon 2000	Air Alsie	MMD4101
16.V-11	G-IV	334sq	NAF11/10	VQ-BFE	B747-883QF	Air Bridge Cargo	f/v ABW451/2
9H-MMM	Global 5000	Jet Magic	JMK215	20.B-8280	G280	Mandarin Air	f/v 22 MJC263/5
D-IBAK	Ce525	B-Air Charter	17 BBF499	D-CGAA	Ce560XLS	Air Hamburg	AHO691Z
D-IMAX	Ce525A	Sylt Air	17 AWU916/7	D-CHIO	Ce525B	E-Aviation	EFD111
EI-DHP	B737-8AS	Ryanair	f/v RYR3102/3	D-CKPP	SA227DC	Binair	24 BID401/200
EI-EFD	B737-8AS	Ryanair	f/v RYR3104/5	D-IAKN	Ce525A	Star Wings	STQ111
F-HDLN	Beech B200GT	Natiocredimurs	17	EI-DPI	B737-8AS	Ryanair	f/v RYR3100/1
HB-JSM	Falcon 7X	JABJ		EI-EBM	B737-8AS	Ryanair	f/v RYR3104/5
LX-SUN	P180	Luxaviation	2x LXA18S	HB-POY	PA-46-350P	Skyhill Aviation	
M-NTOS	Ce525C	Sweet Flight Management	17	LX-SUN	P180	Luxaviation	25 LXA18S
N1TS	B737-7JY	First Virtual Air	17	N30LF	Falcon 2000DX	Flightworks	21
N118HB	PA-31T1	Euram	f/v 20	N240LG	Falcon 900EX	Liberty Global	
N240LG	Falcon 900EX	Liberty Global	17	N866TM	CL-300	EMC Corp.	23
N520CX	Ce750	Textron Aviation	f/v 17	OE-GBB	Do328-110	Welcome Air	TYW553B
N680SV	Ce680	Sheikh Ahmed Al-Thani	20	TC-TVA	Ce680	TAV	
OE-HCZ	CL-300	Avcon Jet	17 AOJ75C	21.5Y-KZJ	B787-8	Kenya Airways	f/v KQA116/7
TC-JVB	B737-8F2	Turkish Airlines	div THY5801	D-IAIB	Ce525	FairJets	22
17.084/YH	EMB121AA	EAT00.319	f/v CTM1724	D-IBAK	Ce525	B-Air Charter	22 BBF499
D-CKPP	SA227DC	Binair	18 BID201/300	EI-DAK	B737-8AS	Ryanair	f/v RYR3102/3
EI-DCM	B737-8AS	Ryanair	f/v RYR3102/3	EI-DAM	B737-8AS	Ryanair	f/v RYR3100/1
EI-DWT	B737-8AS	Ryanair	f/v RYR3100/1	F-HIBF	Ce510	HIBF Aviation	f/v ASJ740
F-GSGL	Ce525B	Ixair	f/v IXR17GL	G-OMEA	Ce560XLS	Flairjet	22 FLJ1EA/2EA
G-ZEUZ	Ce525A	Centreline Air Charter	f/v 19	OO-ACT	Falcon 900C	Flying Group	24
I-TCGR	Falcon 900B	Sirio	SIO950	YR-FKB	Fokker 100	Carpatair	ADR7173/4
LX-ZED	CL-605	Global Jet Luxemb.	18 SVW22ED	22.D-CHIO	Ce525B	E-Aviation	23 EFD111
N63XF	Falcon 900EX	Classic Services		EI-FHW	B737-8JP	Norwegian Air Int'l	f/v div IBK2475
N132SD	G-V	Exelaire Service	18	OE-HUG	CL-350	IJM	23 IJM489
N500RW	TBM-850	Redwood Air Services	18	OE-ICA	Global 5000	Avcon Jet	24 AOJ99A
N950X	Falcon 7X	TP Aviation	f/v 18	PH-BHC	B787-9	KLM	KLM1/2/3
OE-FCB	Ce510	GlobeAir	18 GAC989W/390Y	23.9H-VFD	CL-605	VistaJet	VJT570W
OE-FFB	Ce510	GlobeAir	19 GAC065Q/532P	D-AJET	ERJ135BJ	Air Hamburg	AHO741A
OO-EJA	Falcon 7X	Abelag Aviation	18 AAB859	D-CPMI	Ce560XLS+	Papier-Mettler	
OO-XLS	Ce560XLS	Air Service Liège	23	D-IAKN	Ce525A	Star Wings	25 STQ111
VP-BGM	CL-605	Eliit'Avia	20	EI-DPB	B737-8AS	Ryanair	f/v RYR3100/1
VQ-BFU	B747-83QF	AirBridgeCargo	f/v ABW251	G-HCSA	Ce525A	Bookajet	
18.V-11	G-IV	334sq	NAF11	G-ZEUZ	Ce525A	Centreline Air Charter	24
D-AJET	ERJ135BJ	Air Hamburg	21 AHO718B/495B	M-NTOS	Ce525C	Sweet Flight Management	27
D-BAVB	CL-300	FairJets	f/v 28 LXG88Y	N215SD	PA-46-500TP	Kenmore	25
D-CZZZ	Ce560XLS+	DC Aviation	DCS707	OO-XLS	Ce560XLS	Air Service Liège	
D-IMGW	Ce525A	Air Hamburg	19 AHO788E	RA-09001	Falcon 900B	Gazpromavia	GZP9619/20
EI-EMR	B737-8AS	Ryanair	f/v RYR3104/5	YR-FKB	Fokker 100	Carpatair	ADR7473/4





The reason why this Romanian C-27J was seen at Rotterdam is not a fun one. Several victims of a nightclub fire were transported to the Netherlands for treatment, using 2707 of Esc.902. (Rotterdam-The Hague, 7 November 2015, Maarten Visser sr)

24. C-FIGI	Falcon 900EX	Execaire	f/v	D-CKPP	SA227DC	Binair	BID501
D-AERO	ERJ135BJ	Air Hamburg	f/v AHO237D	D-CRIS	IAI1125SPX	Tyrol Air Ambulance	28 TYW352/61
D-CKPP	SA227DC	Binair	25 BID201/300	D-IPVD	Ce525A	Transavia Flug	
D-IAAY	EMB500	Air Alliance Express	26 AZE30P/PA	EI-DHF	B737-8AS	Ryanair	f/v RYR3104/5
D-IPVD	Ce525A	Transavia Flug		EI-DHT	B737-8AS	Ryanair	f/v RYR3100/1
EI-DHS	B737-8AS	Ryanair	f/v RYR3100/1	I-JAMJ	Falcon 2000EX	Sirio	29 SIO611
EI-EVP	B737-8AS	Ryanair	f/v RYR3104/5	TC-AGO	A320-232	AtlasGlobal	f/v KKK6041/0
G-JMCZ	B737-4K5F	West Atlantic	f/v BCS1443/4	28. CS-TKS	B767-36NER	euroAtlantic Airways	TCV117
I-FXRH	P180	Foxair	FXR18H	D-IANA	Beech B200	Dix-Aviation	
N500RW	TBM-850	Redwood Air Services	25	D-IPVD	Ce525A	Transavia Flug	
OE-FHA	Ce510	GlobeAir	26 GAC543T/934D	EI-DAR	B737-8AS	Ryanair	f/v RYR3102/3
OE-HUG	CL-350	IJM	28 IJM489	G-RBEN	Global Express	Hangar 8	f/v
OE-INS	CL-605	VistaJet	25 VJS520U	G-TUID	B787-8	Thomson	TOM9010/TFL367
OO-ACT	Falcon 900C	Flying Group	26	HB-JSM	Falcon 7X	JABJ	30
OY-KBH	A321-232	Scandinavian	div SAS565/9102	N42LJ	Ce510	Whittlewood Aviation US	
25. V-11	G-IV	334sq	NAF11	N300GP	CL-300	Glen West 300	
9H-GVA	Global 5000	Elit'Avia	dep	OY-GVG	Global 6000	Delia	f/v
D-CKPP	SA227DC	Binair	26 BID301/400	YR-FKB	Fokker 100	Carpatair	ADR7173/4
D-IPCG	Ce425	Corsair	26	29. 9H-VTB	Global 5000	VistaJet	VJT726U
D-ITAN	Ce525	Transavia Flug		D-IAKN	Ce525A	Star Wings	STQ111
EI-DHC	B737-8AS	Ryanair	f/v RYR3104/5	EI-FOB	B737-8AS	Ryanair	f/v RYR3104/5
EI-ESL	B737-8AS	Ryanair	f/v RYR3100/1	EI-ZMA	Falcon 900EX	Airlink Airways	HYR900A
G-FBNK	Ce510	Blink	BKK26Z	G-TUID	B787-8	Thomson	30 TFL368/3
LX-SUN	P180	Luxaviation	LXA18S	LX-FCL	B747-467F	Cargolux	f/v CLX863
N240LG	Falcon 900EX	Liberty Global		M-PDCS	Falcon 2000EX	Ameriana Aviation	30
N717BN	CL-605	Bin Laden Construction		N910JW	Falcon 900	SC Johnson & Son	
N900HG	Falcon 900EX	Jetflight Aviation		OE-GWV	Ce560XLS	Europ Star	ESQ102
OE-GBB	Do328-110	Welcome Air	TYW532B	OE-HGL	CL-300	Amira Air	XPE42
OE-INS	CL-605	VistaJet	26 VJS520U	OO-ACT	Falcon 900C	Flying Group	
T7-AAA	Global XRS	Empire Aviation	f/v 27	S5-ADE	CL-300	Elit'Avia	EAV80E
YR-FKB	Fokker 100	Carpatair	ADR7173/4	SP-LRD	B787-8	LOT	f/v div LOT6538
YU-ANI	B737-3L9	Aviolet	27 ASL3360/1	30. D-IKBO	Ce525A	Silver Cloud Air	2x SCR357
26. D-ASXH	B737-8CX	Sun Express Germany	f/v SXD3904/5	G-FBKC	Ce510	Blink	BKK3C
D-CKPP	SA227DC	Binair	27 BID401/500	G-FLLY	Falcon 2000LX	TAG Aviation (UK)	f/v
D-CNOC	Ce560XLS	Atlas Air Service	ATL126	G-GDFC	B737-8K2	Jet 2	EXS033E
EI-DYM	B737-8AS	Ryanair	f/v RYR3102/3	HB-JXE	A320-214	easyJet	f/v EZY9945/6
EI-EFI	B737-8AS	Ryanair	f/v RYR3100/1	M-NTOS	Ce525C	Sweet Flight Management	
EI-EKE	B737-8AS	Ryanair	f/v RYR3104/5	M-ONAV	BAe125-900XP	Hangar 8	
G-FBKC	Ce510	Blink	28 BKK3C	N818LF	G550	LFG Services	
HB-JSM	Falcon 7X	JABJ		OY-NDP	Ce525A	Backbone Aviation	2x BOB130
LX-DEC	Ce680	J.C. Decaux	27	PZ-TCP	A340-311	Surinam Airways	dep SLM003
N240LG	Falcon 900EX	Liberty Global		TC-JTE	A321-231	Turkish Airlines	f/v THY1957/8
N541LR	BAe125-1000A	Volans Hawker	f/v 27	TF-SIS	A320-232	WOW Air	f/v WOW442/3
N918MV	Falcon 900B	Guardian Aviation	29	YR-FKB	Fokker 100	Carpatair	ADR7173/4
OE-HGL	CL-300	Amira Air	XPE42				
OO-GMJ	Beech 350	Air Service Liège					
S5-ZFL	Global 6000	Elit'Avia	29 EAV30L				
UR-ABA	A319-115X	Ukraine Government	f/v 27 UKN1143/4				
YR-FKB	Fokker 100	Carpatair	ADR7473/4				
27. 5Y-KZH	B787-8	Kenya Airways	f/v KQA116/7				
CS-TKS	B767-36NER	euroAtlantic Airways	TCV116				

The Biman Boeing on the 3rd was related to a short state visit. The next day the Navy Merlins departed to Poland as "Navy751 formation". The Germania on the 4th arrived from Gatwick and departed to Munich. On the 5th, finally a Turkish Cargo A330. On the same day a departing GOL Boeing, back to Brasil after summer lease and Sun Express Germany



operated a charter from and to Nador. On the 6th a Transavia Boeing departed for winterlease to Sun Country and previously mentioned Germania on a reversed route. The Transavia on the 5th arrived all white from Norwich, prepared to be returned to the lessor. Estonian Air cancelled all flights starting from 8 November 2015 and went into receivership. Nordic Aviation started to operate the flights to Tallinn, using the Adria Airways AOC and aircraft from various airlines. On the 8th, Trade Air and bmi Regional operated the first flights. A former Cityhopper Fokker departed to Trabzon on the 9th on delivery to Air Niugini and a Transavia Boeing departed in basic colours for winter lease to Air Vanuatu. The Learjet on the 12th had arrived at the airport as UP-LJ001 a long time ago and was recently transferred to Mexico. The Primera on the 14th was a Billund to Las Palmas diversion. On the same date, KLM took delivery of their first Dreamliner. Previously mentioned Transavia Boeing PH-XRE departed to Montpellier on the 15th. The Turkish on the 16th diverted to Amsterdam with engine problems after departing Rotterdam. On the 22nd KLM operated some "welcome flights" with their first Dreamliner. The Norwegian on the 22nd made a medical diversion while operating a flight from Aalborg to Gatwick. Two days later Scandinavian diverted while routing from Copenhagen to Charles de Gaulle. The Global on the 25th had arrived as OY-GVI. On the 29th a LOT Dreamliner diverted enroute from Varadero, Cuba to Warsaw. The month ended with the ferry flight of SLM's sole Airbus A340 to Paramaribo. This Airbus is replaced by a younger frame mid December.

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

## Rotterdam - The Hague

November 2015			
01.9H-JOY	CRJ200ER	Air X Charter	div
CS-DXP	Ce560XLS	NetJets Europe	dep NJE377Q
CS-DXS	Ce560XLS	NetJets Europe	NJE530K/103K
D-AEBQ	ERJ195LR	Lufthansa Regional	div DLH2308/9950
EC-LRZ	A319-112	Vueling	f/v VLG8336/7
F-GUBG	ERJ145MP	HOP!	div HOP3382/3
G-EZDF	A319-111	easyJet Airline	div EZY18TV/9013
G-EZUF	A320-214	easyJet Airline	div EZY67HG/9012
G-FBJA	ERJ175STD	FlyBe	div BEE8HU/042W
G-JECZ	DHC-8-402	FlyBe	div BEE9JR/043W
G-JEDU	DHC-8-402	FlyBe	div BEE6DK/044W
LX-JFU	PC-12/47E	Jetfly Aviation	02
OE-FXM	Ce525A	Speedwings	dep SPG077
OE-LVC	Fokker 100	Austrian Airlines	div AUA373A/1472

OY-KAL	A320-232	Scandinavian	div SAS1549/9240
PH-BQA	B777-206ER	KLM	div KLM882
PH-BXD	B737-8K2	KLM	div KLM1602
PH-BXF	B737-8K2	KLM	div KLM1124
PH-BXO	B737-9K2	KLM	div KLM90K/1672
PH-BXY	B737-8K2	KLM	02 div KLM1280/9865
PH-BXZ	B737-8K2	KLM	div KLM960
PH-CDE	B737-8GQ	Corendon Dutch Airl.	div CND712
PH-VBG	Falcon 2000EX	JetNetherlands	dep JNL926
PH-VBG	Falcon 2000EX	JetNetherlands	04 JNL926/119
PZ-TCP	A340-311	Surinam Airways	div SLM994/994D
02.V-11	G-IV	334sq	NAF11
CS-CHC	CL-350	NetJets Europe	NJE3HC/414H
CS-DRL	BAe125-800XPi	NetJets Europe	03 NJE302C/374W
G-LCYK	ERJ190SR	BA CityFlyer	div 03 BAW8454/9750P
LX-NYO	Global Express	Global Jet Luxembourg	SVW72NY
OO-NHM	AS365N3	NHV	*
OO-OCA	Beech 350	Air Service Liège	
PH-BGT	B737-7K2	KLM	div KLM30W/964
03.C-FIPX	Global XRS	IP Aviation	06
CN-TJB	Lj45	Tafarayt Jet	
CS-CHB	CL-350	NetJets Europe	NJE382N/238A
D-ILHC	Ce525	Lufthansa Flt Training	*DLH9911
D-IRSB	Ce525	B-Air Charter	BBF476
LX-SUN	P180	Luxaviation	dep LXA18S
LX-SUN	P180	Luxaviation	16 LXA18S
M-KKCO	G450	Sadalsuud	
OY-JPJ	Ce650	North Flying	NFA012
04.0260	Yak-40	241.dlt	CEF04/05B
S-441	AS532U2	300sq	*Duke1
CS-CHA	CL-350	NetJets Europe	NJE056M/3HA
D-IATE	CeF406	Air-Taxi Europe	TWG261/262
D-ILHD	Ce525	Lufthansa Flt Training	*DLH9911
N552GA	G550	Amgen	05
PH-HRK	P180	JetNetherlands	dep JNL885
PH-MFA	DA42NG	Martinair Lelystad	MPH151
05.5105	CL-601-3A	241.dlt	CEF08/04
V-11	G-IV	334sq	NAF11
D-CFMI	EMB505	GEMÜ-Gebrüder Müller	06
D-CRIS	IAI1125SPX	Tyrol Air Ambulance	TYW342
M-OTOR	Beech 250	Pekton Group	EZE08B/C
N188MP	Ce525A	Milan Popovic	06
OO-NHM	AS365N3	NHV	*NCG12
PH-VBG	Falcon 2000EX	JetNetherlands	06 JNL119/955
06.D-IBTA	Beech B200GT	Brose Fahrzeugteile	08
D-ILHC	Ce525	Lufthansa Flt Training	*DLH9913
D-ILHD	Ce525	Lufthansa Flt Training	*DLH9946
I-FXRI	P180	K-Air	FXR181
M-PIRE	P180	Northside Aviation	07
N335BF	PA-30-160	Quaak Holding	dep
OY-JPJ	Ce650	North Flying	NFA016/015P



Global Express XRS C-FIPX was delivered to IP Aviation just one year ago. (Rotterdam-The Hague, 3 November 2015, Maarten Visser sr)





Comcast Corporation is an American multinational mass media company and is the largest broadcasting and cable company in the world by revenue. Falcon 900EX N63XF has been flying for the company for over five years now. (Rotterdam-The Hague, 17 November 2015, Maarten Visser sr)

07.2707	C-27J	Esc.902 Av.Tr.	ROF181	PH-WRW	EC120B	Heli Holland	17
CS-DRR	BAe125-800XPi	NetJets Europe	09 NJE7AE/633E	17.V-11	G-IV	334sq	NAF12
D-CAHO	Ce560XLS+	Air Hamburg	08 AHO514B/051B	D-HMSH	R44	S.P. Helicopter-Service	18
D-IBAK	Ce525	B-Air Charter	BBF499	D-IDKE	Beech C90GTi	Dachser	18
08.CS-DXY	Ce560XLS	NetJets Europe	11 NJE640M/3CQ	I-TOPH	BAe125-850XP	Sirio	
M-PIRE	P180	Northside Aviation	12	LN-KYV	Beech 350ER	Norw. Coastal Administration	21 MDT1
PH-VBG	Falcon 2000EX	JetNetherlands	09 JNL955/120	LX-SUN	P180	Luxaviation	18 LXA18S
09.V-11	G-IV	334sq	2x NAF11	18.S-459	AS532U2	300sq	*Duke3
9H-VCD	CL-350	VistaJet	VJT432C	CS-DUH	BAe125-750	NetJets Europe	NJE391D/155U
I-FXRH	P180	K-Air	FXR18H	D-CAST	Ce525B	Air Hamburg	19 AHO943B
10.CS-DXM	Ce560XLS	NetJets Europe	NJE6AK/593Q	D-CEFO	Ce560XLS+	Air Hamburg	AHO331A
D-ISHF	PA-31T	Heli-Flight		D-CNAC	SA227DC	Binair	BID5A/B
M-ABCD	Falcon 2000	ASP Aviation		D-HMSH	R44	S.P. Helicopter-Service	19
M-GMKM	Falcon 7X	F7X		D-IAWG	Ce425	Aerowest	
M-SAIR	Falcon 900B	WA Developments International		D-IEMG	Ce510	Emfly	19
N628BD	G-V	J.C. Flowers & Co.		D-INCS	Ce525	Bizair Fluggesellschaft	
PH-VBG	Falcon 2000EX	JetNetherlands	13 JNL120/121	G-LEAB	Ce510	London Executive Avn	LNx41AB
11.CS-PHH	EMB505	NetJets Europe	12 NJE5HH	HB-FWM	PC-12/47E	Calanda Wings	20
I-TOPH	BAe125-850XP	Topjet Executive		HB-LTN	P180	IFIMI	
OO-PRM	Ce510	Air Service Liege	dep	N604LC	CL-604	Barents Air	19 VLJ426M/N
PH-DND	ERJ145MP	Denim	12 DNM789F/BMR9411	N970CC	Falcon 900EX	Carrington Aviation	20
PH-FJK	Ce525B	JetNetherlands	dep	OE-GBB	Do328-110	Welcome Air	TYW532B/3B
12.9H-VCI	CL-350	VistaJet	VJT448G/488G	OO-DFG	Falcon 2000LX	Abelag Aviation	AAB550
CS-PHH	EMB505	NetJets Europe	16 NJE372D/323M	19.CS-DUH	BAe125-750	NetJets Europe	20 NJE152B/8BH
D-CLMS	Lj45	Aero-Dienst	ADN84K	D-CGGG	Lj31A	MHS Aviation	
G-ZAPZ	B737-33A(QC)	Titan Airways	AWC81/408W	D-CNAG	SA227DC	Binair	BID5A/B
M-PIRE	P180	Northside Aviation		HB-LTN	P180	IFIMI	
N212VZ	G450	Verizon Services Corp.	13	N552WS	G-V	Pegasus Elite Aviation	PEG5
N889AB	Falcon 7X	Global jet Luxembourg		OO-AMR	Ce525A	Air Service Liège	
OO-NHX	AS365N3	NHV	*NCG12	OO-AMR	Ce525A	Air Service Liège	
PH-HLM	PA-34-200T	KN Singles And Twins		OY-JPJ	Ce650	North Flying	NFA014
PH-HLM	PA-34-200T	KN Singles And Twins	13	PH-HRK	P180	JetNetherlands	21 JNL318/317
13.LX-JFI	PC-12/45	Jetfly Aviation		PH-KBX	Fokker 70	Dutch Government	KLM9926
PH-BYC	Beech 58	KLS	*KLM7920	PH-KGJ	EC120B	Heli Holland	
PH-BYC	Beech 58	KLS	*KLM7920	PH-KGJ	EC120B	Heli Holland	
PH-DND	ERJ145MP	Denim	BMR9145/DNM6761	PH-TXA	Ce510	JetNetherlands	02
14.PH-DND	ERJ145MP	Denim	DNM6762/676F	SE-MIC	PA-46-500TP		20
PH-VBG	Falcon 2000EX	JetNetherlands	19 JNL121/122	20.CS-DXZ	Ce560XLS	NetJets Europe	21 NJE3KA
15.9H-AEL	A319-112	Air Malta	div AMC394	D-CMED	Lj55	Quick Air Jet Charter	QAJ1142
CS-DXH	Ce560XLS	NetJets Europe	NJE3VN	D-HUAE	EC120B	Heliventure FTO	
N551TG	G550	CSC Transport		F-HSBL	EMB500	Pan Européenne Air Service	
PH-ACE	Beech 300	JetNetherlands	JNL188	LX-SUN	P180	Luxaviation	25 LXA18S
PH-HRK	P180	JetNetherlands	- /JNL307	OE-GBB	Do328-110	Welcome Air	TYW552B
PH-HRK	P180	JetNetherlands	18 JNL307/318	PH-BYD	Beech 58	KLS	*KLM7902
PH-KZS	Fokker 70	KLM Cityhopper	div KLM48B/1954	PH-BYD	Beech 58	KLS	*KLM7902
16.CS-DXS	Ce560XLS	NetJets Europe	NJE206R/465G	PH-VBG	Falcon 2000EX	JetNetherlands	26 JNL122/244
D-ILHA	Ce525	Lufthansa Flt Training	*DLH9946	21.CS-DTQ	EMB505	Everjets	22 EVJ514
D-ILHC	Ce525	Lufthansa Flt Training	*DLH9911	G-SPRE	Ce550 Bravo	Xclusive Jet Charter	XJC2
LX-SUN	P180	Luxaviation	17 LXA18S	HB-GKG	Beech G58	Livio Marzo	22
N63XF	Falcon 900EX	Comcast Corp.	17	OO-PRM	Ce510	Air Service Liege	
PH-ECC	PC-12/45	Elas Prof'l Services Network	27	OO-PRM	Ce510	Air Service Liege	



22. D-BUBI	CL-300	Windrose Air Charter	QCA652R/28R	PH-MFX	Ce650	JetNetherlands	JNL256
D-CHIC	EMB505	Air Hamburg	AHO287A/487F	30. D-CAPB	Ce560 Encore+	Aerowest	
LX-VMF	Ce560XL	Luxaviation	LXA15P	D-CCAA	Lj35A	Deutsche Rettungsflugw.	AMB668/72
M-ICRO	Ce525A	Pekton Group	23 EZE08B/A	OO-STE	Ce525	Stephex Stables	10
PH-HGT	Ce680	ASL	23	PH-ECC	PC-12/45	Elas ProfI Services Network	04
PH-HRK	P180	JetNetherlands	25 JNL317/369	SE-RIZ	Ce560XLS	Waltair Europe	arr GOT702
23. T-785	Falcon 900EX	LTDB	SUI045	The month started with lots of Amsterdam weather diversions on the 1st and two more on the 2nd. The Romanian military visitor on the 7th took some victims of the Bucharest nightclub fire to Holland for treatment. On the 12th Titan operated a charter arriving from Beirut and departing to Stansted. On the 15th, diversions again from Amsterdam. The Heli Holland Ecureuil on the 28th had additional Red Bull stickers as it was operating as camera platform during the Red Bull motor event at the Scheveningen beach.			
G-ZEUZ	Ce525A	Centreline Air Charter	24	<u>Credits:</u> Rotterdam Airport, Scramble MB.			
PH-BSU	Ce208B	Blue Sky Aerial Services	dep	<b>Deventer-Teuge</b>			
VT-CPA	G550	Poonwalla Aviation	24	<hr/>			
24. C-168	CL-604	Esk 721	DAF002	<b>October 2015</b>			
CS-DQB	Ce560XLS	NetJets Europe	NJE3TR	01. PH-HCC	Cabri G2	HeliCentre	2x
LX-VMF	Ce560XL	Luxaviation	28 LXA15P	02. PH-SVX	PA-31T	Slagboom en Peeters	dep
VT-DHA	Global Express	Reliance Commercial Dealers		PH-SVX	PA-31T	Slagboom en Peeters	07
25. D-CNAG	SA227DC	Binair	BID5A/B	03. PH-SVY	PA-31T	Slagboom en Peeters	arr
D-IKOP	Ce525	Star Wings Dortmund	STQ666	04. PH-FVD	R44	EBAG Helicopters	
LX-SUN	P180	Luxaviation	01 LXA18S	05. PH-HBH	H269C	Heli Holland	
M-CCCP	Global 5000	Heda Airlines	27	PH-SWN	Ce414A	PARC Air	dep
M-ICRO	Ce525A	Pekton Group	EZE08B/C	07. PH-MMT	EC135P2+	ANWB – MAA	
OE-GBB	Do328-110	Welcome Air	TYW532B	09. PH-PXA	EC135P2+	Nationale Politie	ZXP01
OO-AMR	Ce525A	Air Service Liège		13. D-IRUN	Ce510	CCF Manager Airline	
26. 9H-VCJ	CL-350	VistaJet	VJT492N	SP-AAA	PA-46-500TP	KARO-BHZ	
CS-DXP	Ce560XLS	NetJets Europe	NJE37U/6DB	16. 9A-BOR	PA-31T1	Delic Air	17
D-CARO	Ce680	Aerowest Flugcharter	28	17. D-HGVB	R44	Rotavisie	20
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ1151	21. D-HGVB	R44	Rotavisie	26
D-CNAG	SA227DC	Binair	27 BID5C/D	22. PH-SVZ	Ce550	Slagboom en Peeters	dep
D-IKOP	Ce525	Star Wings Dortmund	STQ666	25. N353CE	AS350B3	De Hondert Margen	26
OO-ACT	Falcon 900C	Flying Group		OE-FID	Ce510	Sky Taxi Luftfahrt	
PH-BSU	Ce208B	Blue Sky Aerial Services	arr	26. D-HGVB	R44	Rotavisie	27
PH-HRK	P180	JetNetherlands	10 JNL369/795	27. D-HGVB	R44	Rotavisie	28
PH-KBX	Fokker 70	Dutch Government	KLM9927	29. D-HGVB	R44	Rotavisie	30
PH-MFX	Ce650	JetNetherlands	27 JNL256	D-HSPH	R66	S.P. Helicopter-Service	30
PH-NDK	Falcon 900B	ASL	XRO566	30. D-HSPH	R66	S.P. Helicopter-Service	
27. CS-DXG	Ce560XLS	NetJets Europe	NJE3QH/267M	31. OE-FID	Ce510	Sky Taxi Luftfahrt	
D-IADV	Ce551	Jetkontor	30	PH-KMR	GA-8	Stichting Ambulancevliegtuig	2x
M-ELAS	G280	Aventurine Aviation		PH-PXD	EC135P2+	Nationale Politie	ZXP04
PH-CTH	Falcon 2000LX	Flying Group	FYG40V/41V	<b>November 2015</b>			
VP-BCL	CL-870	Consolidated Contractors		03. A-301	SA316B	300sq	
28. CS-DRW	BAe125-800XPi	NetJets Europe	30 NJE917L/5DA	9H-FMJ	CeT207A	Fugro (Malta)	04
CS-DUG	BAe125-750	NetJets Europe	NJE105K/414L	PH-PXD	EC135P2+	Nationale Politie	ZXP04
CS-DXO	Ce560XLS	NetJets Europe	29 NJE255N/280K	09. N456KW	Beech 58PA	Wagenaar Airways	14
N597CJ	ERJ135BJ	C&J Spec-Rent Services inc		11. PH-SAE	PA-44-180	Stella Aviation International	19
PH-HHJ	AS355F2	Heli Holland	30				
29. CS-DUG	BAe125-750	NetJets Europe	30 NJE400B/597B				
D-IXAA	Beech C90GTi	Reupke Airservice					
EC-MIR	A319-111	Vueling	f/v VLG8336/7				
HB-FOW	PC-12/45	Future Finance Corporation					
LX-VMF	Ce560XL	Luxaviation	LXA15P				
M-OTOR	Beech 250	Pekton Group	EZE08B/C				
OO-ACT	Falcon 900C	Flying Group	30				
PH-CTH	Falcon 2000LX	Flying Group	FYG44V/45V				
PH-FIS	Ce525	JetNetherlands	arr				



This 1996 Falcon 900EX was acquired by Carrington Aviation in 2014 as N209FJ. One year later its marks were changed to N970CC. The company is linked to the Carrington Holding Company. (Rotterdam-The Hague, 18 November 2015, Maarten Visser sr)





Since January 2015 TUIFly Boeing 737 D-AHFT promotes Nürnberg Airport with special stickers of Albrecht Dürer, Klexi the rabbit & the Imperial Castle. (Eindhoven, 2 November 2015, Niels Quist)

13.PH-DEZ	Ce501SP	Stella Aviation Charter	arr	OO-DDA	Ce525A	Abelag Aviation	11 AAB362
21.PH-DTS	DA42	Wings over Holland		PH-HWM	CL-605	ASL	
26.A-301	SA316B	300sq		11.MM62200	P180AM	71° Gruppo GE	12 IAM1495
27.M-IFFY	Ce510	Xead Aviation		A-275	SA316B	300sq	*Bluebird16, GLV-V
28.PH-DWW	R44	Wikselaar Satellite Trading		D-106	CH-47D	298sq	*GLV-V
29.M-IFFY	Ce510	Xead Aviation		D-CAWU	Ce560XLS	Adolf Würth	

Credit: Teuge Airport

## Eindhoven

		<b>November 2015</b>					
01.EI-ENY	B737-8AS	Ryanair	div RYR796Z/310	OO-DDA	Ce525A	Abelag Aviation	11 AAB362
HB-AEV	Do328-110	SkyWork Airlines	SRK300/1	PH-HWM	CL-605	ASL	
OO-XLS	Ce560XLS+	Air Service Liège	dep	11.MM62200	P180AM	71° Gruppo GE	12 IAM1495
PH-EZP	ERJ190STD	KLM Cityhopper	div KLM1218	A-275	SA316B	300sq	*Bluebird16, GLV-V
PH-EZZ	ERJ190STD	KLM Cityhopper	div KLM1930	D-106	CH-47D	298sq	*GLV-V
PH-HGT	Ce680	ASL	08	D-CAWU	Ce560XLS	Adolf Würth	
PH-MFX	Ce650	JetNetherlands	06 JNL292/018	PH-CGN	Do228-212	Kustwacht	*NCG03
PH-VBG	Falcon 2000EX	JetNetherlands	JNL929	PH-FJK	Ce525B	JetNetherlands	12
02.A-275	SA316B	300sq	*GLV-V	12.70+87	UH-1D	THR30 (SAR mks)	Rescue41
D-664	CH-47D	298sq	*	D-664	CH-47D	298sq	*GLV-V
CS-TMT	A330-322	HiFly (a/w)	BAF633	D-892	CH-47F	298sq	*GLV-V
D-AHFT	B737-8K5	TUIfly	TUI8928/0116	D-FSFS	PA-46-500TP	Schumacher Packaging	
D-CURT	Lj31A	Air Alliance Express	AYY102	LY-DSK	BAe125-850XP	Classic Jet	LLT201P/201
UR-CBG	An-12BP	Cavok Air	03 CVK7021/2	OO-DDA	Ce525A	Abelag Aviation	13 AAB362
03.1x	C-160D	LTG63	GAF163	VP-CLS	Falcon 7X	Lukoil	
746	C-130H	356MTM	04 HAF356H	13.D-106	CH-47D	298sq	*GLV-V
D-667	CH-47D	298sq	*Grizzly35, GLV-V	D-892	CH-47F	298sq	*GLV-V
OE-HCA	CL-300	Avag Air		YU-MTU	Ce525	Prince Aviation	16
04.D-664	C-47D	298sq	*Grizzly43, GLV-V	15.LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM
S-441	AS532U2	300sq	*Duke1	PH-FJK	Ce525B	JetNetherlands	18
275	F-16AM	FLO	NOW138	PH-HGT	Ce680	ASL	
298	F-16AM	FLO (special mks)	NOW138	PH-HRK	P180	JetNetherlands	JNL307
D-AHFT	B737-8K5	TUIfly	TUI117/8929	PH-HWM	CL-605	ASL	
PH-CGN	Do228-212	Kustwacht	*NCG03	16.03	C-17A	HAW	17 Bartok32
PH-PKX	Ce750	ASL	dep	D-106	CH-47D	298sq	*Grizzly32, GLV-V
05.D-663	CH-47D	298sq	*Grizzly03, GLV-V	D-664	CH-47D	298sq	*Grizzly34, GLV-V
LX-LAA	Lj45	Ducair - LAR	06 DUK7AMB	PH-PKX	RA-76952	Il-76TD-90VD	Volga-Dnepr
PH-CGN	Do228-212	Kustwacht	*NCG03	17.PH-PKX	Ce750	ASL	17 VDA9007/4724
PH-HWM	CL-605	ASL	09	UR-CEZ	An-12BP	Cavok Air	18 CVK7021/2
UR-CBG	An-12BP	Cavok Air	arr	18.111/62-II	CN235M-200	ET01.062	CTM2048
06.75/F-RAJA	A340-211	ET03.060	CTM1076	03	C-17A	HAW	19 Bartok32/31
50+61	C-160D	LTG63	GAF301	D-106	CH-47D	298sq	*Grizzly32, GLV-V
J-055	F-16AM	312/313sq	*Metal1	S-459	AS532U2	300sq	*
PH-CGN	Do228-212	Kustwacht	*NCG03	07-61016	Beech 300	3-214 AVN	19 Army761016
08.PH-HGT	Ce680	ASL	09	19.S-440	AS532U2	300sq	*Wildcat5, GLV-V
09.R214/64-GN	C-160R	ET00.064	CTM2057	F-GLRZ	Beech C90A	Bluesky	20
C-GSLU	Falcon 2000LX	Skyservice Business Aviation		PH-HWM	CL-605	ASL	24
PH-HGT	Ce680	ASL	12	20.PH-CGN	Do228-212	Kustwacht	*NCG03
10.D-106	CH-47D	298sq	*Grizzly13, Grizzly43, GLV-V	PH-MFX	Ce650	JetNetherlands	21 JNL329
D-664	CH-47D	298sq	*Grizzly03, GLV-V	21.PH-MFX	Ce650	JetNetherlands	JNL329
D-667	CH-47D	298sq	*Grizzly12, GLV-V	PH-PKX	Ce750	ASL	
				PH-PXA	EC135P2+	Nationale Politie	ZXP01
				22.03	C-17A	HAW	23 Bartok30
				CS-DXT	Ce560XLS	NetJets Europe	23 NJE060K/425A
				PH-FJK	Ce525B	JetNetherlands	23
				23.Q-29	AH-64DN	301sq	*Bat71
				D-GKIM	PA-34-200T	G.Buchert	
				PH-FJK	Ce525B	JetNetherlands	24
				PH-HGT	Ce680	ASL	
				UR-CEZ	An-12BP	Cavok Air	dep CVK7045
				24.D-102	CH-47D	298sq	*Grizzly15, GLV-V

D-AEAN	A300B4-622RF	EAT Leipzig DHL c/s	BCS880P/6012
D-IPCG	Ce425	Corsair	
OE-GBB	Do328-110	Welcome Air	TYW521B/522B
OO-ACO	Ce510	Air Service Liège	
PH-FJK	Ce525B	JetNetherlands	26
PH-HGT	Ce680	ASL	26
PH-HWM	CL-605	ASL	25
UR-CJN	An-12B	Cavok Air	CVK7021/2
25. Q-05	AH-64DN	301sq	26 Redskin22/06
Q-18	AH-64DN	301sq	*Redskin24
D-ISCO	Ce525A	Windrose Air Charter	QGA610R/611R
OO-ACO	Ce510	Air Service Liège	
PH-MFX	Ce650	JetNetherlands	JNL161
26. HB-LRV	PA-31T	air-connect	
N492B	TBM-700N	2B Airborne	
PH-HWM	CL-605	ASL	
PH-MFX	Ce650	JetNetherlands	JNL597/256
UR-CJN	An-12B	Cavok Air	CVK7021/2
27. CH01	C-130H	20sq	BAF641
D-ABCD	CL-604	DC Aviation	DCS503
N492B	TBM-700N	2B Airborne	28
PH-FJK	Ce525B	JetNetherlands	30
28. C-GGWH	CL-604	Sunwest Aviation	29 CNK800
N492B	TBM-700N	2B Airborne	
29. PH-HGT	Ce680	ASL	30
PH-HWM	CL-605	ASL	30
PH-MFX	Ce650	JetNetherlands	arr JNL256
30. 02	C-17A	HAW	01 Bartok96
OE-ILE	G450	Global Jet Austria f/v 01	GLJ95LE/ –
OO-ACO	Ce510	Air Service Liège	arr
OO-IDE	Ce525	Air Service Liège	
PH-HGT	Ce680	ASL	arr

The German SAR Huey on 12 November came to recover an injured soldier who was treated in a nearby military hospital. Highlight for Eindhoven during November 2015 was the US Army Beech 300 on the 18th, arriving from Greece and departing for Prestwick on its way back to the States. Also known as N898JR, this Beech now sports a US Army serial. However the type itself is not an MC-12. On the civil side the month started with some Amsterdam diversions. Sky Work operated a charter from and to Bern on that same day. TUIFly

operated a football charter from Braunschweig-Wolfsburg Airport on the 2nd. The return trip was two days later with the same aircraft. EAT Leipzig operated a cargo charter on the 24th.

Credits: Eindhoven Airport, Oscar Sannen, EWAS, Scramble MB.

## Hilversum

November 2015			
02. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
04. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
06. PH-DIB	H269C	Swanenberg Heli Services	
08. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
11. OO-AAR	R44	Aarent	
12. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
14. PH-AJK	R22	A.Jansen Beheer	
16. D-HMSH	R44	S.P. Helicopter-Service	2x 17
17. D-HMSH	R44	S.P. Helicopter-Service	
19. PH-ABZ	R44	S.P. Helicopter-Service	
PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
20. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
21. D-HGVB	R44	Rotavisie	
26. PH-ECD	EC120B	Heli Holland Holding	
30. PH-ULP	EC135T2+	ANWB – MAA	Lifeline1

Credits: Ernesto Bauer, Kees van Aggelen, webcam Hilversum Airport.

## Gilze-Rijen

November 2015			
03. PH-PXZ	AW139	Nationale Politie	ZXP26
05. L-06	PC-7	131EMVOsq	3x *Diamond05
Q-18	AH-64DN	301sq	dep Redskin12
Q-21	AH-64DN	301sq	dep Redskin13
Q-26	AH-64DN	301sq	dep Redskin11
Q-30	AH-64DN	301sq	dep Redskin14
PH-PXZ	AW139	Nationale Politie	ZXP26
06. L-05	PC-7	131EMVOsq	2x *Diamond10
L-07	PC-7	131EMVOsq	2x *Diamond09
L-11	PC-7	131EMVOsq	2x *Diamond02
10. A-366	SA316B	DMO (white c/s)	dep by road



Although this TBM-850 sports an American registration, 2B Airborne is a Dutch company established in Hendrik-Ido-Ambacht. N492B is based at Rotterdam airport. (Eindhoven, 28 November 2015, Remco de Wit)





This Challenger 604 has spent all of its life with North American operators. C-GGWH is flying for Sunwest Home Aviation since 2003. (Eindhoven, 28 November 2015, Niels Quist)

11. L-03	PC-7	131EMVOsq	*Diamond20
L-07	PC-7	131EMVOsq	*Diamond10
12. L-07	PC-7	131EMVOsq	*Diamond08
16. FB22	F-16BM	2w	*BAF281
L-07	PC-7	131EMVOsq	2x *Diamond08
17. L-06	PC-7	131EMVOsq	*Diamond08
19. FB22	F-16BM	2w	*BAF291
L-01	PC-7	131EMVOsq	*Diamond01
L-09	PC-7	131EMVOsq	*Diamond04
23. L-08	PC-7	131EMVOsq	*Razor03, Diamond08
24. PH-LAB	Ce550	NLR - TU Delft	
25. FB23	F-16BM	10w	2x *BAF417, 2x BAF427
L-08	PC-7	131EMVOsq	*Diamond10
27. J-066	F-16BM	KTV/322sq	5x *Cobra1
PH-PXA	EC135P2+	Nationale Politie	ZXP01
30. L-03	PC-7	131EMVOsq	*
L-05	PC-7	131EMVOsq	*
L-08	PC-7	131EMVOsq	*
L-11	PC-7	131EMVOsq	*

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

## De Kooy

November 2015			
03. D-IVIV	Ce525A	Atlas Air Service	
09. L-01	PC-7	131EMVOsq	Diamond08
PH-CGN	Do228-212	Kustwacht	NCG01
12. L-03	PC-7	131EMVOsq	
G-BYMK	Do328-110	FlyBe	LGN861
16. A-301	SA316B	300sq	Alpha29
22. PH-BHC	B787-9	KLM	*
23. N-316	NH90-NFH	860sq	dep FOST
N-319	NH90-NFH	860sq	dep FOST
N-326	NH90-NFH	860sq	dep FOST
24. RN03	NH90-NFH	40sq	BAF721
S-440	AS532U2	300sq	Demon2

The KLM Dreamliner flew over Den Helder during its second promotion flight on 22 November 2015. For the second FOST training of 2015, again three NH90 helicopters departed De Kooy for Yeovilton and Culdrose.

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

## Leeuwarden

November 2015			
09. ES-YLZ	L-39C	Skyline Aviation	*Lion39
10. G-273	C-130H-30	336sq	*NAF73
J-630	F-16AM	312sq	11 Sting01/Tiger
11. G-273	C-130H-30	336sq	*NAF71,72

12. A-301	SA316B	300sq	Bluebird11
13. A-292	SA316B	300sq	Bluebird12
G-273	C-130H-30	336sq	*NAF71,72
16. 30+85	EF2000	TLG31	*Baron
26. G-273	C-130H-30	336sq	*NAF72
27. L-09	PC-7	131EMVOsq	Diamond10

Local traffic dominated Leeuwarden during November 2015. The only foreign visitor was a German Eurofighter on a touch and go.

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

## Lelystad

November 2015			
03. PH-ABZ	R44	S.P. Helicopter-Service	
04. A-301	SA316B	300sq	Bluebird12
PH-DWW	R44	Wikselaar Satellite Trading	
08. CS-DXM	Ce560XLS	NetJets Europe	NJE944B
11. PH-PXD	EC135P2+	Nationale Politie	ZXP04
16. OO-JCV	PC-12/47E	Nextgen Aviation Group	
17. D-HGVB	R44	Rotavisie	
PH-KGJ	EC120B	Heli Holland Holding	25
18. F-HPGA	Beech 350i	PGA Motors	19
PH-ACE	Beech 300	JetNetherlands	JNL222
PH-HRK	P180	JetNetherlands	JNL318
PH-PXY	AW139	Nationale Politie	ZXP25
19. D-HMSH	R44	S.P. Helicopter-Service	
PH-HRK	P180	JetNetherlands	JNL318
20. PH-DWW	R44	Wikselaar Satellite Trading	
21. PH-DWW	R44	Wikselaar Satellite Trading	
23. PH-LLU	PA-34-200	R.D. Aalbers	
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
PH-PXE	EC135P2+	Nationale Politie	ZXP05
24. PH-ELP	EC135T2+	ANWB - MAA	dep
PH-HVB	EC135T2+	ANWB - MAA	26
25. OO-WDB	R22	W. De Buck	
PH-DWW	R44	Wikselaar Satellite Trading	
26. G-LYDF	PA-31-350	Lydd Air	LYD03AP
PH-AJK	R22	A. Jansen Beheer	
PH-ULP	EC135T2+	ANWB - MAA	30
27. G-TFAM	PA-46R-350T	Take Flight Aviation	29

Credits: Ernesto Bauer, Berend Jan Floor, Jeroen Schonewille, Lelystad Aviation Group (Facebook), Flantuas Webcam.

## Volkel

November 2015			
04. J-647	F-16AM	312/313sq (306sq mks)	arr Bulldog01
09. J-020	F-16AM	312/313sq (322sq mks)	arr Sting01
10. PH-LAB	Ce550	NLR - TU Delft	

12. G-273	C-130H-30	336sq	*NAF72
L-07	PC-7	131EMVOsq	2x *Diamond08
13. G-273	C-130H-30	336sq	*NAF72
17. 08-8196	C-17A	62nd AW	RCH1123
20. FA110	F-16AM	10w (spec c/s)	BAF501
25. 2x	F-16AM	312/313sq	dep NAF81,82
26. J-208	F-16BM	312/313sq (nmks)	Metal1

November started for Volkel with two returns, J-647 returned from Leeuwarden deployment and J-020 returned from Woensdrecht after phase inspection. On the 17th the traditional USAF Globemaster III visited again. On 25 November two unknown F-16s left for their ATF ME deployment and ending the month is Dutch astronaut André Kuipers who had the honour of flying with J-208.

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

## Woensdrecht

November 2015			
02. CS-TPE	Fokker 100	Portugalia	06 TAP9780/9402
03. J-136	F-16AM	322sq	tst M2927
04. ST45	SF260D	CC Air	BAF198
J-020	F-16AM	312/313sq (322sq mks)	tst Shark01
S-441	AS532U2	300sq	*Duke1
05. D-101	CH-47D	298sq	tst + dep Grizzly91
S-442	AS532U2	300sq	*Duke1
VQ-BEE	A321-211	Aeroflot	10 AFL7626/7
06. J-136	F-16AM	312/313sq	dep Bulldog01
07. EI-FKH	A320-214	Aircastle	arr
09. J-020	F-16AM	312/313sq	dep Sting01
YL-LCP	A320-211	SmartLynx (a/w)	19 ART9121/AVV252F
10. D-664	CH-47D	298sq	*Grizzly14
VQ-BEA	A321-211	Aeroflot	16 AFL7628/9
11. J-646	F-16AM	312/313sq	arr Snake01
12. 1x	F-16BM	10w	*BAF451
13. G-275	C-130H-30	336sq	*NAF71
17. J-002	F-16AM	322sq	arr Dawg
VQ-BEG	A321-211	Aeroflot	23 AFL7630/1
18. 1x	F-16BM	10w	*BAF461
J-016	F-16AM	312/313sq	dep NAF311
S-459	AS532U2	300sq	*Duke3
19. ES-SAL	A320-214	SmartLynx Estonia	arr MYX9011
20. J-616	F-16AM	312/313sq	arr Tiger01
23. HA-LWB	A320-232	WizzAir	30 WZZ701/3
VQ-BRF	B737-808	Royal Flight	28 ABG9995/6
24. D-892	CH-47F	298sq	arr Grizzly05
G-781	C-130H	336sq	*NAF77
25. OE-IDT	A320-232	British Airways	arr
26. G-273	C-130H-30	336sq	*NAF72
27. J-066	F-16BM	KTV/322sq	*Cobra01
YL-LCL	A320-214	SmartLynx (a/w)	arr ART9081
30. HA-LWC	A320-232	WizzAir	arr WZZ701
LY-SPG	A320-214	Small Planet Airlines	dep LLC9907
TS-INS	A320-232	Nouvelair	arr LBT108
VQ-BDY	A320-214	Rossiya	arr SDM6001

In November special attention at Woensdrecht for repainting jobs on civil airliners, all Aeroflots visited for this purpose. The Aircastle A320 from the 7th left again on 30 November as a new Small Planet Airlines.

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

## Texel

November 2015			
03. PH-ABZ	R44	S.P. Helicopter-Service	
PH-JPS	R44	HeliCentre	
04. D-GDVK	P68	Sylt Air	
PH-PXZ	AW139	Nationale Politie	NCG04
05. PH-PXD	EC135P2+	Nationale Politie	ZXP04
06. D-GDVK	P68	Sylt Air	
07. PH-SHP	AW139	CHC Helicopters Neth.	HNL07A
08. PH-PXY	AW139	Nationale Politie	NCG04

09. PH-PXY	AW139	Nationale Politie	NCG04
11. PH-PXY	AW139	Nationale Politie	2x NCG04
12. L-03	PC-7	131EMVOsq	Diamond09
PH-PXY	AW139	Nationale Politie	ZXP25
16. D-HMSH	R44	S.P. Helicopter-Service	
17. PH-HHJ	AS355F2	Heli Holland	
18. N-319	NH90-NFH	860sq	*Guardian
21. PH-SHL	AW139	CHC Helicopters Neth.	HNL05A
PH-SHP	AW139	CHC Helicopters Neth.	HNL07A
22. PH-EUE	AW139	CHC Helicopters Neth.	HNL
23. PH-BSU	Ce208B	Blue Sky Aerial Services	26
26. PH-PXC	EC135P2+	Nationale Politie	ZXP03

This month the island airport seems to be very popular this month with the pilots of our national police force and CHC Netherlands, looking at the amount of helicopters taking a break at this location.

Credit: Texel Airport.

## Flamingo (Bonaire, Dutch Caribbean)

November 2015			
01. 9H-VJF	Global 6000	VistaJet	05
N50HA	G500	251 Finance	17
N98E	Ce560	Cytex Aviation	22
N179JA	G200	Don Goyo Aviation	03
N356DC	Ce525B	Zephyr Air	02
02. N440JJ	Lj45	JLL Aviation	12
PH-DCG	AW139	DCCG	5x *
YV2135	SA226T(B)	Org. Trans-Wing	
YV2836	PA-31-325		
03. YV1813	Ce550		
04. PH-DCG	AW139	DCCG	4x *
PJ-SBC	PA-31-350	United Caribbean Airlines	06
YV1306	Beech A100		
05. PH-DCG	AW139	DCCG	6x *
YV3048	PA-31		
06. S-447	AS532U2	300sq	
HI976	Saab 340B	ACSA - Air Century	07
PJ-BSH	Bell 206B	Blue Skies Helicopters	
YV1443	PA-31T1		
YV2151	PA-23		
YV3100	PA-31		
07. YV3048	PA-31		08
08. YV1443	PA-31T1		
YV2151	PA-23		
YV3100	PA-31		
10. YV2762	Beech 1900D	Petróleos de Venezuela	
11. YV2736	Beech 400A		
12. N100HJ	Ce340	Tps German Car Sales and Repair	
PH-FBH	AW139	DCCG	3x *
13. HI976	Saab 340B	ACSA - Air Century	14
N179JA	G200	Don Goyo Aviation	24
N214RT	Ce525	Polybarq	
N356DC	Ce525B	Zephyr Air	16
YV2135	SA226T(B)	Org. Trans-Wing	
14. 9H-VJA	Global 6000	VistaJet	19
15. YV1851	RC690C		
16. N922RV	Ce550		
PH-FBH	AW139	DCCG	*
YV2734	Lj45XR	Petróleos de Venezuela	
17. YV2096	RC690B		
19. N100HJ	Ce340	Tps German Car Sales and Repair	
N440JJ	Lj45	JLL Aviation	
YV1617	RC690B	Inversiones Enedinsi	
20. HI976	Saab 340B	ACSA - Air Century	22
YV2739	Lj45XR	Petróleos de Venezuela	
YV2951	PA-31		
YV3100	PA-31		
21. C-GPAB	DHC-8-106	DCCG - Provincial Airlines	*
N229MC	Ce550		30
YV2861	Beech 1900D	Petróleos de Venezuela	
22. HI840	BAe3101	ACSA - Air Century	
N50HA	G500	251 Finance	30
YV581T	PA-31		
YV2951	PA-31		
24. PH-FBH	AW139	DCCG	*



25. N2333K	CeU206G		D-ABXB	A330-223	Air Berlin	BER7408
N440JJ	Lj45	JLL Aviation	HK-4405	BAe3101	SARPA	
YV2135	SA226T(B)	Org. Trans-Wing	N311TP	Ce501	Zaramella & Pavan Constr. Comp.	
26. N440JJ	Lj45	JLL Aviation	N547JB	A320-232	JetBlue Airways	JBU1111/2
YV515T	Beech 300		N609LS	CL-300	Executive Flight Services	
YV1412	SA227AT		N807WA	MD-82	World Atlantic Airlines	WOA904
27. HI955	Ce560XLS	Helidosa	N888YV	G150	Aeroservicios E&E C.A.	
N2FD	CL-604	Challenger 5345	YV1790	PA-34		
N356DC	Ce525B	Zephyr Air	YV2308	ATR42-320F	Venescar Int'l (DHL c/s)	VEC312
YV1316	Ce500		YV2493	Beech 200C	Gruppo 5	
28. YV515T	Beech 300		YV2679	IAI1125SP	Constructora Sambil	
YV2567	Lj45XR	Petróleos de Venezuela	YV3040	Ce550		
29. YV1316	Ce500		YV3119	G150		

**Arke:**  
 PH-TFK 03, 13, 14, 17, 27 PH-TFM 28  
 PH-TFL 06, 07, 10, 20, 21, 24

**Delta:**  
 N616DL 07 N678DL 28  
 N633DL 21 N690DL 14

**United:**  
 N11206 07 N66825 15  
 N17244 28 N68821 01  
 N18220 14 N76265 21  
 N24224 28 N76504 29  
 N27239 22 N87513 08  
 N35271 21

Left out were KLM, Insel Air (EMB110, Fokker 50 and MD80), Tiara Air (Sh360), Divi Divi Air (BN2) and Learjet 35 N389KA which is based here, unless operating a non-scheduled flight.

A good start with a Global from Caracas, departing on the 5th to Miami. On the 14th another example arrived from Caracas, departing the 19th to Los Angeles. In between on Friday nights a Dominican Saab 340 arrived staying the night, probably to ferry TUI crew. The Dominican Citation on the 27th operated an ambulance flight. Also noteworthy is a lot of US registered bizjets were parked on Bonaire by their Venezuelan owners for longer periods of time.

**Credit:** Danny de Kiewit.

## Hato (Curaçao, Dutch Caribbean)

### November 2015

01. "YV3811"	Beech E90	<i>impounded</i>	(ex N63BV)			
C-GWRG	B737-8CT	Westjet	WJA2688/9			
HK-5026	B737-230	Aérosucre Colombia	KRE184			
N149CS	P-3AEW&C	US Cust. & Border Prot.	04 Omaha49			
N609LS	CL-300	Executive Flight Services				
N618JB	A320-232	JetBlue Airways	div JBU773			
N732SW	B737-7H4	Southwest Airlines	div SWA1804			
N8587H	ERJ135BJ	World Class Aviation				
PH-TFM	B787-8	TUI	TFL392			
YV1465	Beech E90	Aerotecnica				
YV3006	PA-31					
02. 02-1112	C-17A	183rd AS	03 RCH360			
HI985	Ce680	Helidosa				
N100HJ	Ce340	Tps German Car Sales and Repair				
N741AX	B767-232F	Amerijet International	AJT819			
N8587H	ERJ135BJ	World Class Aviation				
N888YV	G150	Aeroservicios E&E C.A.				
N991HA	DHC-8-202	Airborne Services Global	tdy BAT91			
PP-SCB	CL-605	Casa Bahia Comercio				
PR-PVI	Lj40XR	Mardisa Vehiculos				
YV375T	Bell 230	Trafic Center				
YV2308	ATR42-320F	Venescar Int'l (DHL c/s)	VEC312			
YV2682	IAI1125SP	Inversiones Alicante				
YV2733	Beech 55					
YV2823	B737-232	Avior Airlines	ROI1214			
YV2823	B737-232	Avior Airlines	ROI1206			
YV3006	PA-31					
YV3119	G150	Banco de Venezuela				
YV3144	Beech 200					
03. 57-1438	KC-135R	336th ARS	RCH223			
A6-EFN	B777-F1H	Emirates	UAE9918			
04. 02-1112	64-14842					
HK-4636	N144CS					
N179JA	YV380T					
YV2308	YV2308					
05. N199AJ	N311TP					
N316CM	YV380T					
YV1813	YV2308					
YV2679	YV2679					
06. A6-EFL	C-FYJH					
N55SK	N55SK					
YV2308	YV2308					
YV2794	YV2794					
07. 57-1438	64-14842					
D-ALPF	D-ALPF					
HK-1271	HK-1271					
N125GR	N125GR					
N179JA	N179JA					
N189AN	N189AN					
N585JB	N585JB					
YV2222	YV2222					
08. C-FBWI	B737-8CT					
LV-CPL	LV-CPL					
N179JA	N179JA					
N980GB	N980GB					
YV390T	YV390T					
YV503T	YV503T					
YV2951	YV2951					
09. 57-1438	KC-135R					
64-14842	RC-135V-6C					
N743AX	B767-232(F)					
N881YV	B767-241ERSF					
N990CH	Lj55C					
YV1465	Beech E90					
YV2794	B737-232					
YV2794	B737-232					
10. A6-EFN	B777-F1H					
D-ABXD	A330-223					
LV-FWZ	CL-604					
N17NN	Ce650					
N389KA	Lj35A					
N621JB	A320-232					
YV438T	AW139					
YV1457	Beech 36					
YV2308	ATR42-320F					
11. HK-4405	BAe3101					
N629JJ	EMB500					
N723HH	Global 5000					
YV380T	B737-230					
YV1401	G200					
YV2308	ATR42-320F					
YV2893	Beech 58					
YV3062	RC690B					
YV3136	PA-31					
12. 57-1438	KC-135R					
64-14842	RC-135V-6C					
183rd AS	183rd AS					
38th RS	38th RS					
Líneas Aéreas Suramericanas	Líneas Aéreas Suramericanas					
LAU334	LAU334					
US Cust. & Border Prot. dep Omaha44	US Cust. & Border Prot. dep Omaha44					
Don Goyo Aviation	Don Goyo Aviation					
RUTACA	RUTACA					
RUC508	RUC508					
Venescar Int'l (DHL c/s)	Venescar Int'l (DHL c/s)					
VEC312	VEC312					
Amerijet International	Amerijet International					
AJT810	AJT810					
Zaramella & Pavan Constr. Comp.	Zaramella & Pavan Constr. Comp.					
AJT8310	AJT8310					
RUTACA	RUTACA					
RUC508	RUC508					
Venescar Int'l (DHL c/s)	Venescar Int'l (DHL c/s)					
VEC312	VEC312					
Constructora Sambil	Constructora Sambil					
Emirates	Emirates					
UAE9914	UAE9914					
Air Canada rouge	Air Canada rouge					
ROU1794/5	ROU1794/5					
Operadora HCL Barquisimeto	Operadora HCL Barquisimeto					
C525	C525					
Venescar Int'l (DHL c/s)	Venescar Int'l (DHL c/s)					
VEC312	VEC312					
Avior Airlines	Avior Airlines					
ROU1214	ROU1214					
Baha85	Baha85					
38th RS	38th RS					
Lizard23	Lizard23					
Air Berlin	Air Berlin					
BER7408	BER7408					
Líneas Aéreas Suramericanas	Líneas Aéreas Suramericanas					
LAU334	LAU334					
GR Aviacion	GR Aviacion					
Don Goyo Aviation	Don Goyo Aviation					
American Airlines	American Airlines					
AAL977D	AAL977D					
JetBlue Airways	JetBlue Airways					
JBU1111/2	JBU1111/2					
Westjet	Westjet					
WJA2688/9	WJA2688/9					
Patagonia Flight Services	Patagonia Flight Services					
Don Goyo Aviation	Don Goyo Aviation					
Propeller Aviation	Propeller Aviation					
RUTACA	RUTACA					
RUC507	RUC507					
336th ARS	336th ARS					
Baha85	Baha85					
38th RS	38th RS					
Pluto51	Pluto51					
Amerijet International	Amerijet International					
AJT810	AJT810					
21 Air	21 Air					
div DYA804	div DYA804					
VY Master Aviation	VY Master Aviation					
Aerotecnica	Aerotecnica					
ROI1206	ROI1206					
Avior Airlines	Avior Airlines					
ROI1206	ROI1206					
Emirates	Emirates					
UAE9918	UAE9918					
Air Berlin	Air Berlin					
BER7408	BER7408					
Baires Fly	Baires Fly					
f/v	f/v					
Centennial RE	Centennial RE					
Fundashon Mariadal	Fundashon Mariadal					
JetBlue Airways	JetBlue Airways					
JBU1111/2	JBU1111/2					
Servicios Aereos La Lechuza	Servicios Aereos La Lechuza					
Venescar Int'l (DHL c/s)	Venescar Int'l (DHL c/s)					
VEC312	VEC312					
SARPA	SARPA					
Safe 7	Safe 7					
Global Aviation Investment	Global Aviation Investment					
RUTACA	RUTACA					
RUC508	RUC508					
Venezuelan Government	Venezuelan Government					
Venescar Int'l (DHL c/s)	Venescar Int'l (DHL c/s)					
VEC312	VEC312					
336th ARS AFRC	336th ARS AFRC					
Baha85	Baha85					
38th RS	38th RS					
Micky15	Micky15					

HK-4405	BAe3101	SARPA	N507JT	A320-232	JetBlue Airways	JBU1111/2
N234CJ	Ce525A	Caribbean Heli-Jets	YV524T	DC-10-30F	Solar Cargo	OLC408
N440JJ	Lj45	JLL Aviation	YV2419	Beech C90GT		
N629JJ	EMB500	Safe 7	18. A6-EFJ	B777-F1H	Emirates	UAE9918
N741AX	B767-232F	Amerijet International	AJT8411	B727-2J0F	Aérosucre Colombia	KRE184
N990CH	Lj55C	VY Master Aviation	HK-4544	Lj35A	SARPA- Rent Air	
PP-BPS	EMB505	ARCOM	HK-4826	G550	Procter & Gamble	GLF5
YV438T	AW139	Servicios Aereos La Lechuza	N15YD	Ce525A	Constructora Sambil	
YV1381	B737-23S	Rutaca Airlines	RUC508	Lj55	Fox Management International	
YV2308	ATR42-320F	Venescar Int'l (DHL c/s)	VEC312	B737-23S	Rutaca Airlines	RUC508
YV2922	Beech 58		YV1796	RC690A		
13. A6-EFK	B777-F1H	Emirates	UAE9914	B777-F1H	Emirates	UAE9914
C-GBHR	A319-114	Air Canada rouge	ROU1794/5	A319-114	Air Canada rouge	ROU1794/5
N440JJ	Lj45	JLL Aviation	C-FYJH	B747-4R7F	Cargolux	CLX754
N68QB	Lj35A	Mark Solomon	N15YD	Ce525A	Constructora Sambil	
N881YV	B767-241ERSF	21 Air	div 14 DYA802/4	Ce525	Operadora HCL Barquisimeto	C525
N939MC	IAI1125	R&V Aviation Services		TBM-900	Fazenda Real	
YV1016	PA-46-350P		PR-FRE	DC-10-30F	Solar Cargo	OLC408
YV2363	Ce340		YV524T	ATR42-320F	Venescar Int'l (DHL c/s)	VEC312
YV2718	PA-31-350		YV2308	B737-232	Avior Airlines	ROI1214
YV2794	B737-232	Avior Airlines	ROI1206	B737-232	Avior Airlines	ROI1214
14. D-ALPA	A330-223	Air Berlin	BER7408	A320-232	JetBlue Airways	JBU1111/2
HK-1271	B727-24C	Líneas Aéreas Suramericanas	LAU334	B737-8CT	Westjet	WJA2688/9
N606JB	A320-232	JetBlue Airways	JBU1111/2	A320-232	JetBlue Airways	JBU1111/2
PR-IUH	ERJ135BJ	Itaú Unibanco		A319-112	Air Canada rouge	ROU1794/5
YV390T	B737-230	RUTACA	RUC508	A320-232	JetBlue Airways	JBU1111/2
YV2794	B737-232	Avior Airlines	ROI	B737-8CT	Westjet	WJA2688/9
15. C-GWRG	B737-8CT	Westjet	WJA2688/9			
YV1381	B737-23S	Rutaca Airlines	RUC508			
16. N55SK	Ce525	Operadora HCL Barquisimeto	C525			
N739AX	B767-232F	Amerijet International	AJT811			
YV2308	ATR42-320F	Venescar Int'l (DHL c/s)	VEC314			
YV2937	B737-2Y5	Avior Airlines	ROI1206			
17. D-ABXC	A330-223	Air Berlin	BER7408			
N5PG	G550	Procter & Gamble	GLF5			
N172EX	G200	International Aviation Holdings				
N255SL	Lj60	Hop-A-Jet	HPJ255			

Omitted from the list are PAWA Dominicana and Avior Regional. The diversions on the 1st arrived from Aruba due to a disabled aircraft on the runway. On the same day the first aircraft with TUI titles arrived from Amsterdam. On the 9th a technical diversion due to flaps problems. This same aircraft made an emergency landing at Hato on the 13th with a leading edge slat EICAS asymmetry indication. It departed to Miami the next day at low altitude.

Credit: Larry Every.



Although we do not receive relevant movements from Budel, Toon Cox mailed us a photo of PC-12/47E D-FEFY, departing from this small airfield on 1 November 2015. We have EuroFly as last known operator for this Pilatus.



# Movements Belgium



Thai Airways International took delivery of this Boeing 777 in January 2015, so by the time you read this, HS-TKX celebrates its first year in service. (Brussels, 1 November 2015, Niels Quist)

## Antwerp

			November 2015			
01. D-IASC	PA-31T	Vulcan Air	02	F-HALG	Falcon 2000LXS	Dassault Aviation
PH-TXA	Ce510	ASL	03	M-ARTY	PC-12/47E	Creston (UK)
02. CS-DUE	BAe125-750	NetJets Europe	03	PH-TXA	Ce510	ASL
F-HAHA	Ce510	Astonjet		11. D-CAST	Ce525B	Air Hamburg
OO-PCI	PC-12/47E	EAPC		OE-GBB	Do328-110	Welcome Air
OO-SVA	SV-4B	F. Ceuppens	28	OK-PBS	Ce525	Queen Air
03. G-LUBB	Ce525	Centreline Air Charter	04	PH-WRW	EC120B	Heli Holland
OE-FPP	Ce510	GlobeAir	f/v	12. G-LUBB	Ce525	Centreline Air Charter
04. D-HUAE	EC120B	Heliventure FTO		LX-EBE	Ce560XLS+	Flying Group Luxembourg
G-SPUR	Ce550	London Executive Avn		OO-ACO	Ce510	Air Service Liège
M-ARTY	PC-12/47E	Creston (UK)		OO-KBT	Bell 206L	Airborne
N40D	G650	Dow Chemical Co		PH-TXA	Ce510	ASL
OE-GBB	Do328-110	Welcome Air		13. D-CHIC	EMB505	Air Hamburg
OO-ACC	Ce525A	Air Service Liège	29	D-ICAO	Ce525	Lothringen Aero Service
OO-HSM	AS355F1	Heli Service Belgium		M-ARVY	Falcon 7X	Almondine
OO-STZ	AS350B2	Stephex Stables		PH-BYC	Beech 58	KLS
05. D-CNAF	SA227AC	Binair		15. PH-DIX	PC-12/45	Din-Air
EI-LCM	TBM-850	Geo Power	06	16. ST42	SF260D	CC Air
N862MT	Ce525	Textron Aviation	f/v	D-FSBG	TBM-900	H. Baumgartner
OE-FZA	Ce510	GlobeAir		OO-ACO	Ce510	Air Service Liège
PH-CGN	Do228-212	Coastguard		17. PH-DIX	PC-12/45	Din-Air
PH-TXA	Ce510	ASL	06	PH-FHB	PA-46-500TP	Faber Halbertsma
S5-SAD	Global 6000	Elit'avia	f/v	PH-KGJ	EC120B	Heli Holland
06. D-ICCC	CeF406	Air-Taxi Europe	f/v	18. OO-ACO	Ce510	Air Service Liège
I-FXRI	P180	K-Air		OO-STZ	AS350B2	Stephex Stables
OE-FHC	Ce525A	Avcon Jet	f/v	19. D-IEAG	Beech G58	Ecenta
OE-FZA	Ce510	GlobeAir		OE-GPS	Ce550 Bravo	Tyrolean Air Ambulance
OE-GBB	Do328-110	Welcome Air		OK-EAS	Beech 400XTi	Time Air
OO-PCI	PC-12/47E	EAPC		OK-PCC	PC-12/47E	T-Air
OO-TOF	R44	Toran	07	OO-ACO	Ce510	Air Service Liège
PH-TXA	Ce510	ASL	07	PH-DIX	PC-12/45	Din-Air
VP-BHH	CL-604	Jet Aviation		20. CS-DXL	Ce560XLS	NetJets Europe
07. F-HALG	Falcon 2000LXS	Dassault Aviation	f/v	CS-PHE	EMB505	NetJets Europe
OO-STZ	AS350B2	Stephex Stables		D-HUAE	EC120B	Heliventure FTO
OO-TOF	R44	Toran	09	F-HSHA	Ce510	Flybox
SE-IUV	RC690C	Wermlandsflyg	08	LX-EBE	Ce560XLS+	Flying Group Luxembourg
08. C-GLUV	Ce525C	Execaire	f/v 09	M-LEYS	Beech C90GT	Heres Aviation
LX-AVS	PA-32R-301T	G. Groger		OO-ACO	Ce510	Air Service Liège
OK-PBS	Ce525	Queen Air	09	PH-DIX	Ce525	Air Service Liège
OO-ACO	Ce510	Air Service Liège	12	PH-PKX	Ce750	ASL
OO-IDE	Ce525	Air Service Liège	09	22. D-CSUN	Ce560XLS+	Air Hamburg
PH-TXA	Ce510	ASL	10 2x	N588MM	Global 6000	Nordic Aviation Contractor
09. G10	MD902	Federale Politie		OO-STZ	AS350B2	Stephex Stables
M-USIC	G550	Ineos Aviation	10	23. D-ICCC	CeF406	Air-Taxi Europe
OO-IDE	Ce525	Air Service Liège	11	G04	Ce182Q	Federale Politie
10. D-ITRA	Ce525	Transavia Flug		G-LUBB	Ce525	Centreline Air Charter
EC-LEB	Global XRS	TAG Aviation España		M-LEYS	Beech C90GT	Heres Aviation

N185GA	G550	Caimito Enterprises	24
N352CM	PA-46-350P	Continental Capital Markets	
OO-ROB	RC690A	ABK	
24.9A-DWA	Ce525A	Winair	
CS-DQA	Ce560XLS	NetJets Europe	
D-ISCH	Ce525A	G. Schubert	
M-ARTY	PC-12/47E	Creston (UK)	
OK-PCC	PC-12/47E	T-Air	
25.D-HUAE	EC120B	Heliventure FTO	
D-IRUP	Ce551	R+P Flugcharter	
OE-FZB	Ce510	GlobeAir	
OO-ACO	Ce510	Air Service Liège	26
PH-CGN	Do228-212	Kustwacht	
PH-PXC	EC135P2+	Nationale Politie	f/v
26.D-CAWX	Ce680	Aerwest Flugcharter	f/v
D-CHGS	EMB505	Hans Grohe	
D-IDAZ	Ce525	Donau Air Service	
M-ARTY	PC-12/47E	Creston (UK)	
OE-FZD	Ce510	GlobeAir	
OO-ACO	Ce510	Air Service Liège	29
OO-CEJ	Ce525	Air Service Liège	29
OO-LMI	Bell 206B	Y. Korall	
PH-CGN	Do228-212	Kustwacht	
27.D-CHGS	EMB505	Hans Grohe	
D-HUAE	EC120B	Heliventure FTO	tst
D-IAAD	EMB500	Arcus Executive Aviation	28
G-WIRG	ERJ135BJ	Air Charter Scotland	f/v 29
OE-GBB	Do328-110	Welcome Air	
OK-PCD	PC-12/47E	Piper OK	
OO-MCJ	R44	AEV Telecom	
PH-FHB	PA-46-500TP	Faber Halbertsma	
28.D-CAWX	Ce680	Aerowest Flugcharter	01
OE-GWV	Ce560XLS	Europ Star Aircraft	f/v 29
OO-STZ	AS350B2	Stephex Stables	
PH-AIJ	PA-34-200T	Expair Holding	
YU-SPC	Ce560XLS+	Prince Aviation	f/v
29.D-IDAZ	Ce525	Donau Air Service	
N800J	G550	Johnson & Johnson	30
OO-EYP	EC120B	Heli W.S.	
30.D-BOBI	Falcon 2000LX	BASF	
M-ARTY	PC-12/47E	Creston (UK)	
N525GC	Ce525	Gerard Comboul Aviation	04
OE-FHK	Ce510	GlobeAir	02
OE-GPS	Ce550 Bravo	Tyrolean Air Ambulance	
PH-DIX	PC-12/45	Din-Air	

The Textron Cessna 525 on the 5th was transferred to Switzerland as HB-VPH the next month. The ASL Cessna on the 21st arrived from Eindhoven for re-registration into the Belgium civil register. The aircraft was added to the register on 6 December.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

November 2015

01.50+17	C-160D	LTG63	
9H-VCJ	CL-350	VistaJet	
B-6075	A330-243	Air China	div CCA855
CS-PHH	EMB505	NetJets Europe	
D-AVIB	ERJ135BJ	Vibro Air	
LX-JFI	PC-12/45	Jetfly Aviation	
LX-NAT	Ce560XLS	Luxaviation	
M-JETZ	Falcon 2000EX	Avtorita Holdings	div
OO-CIV	Ce525A	Abelag Aviation	
OO-DDA	Ce525A	Abelag Aviation	
OO-IDE	Ce525	Air Service Liège	
PH-BFV	B747-406	KLM	div KLM896
PH-BVF	B777-306ER	KLM	div KLM876
TC-FHC	A320-214	Freebird	div FHY741
VQ-BWW	B747-406FER	Air Bridge Cargo	div ABW702
02.50+67	C-160D	LTG61	
D-CAHO	Ce560XLS+	Air Hamburg	
D-CKNA	Ce525C	Aero-Dienst	
HB-IYV	BAe146-RJ100	Swiss	div
HB-JIN	Falcon 900EX	Jet Aviation	
LX-JFK	PC-12/47	Jetfly Aviation	
N750GF	Ce750	FlightPartner	
OO-FPE	Ce525B	Flying Group	
OO-VLJ	Fokker 50	VLM Airlines	
OO-VLS	Fokker 50	VLM Airlines	div
PH-MCY	MD-11F	Martinair	div
SE-RLU	Ce560	Grafair	
03.D-CSLT	Lj60	FAI Airservice	
EC-LGV	Falcon 2000LX	Executive Airlines	
G-FBKB	Ce510	Blink	
LZ-FLL	An-26B	Bright Flight	
M-ABEU	Lj45XR	Ryanair	
N1JK	Falcon 2000EX	J.P. Kotts and Company	
OE-FDI	SC-7	Pink Aviation	
PH-NDK	Falcon 900B	Exxaero	
SP-NWM	PC-12/47E	Press Glass Corporation	
04.D-CKNA	Ce525C	Aero-Dienst	
D-CSAG	EMB505	Sudzucker Reise Service	
D-IAKN	Ce525A	Star Wings Dortmund	
D-IOHL	Ce525A	Ohlair Charterflug	
D-ITMA	Ce525A	Luxaviation Germany	
EC-HYI	Falcon 2000	Gestair	
G-YEDC	Ce525B	Air Charter Schotland	
N435JD	BAe125-800XP	JDN Aircraft Holdings	
OO-SKY	Ce525A	Abelag Aviation	
OO-TBM	TBM-700A	Avia-Rent Wallonie	
05.0019/F-RBAG	A400M	ET01.061	
C-GDPG	Global 5000	Execaire	
CS-DRR	BAe125-800XPi	NetJets Europe	
CS-TGV	A310-304	SATA Internacional	
D-IOHL	Ce525A	Ohlair Charterflug	



Europ Star Aircraft acquired Cessna 560 XLS OE-GWV factory fresh in November 2008. (Antwerp, 28 November 2015, Walter Van Brempt)





Although not officially listed, Nordic Aviation Contractor seems to be the current and first operator for Global 6000 N588MM, delivered to the company only two months before this photo was taken. (Antwerp, 22 November 2015, Walter Van Brempt)

D-ISCO	Ce525A	Windrose Air Charter	T-785	Falcon 900EX	LTDB	
D-ITMA	Ce525A	Luxaviation Germany	ZE700	BAe146 CC2	32(TR)sq	KRF95
N421QS	G450	NetJets	ZM405	Atlas C1	70sq	
OE-FXM	Ce525A	Speedwings Executive Jet	CS-DRR	BAe125-800XPi	NetJets Europe	
OO-SDT	Beech 350	Bongrain Benelux	CS-PHD	EMB505	NetJets Europe	
OO-SKY	Ce525A	Abelag Aviation	D-BOBI	Falcon 2000LX	BASF	
VP-CSP	BAe125-800B	Springline	D-IBCT	Ce525A	Aero-Dienst	
06.4K-AZ100	IL-76TD-90VD	Silk Way	M-SPOR	Beech B200	Select Plant Hire Co	
C-GDPF	CL-601-3R	Power Corp of Canada	N450CE	G450	Cresair Inc	
CS-DXZ	Ce560XLS	NetJets Europe	11.0019/F-RBAG	A400M	ET01.061	CTM2079
N408U	Raytheon 4000	United Technologies	CS-DPF	Falcon 900EX	Masterjet	
N895EE	EMB550	Embraer Executive Aircraft	F-HAMI	Beech B200	Air Ailes	
OE-GXL	Ce560XL	Speedwing Executive Jet	HB-JSG	CL-605	Scintilla	
OO-GPE	Falcon 900LX	Abelag Aviation	LX-JFW	PC-12/47E	Jetfly Aviation	
OO-SDT	Beech 350	Bongrain Benelux	OO-PAR	Ce525B	Abelag Aviation	
07.075/F-RAJA	A340-211	ET03.060	12.9A-SLA	A320-214	Limitless Airways	13 TDR302/3
2706	C-27J	Esc.902 Av.Tr.	9H-VCA	CL-350	VistaJet	
TS-MTE	C-130B	21sq	CS-DPF	Falcon 900EX	Masterjet	
D-CCAB	Ce550 Bravo	Falck Air Ambulance Service	CS-DXU	Ce560XLS	NetJets Europe	
D-CFLY	Ce560XLS+	Air Hamburg	D-AJOY	CL-850	Elytra Charter	
LX-MBE	Falcon 2000	Global Jet Luxembourg	D-CIFM	Ce560XLS+	IFM Traviation	
N810U	Falcon 2000EX	United Technologies	D-COCA	Beech 1900D	Private Wings	13 PWF5480/1
YL-LCP	A320	Smartlynx	D-ITMA	Ce525A	Luxaviation Germany	
YL-LCP	A320	Smartlynx	F-GVVB	Ce525B	Evolem Aviation	
08.D-AJOY	CL-850	09 TCW1477/ART9121	F-HOUR	Ce510	Wijet	
D-CKNA	Ce525C	Elytra Charter	LX-JFJ	PC-12/45	Jetfly Aviation	
D-CYKP	Ce550 Bravo	Aero-Dienst	OK-TVW	B737-86Q	Smartwings	TVS3400
D-ITMA	Ce525A	B-Air Charter	OO-SDT	Beech 350	Bongrain Benelux	
F-HALM	Falcon 50	Luxaviation Germany	13.G-273	C-130H-30	336sq	NAF30
F-HJPM	Beech B200	Aero Vision	D-CJUG	Ce525C	Atlas Air Service	
LX-MBE	Falcon 2000	OCIM	D-CURT	Lj31A	Air Alliance Express	
OO-SKY	Falcon 2000	Global Jet Luxembourg	F-GRET	Ce510	Wijet	
PH-TXA	Ce510	Abelag Aviation	LX-MBE	Falcon 2000	Global Jet Luxembourg	
09.5105	CL-601-3A	ASL	OE-FPP	Ce510	GlobeAir	
081/F-RAJB	A340-211	241.dlt	OO-CIV	Ce525A	Abelag Aviation	
14+01	Global 5000	ET03.060	OO-PAR	Ce525B	Abelag Aviation	
14+02	Global 5000	FBS BMVg	OO-VLJ	Fokker 50	VLM Airlines	
MM62026	Falcon 50	FBS BMVg	YU-MTU	Ce525	Prince Aviation	
L1-01	Falcon 2000EX	306° Gruppo TS	14.4L-GAA	CL-850	Georgian Airlines	14 TGZ1703/4
T.18-1/45-40	Falcon 900B	Slovenian Air Force	D-CJET	Ce525B	Air Hamburg	
T.18-5/45-44	Falcon 900B	451 Esc	OK-IRI	Ce560XLS	Air Prague	
102004	TP102C	451 Esc	OO-CIV	Ce525A	Abelag Aviation	
T-785	Falcon 900EX	TSFE	OO-NAD	Falcon 7X	Flying Group	
CS-DRR	BAe125-800XPi	LTDB	OO-SDT	Beech 350	Bongrain Benelux	
D-BOBI	Falcon 2000LX	NetJets Europe	OO-VLI	Fokker 50	VLM Airlines	
D-CDDD	Ce560XLS+	BASF	15.258	Lj45	MATS	IRL258
D-CSAG	EMB505	DC Aviation	T.18-2/45-41	Falcon 900B	451 Esc	16 AME4524
HB-JIN	Falcon 900EX	Sudzucker Reise Service	102005	TP102D	TSFE	16 SVF648
HB-JSG	CL-605	Jet Aviation	9H-VCA	CL-350	VistaJet	
I-DIEM	Falcon 900LX	Scintilla	CS-DRL	BAe125-800XPi	NetJets Europe	
N185GA	G550	CAI	HB-JGL	G200	TAG Aviation	
OE-FHC	Ce525A	Caimito Enterprises	LX-JFJ	PC-12/45	Jetfly Aviation	
OE-GRZ	Ce525B	Avcon Jet	LX-JFR	PC-12/47E	Jetfly Aviation	
OM-BYO	Tu-154M	Goldeck Flug	LX-LAA	Lj45	Ducair - LAR	
10.50+66	C-160D	Slovak Government	OE-HCA	CL-300	AVAG Air	
		LTG61				

16.5105	CL-601-3A	241.dlt	17 CEF05C	D-IMAH	Ce525A	Mahle International	
14+01	Global 5000	FBS BMVg	17 GAF642	I-DARC	P180	CAI	
15+01	A319-115X	FBS BMVg	17 GAF861	LX-JFI	PC-12/45	Jetfly Aviation	
MM62210	Falcon 900EX	93° Gruppo TS	IAM3124	M-AMAN	PC-12/47E	Aman Travel	
T.18-1/45-40	Falcon 900B	451 Esc	17 AME4526	M-FUAD	G550	Future Pipe Aviation	
ZE701	BAe146 CC2	32(TR)sq	17 KRF8	M-MNAA	Falcon 7X	JAPAT	
05-4613	C-40C	73rd AS	18 Spar11	N1955M	Global 6000	McDonald's Corp.	
CS-DRL	BAe125-800XPi	NetJets Europe		N866TM	CL-300	EMC Corp	
D-CKNA	Ce525C	Aero-Dienst		OE-FIX	Ce525	Airlink	
D-IRAR	Beech B200	German Pellets		19.421/F-RADA	A310-304	ET03.060	CTM1054
EC-MHL	A330-343	Air Europa	17 AEA957/8	MM62209	A319-115X	306° Gruppo TS	IAM3173
G-CPEU	B757-236	Thomson Airways	18 TOM9230	T-235	KDC-10-30	334sq	NAF45
G-PJDS	Ce550 Bravo	Carnegie Aviation		T.18-4/45-43	Falcon 900B	451 Esc	AME4533
HB-GJU	Beech 350	VF International		102004	TP102C	TSFE	SVF632
I-XPRA	G450	Prada		ZJ121	Merlin HC3	846NAS	NVY750
M-SIMI	CL-604	Oberbank Airplane Leasing		D-CKNA	Ce525C	Aero-Dienst	
N4VF	Falcon 7X	VF Corp		D-IAKN	Ce525A	Star Wings Dortmund	
N6VF	Falcon 900EX	VF Corp		F-HOIE	P180	Investairs	
OO-CIV	Ce525A	Abelag Aviation		OE-FCB	Ce510	GlobeAir	
OO-SKY	Ce525A	Abelag Aviation		OE-FNP	Ce510	GlobeAir	
YU-BTN	Ce525B	Air Pink		OO-INN	Beech B200	Abelag Aviation	
17.50+54	C-160D	LTG63	GAF427	OO-THA	B747-4HAERF	TNT Airways	div TAY002
MM62200	P180AM	71° Gruppo GE	IAM1400	OO-VLQ	Fokker 50	VLM Airlines	
MM62244	Falcon 900EX	93° Gruppo TS	IAM3145	SP-IVA	Beech C90GTx	Fly Jet	
V-11	G-IV	334sq	NAF12	VQ-BFS	ERJ135BJ	Planair	
17403	Falcon 50	Esq504	AFP10	YL-LCP	A320	Smartlynx	20 AVV252F
B-8270	G550	Star Jet		20.5105	CL-601-3A	241.dlt	CEF5D
CS-CHC	CL-350	NetJets Europe		421/F-RADA	A310-304	ET03.060	CTM1054
D-CKNA	Ce525C	Aero-Dienst		0014/F-RBAF	A400M	ET01.061	
D-IAAW	EMB500	Arcus Air		2/F-RAFP	Falcon 900	ET00.060	CTM0005
D-IPVD	Ce525A	Prominent Gruppe		14+01	Global 5000	FBS BMVg	GAF613
EC-KRN	G200	Executive Airlines		258	Lj45	MATS	IRL258
F-GRET	Ce510	Wijet	PTI757P	MM62245	Falcon 900EX	93° Gruppo TS	IAM3165
HB-JJD	B757-236	ECAir		T.18-1/45-40	Falcon 900B	451 Esc	AME4537
HB-JST	Falcon 7X	CAT Aviation		T-785	Falcon 900EX	LTDB	SUI025
I-DARC	P180	CAI		9A-CRO	CL-604	Government of Croatia	
N550WW	G550	The WhiteWave FoodsCompany		9H-WFC	ERJ135BJ	Air X Charter	
N585DW	G550	Colleen Corp		D-IMGW	Ce525A	Dr H. Weiss	
OO-AMR	Ce525A	Air Service Liège		D-ISHF	PA-31T	Heli-Flight	
OO-FPB	Ce550 Bravo	Flying Group		F-HCEV	Beech B200GT	DGAC	
OO-PAR	Ce525B	Abelag Aviation		F-HMUT	Beech 350i	Phenix Aviation	
OO-VLQ	Fokker 50	VLM Airlines		G-FBKC	Ce510	Blink	
SE-RKL	G550	Saab		G-FBKG	Ce510	Blink	
VP-BMA	G150	Micron Leasing		HB-JIN	Falcon 900EX	Jet Aviation	
YU-BRZ	Lj31A	Avio Service		I-FLYV	Falcon 2000	Eurofly	
18.421/F-RADA	A310-304	ET03.060	CTM1054	N866TM	CL-300	EMC Corp	
0014/F-RBAF	A400M	ET01.061	CTM2010	OE-FXE	Ce525A	Speedwings Executive Jet	
016	C295M	8.BLTr (13.el)	PLF38	OE-INK	CL-605	Transair	
04-4135	C-17A	437th AW	dep RCH222	OM-BYO	Tu-154M	Slovak Government	SSG004
A9C-DHJ	B767-281(F)	DHL Int'l Avn Middle East	DHX307/8	OO-FPB	Ce550 Bravo	Flying Group	
D-AJAN	CL-605	DC Aviation		OO-PAR	Ce525B	Abelag Aviation	
D-CMDH	Ce680	Herrenknecht		PH-HGT	Ce680	JetNetherlands	



This former Brussels Airlines Airbus was ferried from Brussels to Montpellier for return to the lessor one week after this photo was taken. A319 OO-SSP has registration N644AG reserved. (Brussels, 17 November 2015, Eric Vangeel)





This former Aeromexico Boeing 737 recently arrived at Brussels. HB-JJH was operated by Privatair for ECAir and is reportedly to be transferred to Jetairfly. (Brussels, 16 November 2015, Eric Vangeel)

	SP-IVA	Beech C90GTx	Fly Jet		N810U	Falcon 2000EX	United Technologies	
21.	D-ISHF	PA-31T	Heli-Flight		OE-GGG	Ce560XLS+	Jetfly Airline	
	F-HCEF	Falcon 50EX	Dassault Falcon Service		OO-CEJ	Ce525	Air Service Liège	
	F-HCEV	Beech B200GT	DGAC		OO-VLM	Fokker 50	VLM Airlines	
	M-BULL	Ce550	Bulltofta Aviation		26.0008/F-RBAB	A400M	ET01.061	CTM2060
	OO-PAR	Ce525B	Abelag Aviation		D-CSUN	Ce560XLS+	Air Hamburg	
22.	TS-MTE	C-130B	21sq	TAF14	D-CURT	Lj31A	Air Alliance Express	
	F-GSCR	Ce525B	SCOR		F-HCPE	P180	Pan Europeenne Air Service	
	F-HCEV	Beech B200GT	DGAC		LX-JFM	PC-12/47	Jetfly Aviation	
	G-FBKC	Ce510	Blink		OO-PRM	Ce510	Air Service Liège	
	LX-EMO	Falcon 900EX	Flying Group		27.407	An-26	MH 59. Sz.D. R	HUAF111
	LX-PMA	CL-300	Luxaviation		603	An-26	MH 59. Sz.D. R	HUAF500
	OO-SKY	Ce525A	Abelag Aviation		C-GIWO	Lj35A	Fox Flight Inc	
	PH-HGT	Ce680	JetNetherlands		CN-ANU	G-III	Government of Morocco	RMAF131
	VQ-BFS	ERJ135BJ	Planair		CS-DUG	BAe125-750	NetJets Europe	
23.	50+54	C-160D	LTG63	GAF314	CS-DXG	Ce560XLS	NetJets Europe	
	MM62026	Falcon 50	306° Gruppo TS	IAM3161	F-HERE	Ce510	Wijet	
	G-273	C-130H-30	336sq	NAF30	G-CHUI	Ce560XLS+	Air Charter Schotland	
	G-781	C-130H	336sq	NAF79	I-FXRJ	P180	K-Air	
	T.18-4/45-43	Falcon 900B	451 Esc	AME4535	OO-PAR	Ce525B	Abelag Aviation	
	CS-DRT	BAe125-800XPi	NetJets Europe		OO-SDT	Beech 350	Bongrain Benelux	
	D-AVIB	ERJ135BJ	Vibro Air		28.CS-DRT	BAe125-800XPi	NetJets Europe	
	D-CALL	Ce550 Bravo	Air Hamburg		OE-GPS	Ce550 Bravo	Tyrolean Air Ambulance	
	F-HCIC	Ce525B	Air Ailes		OO-PAR	Ce525B	Abelag Aviation	
	OE-FHC	Ce525A	Avcon Jet		OO-SKY	Ce525A	Abelag Aviation	
	OO-CEJ	Ce525	Air Service Liège		29.2801	A319-115X	241.sdl	CEF02
	OY-SNZ	Falcon 7X	Execujet Europe		C-168	CL-604	Royal Danish Air Force	DAF002
	Z3-MKD	Lj60	Government of Macedonia		231/F-RAFC	Falcon 2000LX	ET00.060	CTM0014
24.	CS-DRT	BAe125-800XPi	NetJets Europe		68/F-RAFA	Falcon 2000LX	ET00.060	CTM0001
	CS-DRX	BAe125-800XPi	NetJets Europe		678	G-V	352 MMYP	HAF352B
	D-CJET	Ce525B	Air Hamburg		MM62243	A319-115X	306° Gruppo TS	IAM9002
	D-FKAI	PC-12/47E	Kaiser		258	Lj45	MATS	IRL258
	F-GKHJ	Falcon 900	Aero Vision		06	C-27J	Lithuanian Air Force	LYF192
	G-FBKB	Ce510	Blink		4O-MNE	Lj45	Vlado Crne Gora	
	G-GXLS	Ce560XLS+	London Executive Aviation		L1-01	Falcon 2000EX	Slovenian Air Force	
	G-TCDX	A321	Thomas Cook	TCW2AC/509F	T.18-4/45-43	Falcon 900B	451 Esc	AME4513
	M-YSIX	G650	Denis O'Brien		102004	Tp102C	TSFE	SVF634
	OE-FHA	Ce510	GlobeAir		02-0042	C-40B	76th AS	Spar73
	OO-JAU	B737-8K5	Jetairfly	dep JAF444	9A-CRO	CL-604	Government of Croatia	
	OO-PAR	Ce525B	Abelag Aviation		9H-VCI	CL-350	VistaJet	
	OO-SSP	A319-111	Brussels Airlines	dep BEL9971	D-BSKY	Falcon 2000	Proair	
25.	MM62163	P180	71° Gruppo GE	IAM1495	D-CSUN	Ce560XLS+	Air Hamburg	
	G-781	C-130H	336sq	NAF79	ES-LVA	Lj60XR	Panaviatic	VPC215
	CS-DRX	BAe125-800XPi	NetJets Europe		ES-PVP	Lj60	Panaviatic	VPC115
	D-CJET	Ce525B	Air Hamburg		G-EZOH	A320-214	easyJet	div EZY84CR
	F-GKHJ	Falcon 900	Aero Vision		HA-LKN	Falcon 900EX	Air Invest Vagyonkezeló	
	F-HCPE	P180	Pan Europeenne Air Service		LX-VMF	Ce560XL	Luxaviation	
	F-HSBL	EMB500	Pan Europeenne Air Service		LZ-OOI	Falcon 2000	Republic of Bulgaria	BGF004
	HB-JIN	Falcon 900EX	Jet Aviation		N767KS	B767-24QER	Mid East Jet	
	LX-JFM	PC-12/47	Jetfly Aviation		OE-GCG	Ce560XL	Goldeck Flug	
	LX-PMA	CL-300	Luxaviation		OH-SWI	Ce525A	Scanwings	



Eric Vangeel was able to catch Gulfstream G550 B-8270 on camera, while parked on the apron at Brussels Airport on 17 November 2015.

OM-BYL	Yak-40	Slovak Government	SSG06
OM-BYO	Tu-154M	Slovak Government	SSG02
SP-LIH	ERJ175LR	Government of Poland	LOT7009
TC-ANA	A319-115X	Government of Turkey	TRK3
TC-KLE	CL-605	Birlesik Insaat Turizm	
YR-TII	G200	Ion Tiriac Air	TIH121
30.51+09	C-160D	LTG61	GAF031
603	An-26	MH 59. Sz.D. R	HUAF500
CS-DXH	Ce560XLS	NetJets Europe	
D-CHDC	Ce680	Aerowest Flugcharter	
D-CNAG	SA227DC	Binair	
EC-LAE	G200	Executive Airlines	
F-GLOS	Ce510	Wijet	
F-HAHA	Ce510	Astonjet	
F-HOLY	AW109SP	Skycam Helicopteres	
M-YBZI	CL-601-3R	VL5419	
N20G	G450	Goodyear Tire & Rubber Co	
N53M	G550	3M	
N818LF	G550	LFG Services	
PH-FJK	Ce525B	ASL	
RA-82044	An-124-100	Volga-Dnepr	01 VDA7150/1

The Silk Way Ilyushin on the 6th arrived from Banjul and departed to Leipzig. The Spanish national football team arrived in Belgium on the 16th, using an Air Europa Airbus. Unfortunately, the friendly match was cancelled due to a bomb threat. The Thomson on the same day was a maintenance visitor. The ECAir on the 17th visited for the same reason. The DHL on the 18th was a very early morning (or nightly) visitor. The Smartlynx on the 19th arrived from Woensdrecht and departed to Cairo. The TNT on that date was a Liège diversion. The Thomas Cook on the 24th arrived from Tenerife South and departed back to London Gatwick. The Jetairfly on the same day departed to Canada, for winterlease to Sunwing. The Brussels Airlines Airbus on the 24th departed in basic colours to Montpellier. The large amount of military and government visitors on the 29th was due to an extraordinary European Summit on the refugee crisis. The easyJet was an Amsterdam diversion.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Kleine Brogel

November 2015			
04. 1x	C-130H	20sq	
ST44	SF260D	CC Air (grey c/s)	*
05. FB17	F-16BM	2w	*
ST40	SF260D	CC Air	*
ST44	SF260D	CC Air	*
06. 1x	SF260D/M+	CC Air	*
L-05	PC-7	131EMV0sq	*
10. 95-00123	UC-35A1	52nd AVN	
12. 1x	SF260D/M+	CC Air	*
87-24589	UH-60A(C)	52nd AVN	

88-26071	UH-60A(C)	52nd AVN	
16. ST19	SF260M+	CC Air	
17. ST23	SF260M+	CC Air (special c/s)	
08-8196	C-17A	62nd AW	
18. ST42	SF260D	CC Air	*
20. ST16	SF260M+	CC Air	*
LX-N90454	E-3A	NAEW&CF	*
23. CH13	C-130H	20sq	
25. CH12	C-130H	20sq	*
ST40	SF260D	CC Air	*
26. CH07	C-130H	20sq	*
CH12	C-130H	20sq	
ST34	SF260M+	CC Air (special cs/)	*
ST45	SF260D	CC Air	*

Credits: Harry Agten, Toon Cox, Edwin Huskens.

## Koksijde

November 2015			
03. ZJ121/E	Merlin HC.3	846NAS	*
ZJ128/M	Merlin HC.3	846NAS	*
04. H22	A.109BA	1w	3x
06. 1x	F-16AM/BM	BAF	*
09. AT14	Alpha Jet 1B+	AJetS	10
AT17	Alpha Jet 1B+	AJetS	10
ST34	SF260M+	CC Air (special c/s)	2x
FA87	F-16AM	10w	2x
FA94	F-16AM	10w	2x
FA86	F-16AM	10w	*
FA107	F-16AM	10w	*
17. 1x	SF260D/M+	1w	1
ST34	SF260M+	CC Air (special c/s)	2x
FA107	F-16AM	10w	2x
18. 1x	SF260D/M+	1w	*
FB18	F-16BM	10w	*
G10	MD902	Federal Police	2x
20. FB23	F-16BM	10w	*
24. ZH542	Sea King HAR3A22	Sqn/A flight	arr
25. 1x	SF260D/M+	CC Air	
OO-MMM	BN-2B-21	MUMM	
26. 89+55	Sea King Mk41	MFG 5	
ST06	SF260M+	CC Air	2x *
ST15 (s/c)	SF260M+	CC Air (special c/s)	*
ST24	SF260M+	CC Air	*

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Giano De Haasse, Nik Deblauwe, Niels De Ruyck.

## Liège

November 2015			
01. D-CLUE	Ce650	Baden Aircraft Operations	
02. OK-RDA	L-410UVP	Citywing	arr
03. D-CAAM	Do228-212	Arcus Air	arr
SP-KPV	Saab 340A(F)	SprintAir	dep
UR-CAH	An-12BK	Ukraine Air Alliance	dep UKL4041



05.D-CAAM EI-EWT N1JK	Do228-212 B757-28A Falcon 2000EX	Arcus Air I-Fly J.P. Kotts and Company	dep AZE41B arr RSY9519
06.D-AIGS EI-EEZ OO-LAC	A340-313X CL-850 Beech 200C	Lufthansa Privat Sky Abelag Aviation	arr DLH9926 HYR85A AAB452
07.EI-EWT OO-OCA	B757-28A Beech 350i	I-Fly Air Service Liège	RSY9519/20
08.OK-JBA	L-410UVP	Citywing	VAA730P/731P
09.EI-EWT OE-GEM	B757-28A Ce680	I-Fly Jet Pool Network Luftverkehrs	RSY9519/20
10.D-CSAG LZ-FLL OO-PFC	EMB505 An-26B Ce525B	Sudzucker Reise Service Bright Flight Flying Group	arr BFG607 FYG61N/62N
11.ES-PWA	AW139	Estonian Police and Border Guard	arr
12.G-KARE	PC-12/47E	Graham Aircraft Hire	arr
13.CM02 F-GUPM OO-SLM	Falcon 20E-5 DA42 Ce560XLS	21sq Aeroplano Abelag Aviation	BAF682 arr dep AAB535
14.EI-EWT	B757-28A	I-Fly	RSY9519/20
16.OO-PGG	Ce560XL	Abelag Aviation	dep AAB450
17.F-HCPE N525JN	P180 Ce525A	Oyonnair World Trade Aircraft	dep
18.G-FBNK	Ce510	Blink	BKK26Z
20.D-CAAL D-CCAS	Do228-212 Sh360-300	Arcus Air Nightexpress	21 AZE44L/61L dep EXT541
D-IATE EI-EWT UR-CGV	CeF406 B757-28A An-12BK	Air-Taxi Europe I-Fly Ukraine Air Alliance	dep TWG200 RSY9519/20 arr UKL4028/83
22.CS-PHA	EMB505	NetJets Europe	NJE264U
23.EI-EWT F-GUPM OO-SFA OO-SLM	B757-28A DA42 DA42 Ce560XLS	I-Fly Aeroplano CAE Global Academy Abelag Aviation	RSY9519/20 dep 2x AAB309
24.D-IROL OO-PGG	Do228-100 Ce560XL	Businesswings Abelag Aviation	dep JMP411 dep AAB469
25.D-IPCG LX-LOU OO-PGG	Ce425 Lj60 Ce560XL	Aerowest Luxaviation Abelag Aviation	arr LXA11L AAB469/ -
26.EI-EWT G-ZAPW N9190X UR-CNT	B757-28A B737-3L9(QC) PA-46-350P An-12BK	I-Fly Titan Airways Ukraine Air Alliance	RSY9519/20 AWC994P/041G arr UKL4028
27.OE-GLL OO-GMJ OY-CVW	Ce550 Bravo Beech 350 Beech 350	JetFly Airline Air Service Liège SGA	arr UKL4028 28 2x
28.EI-EWT UR-CAH	B757-28A An-12BK	I-Fly Ukraine Air Alliance	RSY9519/20 arr UKL4028
30.EI-EWT	B757-28A	I-Fly	RSY9519/20

First a slight 'correction' to the list. Some flight details (arrival or departure) are not complete. In that case only the

known data is being listed in the movements. The Lufthansa Airbus on the 6th apparently arrived from Frankfurt for winter storage and was parked at the airport for some time. The departure details are not known. I-Fly operated Boeing 757 equipment at most dates this month.

Credits: MST Aviation forum, Luchtzak.be forum.

## Ostend-Bruges

<b>November 2015</b>			
01.ER-BAM	B747-409BDSF	Aerotrans	dep ATG712
02.G-GMAB	BAe125-1000	Gama Aviation	HGR877
03.EI-FGL	B717-2BL	Volotea	05 PVG1919/2019
04.ER-BAM	B747-409BDSF	Aerotrans	ATG707/8
SP-ENC	B737-4Q8	Enter Air	06 ENT550/551
05.D-CHER	Lj60	Comfortair	
10.N7777N	G450		11
11.D-ASBG	Falcon 900		
G-PFCT	Lj45		
12.OO-OCA	Beech 350i	ASL Air Service Liege	
15.N711T	Falcon 900EX		16
16.0454	C295M	242.tsl	CEF6031
PH-CGC	Do228-212	Kustwacht	
18.0453	C295M	242.tsl	CEF6032
F-HUGO	AS365N2		
19.ER-BAM	B747-409BDSF	Aerotrans	ATG707/8
N310TK	G550		20
24.CS-CHC	CL-350	Netjets Europe	NJE261C/805D
D-CGGG	Lj31A		
25.CM02	Falcon 20E-5	21sq	BAF629
D-IAAD	EMB500		AZE091P/
ER-BAM	B747-409BDSF	Aerotrans	ATG3293/4183
I-SMEL	MD-82	Meridiana	27 ISS2302/2303

### EgyptAir Cargo:

SU-GAC	10/11, 12, 14, 15, 17, 21, 24, 28, 29
SU-GAS	20, 22, 30/01
SU-GAY	07, 08, 09/10, 12, 13, 16 <sup>2</sup> , 25, 28

### JetairFly:

OO-JAF	30/01	OO-JEM	04, 18, 22
OO-JAH	23/24, 24/25, 25/26, 26/27, 28 <sup>2</sup>		
OO-JAR	16, 20	OO-JLO	01 till 21 daily
OO-JAS	30	OO-JNL	06
OO-JAU	13	OO-JOS	02, 09, 23, 27
OO-JAV	23, 25, 29	OO-JVA	01, 08, 15, 17 till 31 daily
OO-JEB	01 till 17 daily, 25		

The Volotea on the 3rd was a football charter from Valencia. The Meridiana on the 25th was also related to a football charter.

Credit: Replo.be



F-HSBL is marked as a Phenom 100E. Officially introduced by Embraer in 2014, the main differences with a standard Phenom 100 are a new cabin interior and so-called multifunctional spoilers. It is operated by Pan Européenne Air Service. (Brussels, 25 November 2015, Eric Vangeel)

# Military Movements Elsewhere



Eurofighter 30+83 of TLG31 is seen here during the roll-out after landing at Manching after a test flight including use of the dragchute. (11 December 2015, Dietmar Fenners)

## Germany

### Geilenkirchen

		November 2015	
02.50+38	C-160D	LTG63	GAF038
	D-HHIT	ADAC	*
04.C-172	CL-604	Esk 721	DAF3060
06.60+03	P-3C CUP	MFG3	GNY4521
62-3571	KC-135R	168th ARS AK ANG	dep RCH160
09.30+24	EF2000T	TLG31	*
59-1450	KC-135R	197th ARS AZ ANG	20 RCH329
59-1521	KC-135R	168th ARS AK ANG	dep RCH149
62-3516	KC-135R	197th ARS AZ ANG	20 RCH745
10.5105	CL-601	241.dlt	CEF238
11.60+03	P-3C CUP	MFG3	* GNY4521
57-2606	KC-135R	174th ARS IA ANG	25 RCH983
12.5105	CL-601	241.dlt	CEF165
57-1441	KC-135R	174th ARS IA ANG	RCH112
OY-NLA	Ce650	North Flying	NFA054P/NFA054
13.D-CNAG	SA-227	Bin Air	BID5B/BID5C
23.61-0276	KC-135R	173rd ARS NE ANG	RCH194
63-7991	KC-135R	173rd ARS NE ANG	RCH658
D-ILHD	Ce525	Lufthansa Flt Training	* DLH9946
26.03	C-17A	HAW	BRK78
	D-HNWK	Bk117	Bundespolizei Hummel4
27.D-CNAG	SA227	BinAir	BID5B/BID5C
30.PH-DND	ERJ145MP	Denim Air	TAY511P/TAY5011

Credits: MAR, Scramble messageboard, Rolf Flinzner.

### Köln-Bonn

		November 2015	
01.06-6162	C-17A	60th AMW	RCH407
	OH-MVN	Do228-200	Finnish Border Guard 02 FNG01
02.50+67	C-160D	LTG63	
06-6162	C-17A	60th AMW	RCH808
03.54+01	A400M	LTG62	GAF007
50+36	C-160D	LTG63	
30+04	EF2000	TLG31	Vader51
RA-26226	An-30	Russian AF	06 OSY33T
04.T-721	Beech 350	LDTB1	SUI451
05.50+79	C-160D	LTG63	
07.177703	CC-177	429sq	08 CFC4033
06-6162	C-17A	60th AMW	08 RCH113/225
10.15003	CC-150	437sq	12 CFC3157
2707	C-27J	Baza90	ROF191

88-0266	C-17A	437th AW	11 RCH535
12.177703	CC-177	429sq	15,16,17 CFC4050
50+54	C-160D	LTG63	
50+67	C-160D	LTG63	
15.177703	CC-177	429sq	CFC4050
A7-HHJ	A319CJ	Qatar Amiri Flight	QAF005
18.45+85	Tornado IDS	TLG33	Eiffel
19.01	C-17A	HAW	20 Bartok79
90-0534	C-17A	437th AW	RCH597
21.177705	CC-177	429sq	CFC4035
22.88-0266	C-17A	437th AW	23 RCH236
24.100001/001	OS100	TSFE	25 OSY38T/11F
88-0266	C-17A	437th AW	25 RCH720
29.177701	CC-177	429sq	30 CFC4034
10-0216	C-17A	62nd AW	30 RCH459

Credits: MAR, Scramble messageboard.

### Ramstein

		November 2015	
01.70-0448	C-5A	68th AS AFRC	dep RCH544
87-0029	C-5M	60th AMW	dep RCH187
96-0007	C-17A	183rd AS MS ANG	dep RCH035
98-0052	C-17A	62nd AW	02 RCH401
01-0194	C-17A	89th AS AFRC	dep RCH308
02-1098	C-17A	305th AMW	RCH642
04-4130	C-17A	305th AMW	05 RCH927
04-4135	C-17A	437th AW	dep RCH104
04-4137	C-17A	305th AMW	dep RCH976
05-5144	C-17A	729th AS AFRC	dep RCH820
07-7182	C-17A	437th AW	dep RCH465
08-8198	C-17A	437th AW	dep RCH528
08-8198	C-17A	437th AW	02 RCH528
99-1431	C-130J-30	143rd AS RI ANG	dep RCH127
59-1486	KC-135R	92nd/141st ARW WAANG	05 RCH962
60-0344	KC-135R	22nd ARW	dep Bobby01
02.45+69	Tornado IDS	GAFFTC	dep Eifel
099/YP	EMB121AA	EAT00.319	CTM1723
85-0005	C-5M	436th AW	03 RCH036
86-0012	C-5B	337th AS AFRC	03 RCH106
86-0022	C-5M	60th AMW	03 RCH167
79-1712	KC-10A	305th AMW	* RCH140
96-0007	C-17A	183rd AS MS ANG	03 RCH035
03-3119	C-17A	183rd AS MS ANG	03 RCH451
06-6162	C-17A	60th AMW	03 RCH808
07-7170	C-17A	436th AW	dep RCH148
07-7174	C-17A	436th AW	RCH588



07-7181	C-17A	437th AW	03 RCH540	92-3291	C-17A	155th AS TN ANG	09 RCH151
08-8201	C-17A	62nd AW	03 RCH107/270	99-0166	C-17A	62nd AW	08 RCH206/333
06-4634	C-130J-30	19th AW	16 Lion468/465	00-0181	C-17A	167th AS WV ANG	10 RCH555/349
11-5752	C-130J-30	19th AW	06 Herky81/11	03-3119	C-17A	183rd AS MS ANG	08 RCH775
03.131/XQ	TBM-700A	ET00.060	04 CTM3831	04-4128	C-17A	305th AMW	08 RCH355/725
98+60	Tornado IDS	WTD61	dep Dixi14	07-7182	C-17A	437th AW	11 RCH465
2707	C-27J	Baza95	ROF174	07-7188	C-17A	437th AW	RCH590
79-1712	KC-10A	305th AMW	RCH140	08-8201	C-17A	62nd AW	13 RCH497/111
94-0065	C-17A	155th AS TN ANG	dep RCH186	910502	C-26D	AOD Naples	CNV6065
00-0182	C-17A	167th AS WV ANG	dep RCH460	08.87-0037	C-5B	337th AS AFRC	09 RCH110
02-1098	C-17A	305th AMW	08 RCH642/120	97-0042	C-17A	155th AS TN ANG	09 RCH146/150
07-7170	C-17A	436th AW	RCH148	02-1111	C-17A	62nd AW	RCH437
07-7173	C-17A	436th AW	04 RCH032	04-4129	C-17A	437th AW	RCH217
07-7179	C-17A	60th AMW	dep RCH447	07-7183	C-17A	437th AW	09 RCH320
07-7182	C-17A	437th AW	04 RCH465	08-8193	C-17A	62nd AW	09 RCH165
07-7189	C-17A	437th AW	04 RCH1815	02-0202	C-40C	201st AS DC ANG	Boxer42
04.86-0032	KC-10A	305th AMW	05 RCH174	58-0125	KC-135T	91st ARS	09 RCH314
88-0266	C-17A	437th AW	05 RCH120	09.99-0062	C-17A	437th AW	10 RCH143
94-0065	C-17A	155th AS TN ANG	05 RCH186	03-3119	C-17A	183rd AS MS ANG	10 RCH775/863
00-0182	C-17A	167th AS WV ANG	05 RCH460	07-7170	C-17A	436th AW	20 RCH504/394
07-7174	C-17A	436th AW	RCH588	07-7188	C-17A	437th AW	10 RCH590
07-7182	C-17A	437th AW	05 RCH465	11-5738	C-130J-30	19th AW	10 Herky739
08-8201	C-17A	62nd AW	05 RCH161/289	91-0472/SP	F-16DM	480th FS	Warhawk01
84-00162	C-12U-3	E/1-214th AVN	Duke37	84-00160	C-12U-3	E/1-214th AVN	Duke09
168206	UC-12W	VMR Det.Miramar	Atiia04	10.78-0586/FT	A-10C	75th FS	*
RA-26226	An-30	Russian AF	* OSY33F	92-3291	C-17A	155th AS TN ANG	11 RCH151
05.90-0535	C-17A	89th AS AFRC	06 RCH102	05-5140	C-17A	729th AS AFRC	11 RCH525
94-0067	C-17A	137th AS NY ANG	07 RCH638	06-6156	C-17A	60th AMW	11 RCH207
97-0042	C-17A	155th AS TN ANG	RCH680/146	07-7169	C-17A	436th AW	RCH906
04-4130	C-17A	305th AMW	08 RCH927	09-0525	C-37B	1st AS	11 SAM727
04-4131	C-17A	305th AMW	07 RCH289/645	90-0818/SP	F-16CM	480th FS	12 Chevy52/Tron01
84-00165	C-12U-3	E/1-214th AVN	Duke41	91-0402/SP	F-16CM	480th FS	12 Chevy52/Tron01
168070/BH	KC-130J	VMGR-252	06 Otis72/71	95-00123	UC-35A	E/1-214th AVN	Duke57
168071/BH	KC-130J	VMGR-252	06 Otis60/72	99-00102	UC-35A	E/1-214th AVN	Duke66
06.85-0008	C-5M	436th AW	09 RCH144	166696	C-40A	VR-56	CNV4804
89-1191	C-17A	137th AS NY ANG	07 RCH610	11.2706	C-27J	Baza 95	ROF191
92-3291	C-17A	155th AS TN ANG	07 RCH151	ZM403	Atlas C1	70sq	12 RRR4494
93-0602	C-17A	437th AW	07 RCH120/355	87-0119	KC-10A	60th AMW	12 RCH034
95-0105	C-17A	137th AS NY ANG	07 RCH720	88-0265	C-17A	62nd AW	17 RCH111/122
02-1111	C-17A	62nd AW	07 RCH437	97-0042	C-17A	155th AS TN ANG	12 RCH150/224
07-7182	C-17A	437th AW	07 RCH465	00-0181	C-17A	167th AS WV ANG	12 RCH349
07-7183	C-17A	437th AW	RCH320	02-1108	C-17A	62nd AW	12 RCH512
08-8201	C-17A	62nd AW	07 RCH645/497	03-3120	C-17A	62nd AW	12 RCH511
11-5738	C-130J-30	19th AW	07 Herky71/739	03-3124	C-17A	437th AW	12 RCH345
11-5752	C-130J-30	19th AW	08 Herky11/740	04-4135	C-17A	437th AW	RCH372
07.85-0001	C-5M	436th AW	08 RCH179	06-6159	C-17A	60th AMW	13 RCH845
90-0535	C-17A	89th AS AFRC	08 RCH102	09-9206	C-17A	437th AW	RCH719



The Tunesian Air Force still has a total of seven legacy Hercules transporters. They are in the process of converting to the new C-130J. Eric Vangeel saw C-130B Z21115/TS-MTE on 22 November 2015 at Brussels-National.

11-5752	C-130J-30	19th AW	arr Herky740	95-0102	C-17A	437th AW	20 RCH725/514
12.98-0052	C-17A	62nd AW	13 RCH625	97-0047	C-17A	437th AW	22 RCH513
00-0184	C-17A	62nd AW	15 RCH370/181	08-8195	C-17A	62nd AW	22 RCH307
02-1098	C-17A	305th AMW	13 RCH363	10-0219	C-17A	62nd AW	20 RCH595
02-1108	C-17A	62nd AW	13 RCH512	11-5736	C-130J-30	19th AW	23 Lion465/474
03-3120	C-17A	62nd AW	13 RCH511	12-5757	MC-130J	67th SOS	Pint41
05-5139	C-17A	729th AS AFRC	15 RCH446	63-8021/D	KC-135R	351st ARS	Quid131
13.02	C-17A	HAW	15 Bartok98	20 2x	A-10C	23rd Wg	*
86-0017	C-5M	436th AW	15 RCH545	85-0002	C-5M	436th AW	21 RCH319
97-0047	C-17A	437th AW	14 RCH105	85-0010	C-5M	60th AMW	22 RCH897
98-0052	C-17A	62nd AW	14 RCH625	93-0603	C-17A	89th AS AFRC	21 RCH177
01-0192	C-17A	137th AS NY ANG	14 RCH747	94-0067	C-17A	137th AS NY ANG	21 RCH733
03-3124	C-17A	437th AW	14 RCH345	95-0102	C-17A	437th AW	21 RCH514
04-4130	C-17A	305th AMW	RCH357	97-0041	C-17A	437th AW	27 RCH556/690
06-6156	C-17A	60th AMW	14 RCH978	08-8194	C-17A	62nd AW	21 RCH536
10-0215	C-17A	437th AW	RCH359	08-8201	C-17A	62nd AW	RCH225/307
09-0017	C-32A	1st AS	SAM97	91-0303/LN	F-15E	492nd FS	21 Bolar11
99-00102	UC-35A	E/1-214th AVN	Duke28	96-0202/LN	F-15E	492nd FS	21 Bolar12
11-5738	C-130J-30	19th AW	17 Herky739/05	21.90-0535	C-17A	89th AS AFRC	RCH335
168070/BH	KC-130J	VMGR-252	14 Otis72	00-0181	C-17A	167th AS WV ANG	24 RCH141/174
14.85-0001	C-5M	436th AW	15 RCH977	02-1100	C-17A	155th AS TN ANG	23 RCH321/451
00-0182	C-17A	167th AS WV ANG	17 RCH410/411	02-1105	C-17A	62nd AW	RCH705
02-1100	C-17A	155th AS TN ANG	15 RCH787	03-3116	C-17A	183rd AS MS ANG	22 RCH551
03-3116	C-17A	183rd AS MS ANG	15 RCH045	07-7186	C-17A	437th AW	RCH583/107
06-6159	C-17A	60th AMW	15 RCH845	08-8201	C-17A	62nd AW	04 RCH307
07-7171	C-17A	305th AMW	15 RCH581	10-0222	C-17A	437th AW	RCH905
08-8193	C-17A	62nd AW	15 RCH165	91-0303/LN	F-15E	492nd FS	23 Bolar11
08-8194	C-17A	62nd AW	15 RCH981	96-0202/LN	F-15E	492nd FS	23 Bolar12
10-5701	C-130J-30	317th AG	15 RCH635	22.93-0600	C-17A	155th AS TN ANG	23 RCH690
15.86-0017	C-5M	436th AW	16 RCH545	00-0174/AK	C-17A	517th AS AK ANG	23 RCH452
84-0188	KC-10A	305th AMW	16 RCH162	165378/RU	C-130T	VR-55	23 CNV6251
90-0532	C-17A	62nd AW	16 RCH655	60-0353	KC-135R	92nd/141st ARW WAANG	23 RCH54
90-0534	C-17A	437th AW	19 RCH597	23.85-0010	C-5M	60th AMW	28 RCH647/162
93-0600	C-17A	155th AS TN ANG	19 RCH251	79-1711	KC-10A	305th AMW	24 RCH559
97-0042	C-17A	155th AS TN ANG	16 RCH224	93-0600	C-17A	155th AS TN ANG	24 RCH690
99-0058	C-17A	62nd AW	16 RCH232	02-1100	C-17A	155th AS TN ANG	25 RCH451
09-0015	C-32A	1st AS	SAM44	03-3116	C-17A	183rd AS MS ANG	27 RCH551
64-14837	KC-135R	22nd ARW	16 RCH136	10-0222	C-17A	437th AW	24 RCH905
73-1677	E-4B	55th Wg	16 Edge22	10-0223	C-17A	437th AW	RCH495
165378/RU	C-130T	VR-55	16 CNV6145	11-5738	C-130J-30	19th AW	04 Herky81
16.79-0193/FT	A-10C	75th FS	* Boar01	165738/BH	KC-130J	VMGR-252	24 Otis72
81-0995/FT	A-10C	74th FS	* Boar02	24.E171/705-RZ	Alpha Jet E	AJeTS	FAF6441
87-0041	C-5B	337th AS AFRC	17 RCH303	E173/705-MA	Alpha Jet E	AJeTS	FAF6442
99-0166	C-17A	62nd AW	17 RCH980	84-0187	KC-10A	60th AMW	26 RCH739/730
00-0184	C-17A	62nd AW	17 RCH181	93-0600	C-17A	155th AS TN ANG	04 RCH690
03-3116	C-17A	183rd AS MS ANG	17 RCH045	07-7186	C-17A	437th AW	25 RCH113
07-7171	C-17A	305th AMW	17 RCH581	25.86-0011	C-5M	60th AMW	26 RCH168
08-8196	C-17A	62nd AW	17 RCH1123	87-0044	C-5M	60th AMW	26 RCH240
10-0222	C-17A	437th AW	17 RCH487	89-1189	C-17A	437th AW	26 RCH176
900530	C-26D	AOD Sigonella	17 CNV6789	89-1192	C-17A	437th AW	26 RCH179
17.85-0030	KC-10A	305th AMW	18 RCH557	94-0067	C-17A	137th AS NY ANG	26 RCH178
97-0047	C-17A	437th AW	19 RCH802/513	00-0180	C-17A	62nd AW	RCH102
08-8196	C-17A	62nd AW	18 RCH1123	00-0181	C-17A	167th AS WV ANG	26 RCH174
08-8201	C-17A	62nd AW	20 RCH111/225	07-7171	C-17A	305th AMW	26 RCH631/379
11-5738	C-130J-30	19th AW	18 Herky81/737	84-00160	C-12U-3	E/1-214th AVN	Duke61
84-00165	C-12U-3	E/1-214th AVN	Duke39	26.86-0011	C-5M	60th AMW	03 RCH168/564
18.02	C-17A	HAW	Bartok50	94-0065	C-17A	155th AS TN ANG	27 RCH830
LX-N90454	E-3A	NAEW&CF	19 NATO03/06	00-0174/AK	C-17A	517th AS AK ANG	27 RCH431
82-0192	KC-10A	60th AMW	19 RCH967	05-5139	C-17A	729th AS AFRC	27 RCH155
88-0265	C-17A	62nd AW	RCH122/111	06-6168	C-17A	436th AW	27 RCH379/631
93-0603	C-17A	89th AS AFRC	19 RCH177	07-7182	C-17A	437th AW	27 RCH399
99-0166	C-17A	62nd AW	RCH980	08-8191	C-17A	437th AW	27 RCH498
00-0182	C-17A	62nd AW	19 RCH411	84-00160	C-12U-3	E/1-214th AVN	Duke41
02-1098	C-17A	305th AMW	RCH399	27.89-1189	C-17A	437th AW	28 RCH176/277
02-1100	C-17A	155th AS TN ANG	RCH321	94-0067	C-17A	137th AS NY ANG	28 RCH178
08-8194	C-17A	62nd AW	19 RCH536	10-0219	C-17A	62nd AW	28 RCH037
10-0219	C-17A	62nd AW	19 RCH595	84-00165	C-12U-3	E/1-214th AVN	Duke62
10-0221	C-17A	437th AW	19 RCH494	28.86-0022	C-5M	60th AMW	29 RCH695
11-5738	C-130J-30	19th AW	23 Herky737/81	93-0602	C-17A	437th AW	29 RCH210
61-0288	KC-135R	92nd/141st ARW WAANG	22 RCH336	94-0065	C-17A	155th AS TN ANG	29 RCH830
63-8021/D	KC-135R	351st ARS	19 Quid130/131	97-0041	C-17A	437th AW	29 RCH690
19.02	C-17A	HAW	Bartok50	99-0166	C-17A	62nd AW	29 RCH612
LX-N90454	E-3A	NAEW&CF	20 NATO06/03	03-3119	C-17A	183rd AS MS ANG	29 RCH508
90-0534	C-17A	437th AW	20 RCH597/325	03-3123	C-17A	167th AS WV ANG	01 RCH104/845
90-0535	C-17A	89th AS AFRC	20 RCH152	04-4128	C-17A	305th AMW	29 RCH111
94-0065	C-17A	155th AS TN ANG	21 RCH221	05-5139	C-17A	729th AS AFRC	29 RCH155







The days of Transalls in active German service are numbered with the A400M slowly entering service. Rolf Flinzner came across 50+38 from LTG63 at Geilenkirchen on 2 November 2015.

15. 165160	C-130T	USN		17. 16806	C-130H	Esq501	Ocean32
16. 11-0550	C-37B	99th AS		161529	C-9B	VMR-1	Lobo02
06-8611/RS	C-130J-30	37th AS		168434/LN	P-8A	VP-45	Pelican02
18. 86-0204	C-20B	99th AS		18. 130339	CC-130H	435sq	CFC2251
19. 164997	C-130T	USN		50+81	C-160D	nn	GAF003
20. 168069	KC-130J	USMC		20. 07-7171	C-17A	305th AMW	21 RCH631
22. 98-0002	C-32A	1st AS		22. 1292/SU-BEY	C-130H	4sq/16sq	23 EGY1126
23. 51+04	C-160D	nn		50+81	C-160D	nn	GAF003
25. 99-0004	C-32A	1st AS		CN-AOI	C-130H	Escadre de Transport 3	RMAF217
27. 01-0040	C-40B	1st AS		84008	Tp-84	TFSE	23 SVF807
29. 09-9207	C-17A	nn		63-8031	KC-135R	22nd ARW	RCH146
99-0003	C-32A	1st AS		165313/JW	C-130T	VR-62	23 CNV3844
166696	C-40A	USN		23. 163592/NY	KC-130T	VMGR-452	24 Yankee99
30. 161530	C-9B	VMR-1	Lobo01	24. 162162/40	C-2A	VRC-40	26,27 RG01
166696	C-40A	USN		162144/55	C-2A	VRC-40	26,27 RG02
				25. 88-1308	AC-130W	16th SOS	26 RCH1030
				166377	C-37B	VR-1	26
				165378/RU	C-130T	VR-55	26 CNV6585
				166611/AG-211	F/A-18F	VFA-103	26 Fredm13
				166612/AG-212	F/A-18F	VFA-103	26 Fredm14
				166619/AG-204	F/A-18F	VFA-103	26 Fredm12
				166620/AG-200	F/A-18F	VFA-103	26 Fredm11
				26. 84008	Tp84	TFSE	27 SVF807
				27. MM62194	C-130J-30	50°Gr TM	'46-60' 29 IAM4682
				CNA-OI	C-130H	Escadre de Transport 3	RMAF217
				ZH877/877	Hercules C4	24/30/47sq	RRR5893
				ZH878/878	Hercules C4	24/30/47sq	28 RRR5891
				28. 1292/SU-BEY	C-130H	4sq/16sq	29 EGY1126
				16801	C-130H	Esq 501	29 AFP40
				12-5768/FT	HC-130J	71st RQS	29 Sept33
				12-5769/FT	HC-130J	71st RQS	29 Sept71
				30. 735/93-CG	C-135FR	GRV02.091	FAF4046
				115/4-IT	Rafale C	EC4	FAF4701
				127/30-GF	Rafale C	EC30	FAF4702
				140/30-GS	Rafale C	EC30	FAF4703
				16709	C295M	Esq 502	Snout21
				30 475/93-CF	C-135FR	GRV02.091	FAF4047
				130/30-GI	Rafale C	EC30	FAF4704
				144/4-GW	Rafale C	EC4	FAF4705
				145/4-GX	Rafale C	EC4	FAF4706
				ZJ911/QO-Z	Typhoon FGR4	3sq mks	RRR9801
				ZJ912/DR	Typhoon FGR4	11sq	RRR9807
				ZJ916/QO-S	Typhoon FGR4	3sq mks	RRR9804
				ZJ920/QO-A	Typhoon FGR4	3sq mks	RRR9805
				ZJ921/QO-G	Typhoon FGR4	3sq mks	RRR9803
				ZJ927/DF	Typhoon FGR4	11sq	RRR9806
				ZJ935/DJ	Typhoon FGR4	11sq	RRR9808
				ZJ942/DH	Typhoon FGR4	11sq	RRR9802

Credits: MAR, Scramble messageboard.

## Portugal

### Lajes, Azores

01. 1271/SU-BAB	C-130H	4sq/16sq	EGY1124
02. P-3C	USN	PD593	Pelican02
03. 168434/LN	P-8A	VP-45	f/v Pelcn02
164180/NY	KC-130T	VMGR-452	04 Yankee94
05. 15004	CC-150	437sq	CFC3353
188774	CF-188	nn	CFC0854/5
188787	CF-188	nn	CFC0854/5
81-0975/MI	A-10C	107th FS MI ANG	Cube75-76
80-0264/MI	A-10C	107th FS MI ANG	Cube75-76
87-0123	KC-10A	60th AMW	Gold61
02-1106	C-17A	62nd AW	RCH382
06-4632	C-130J-30	19th AW	RCH141
06. 99-1431	C-130J-30	143rd AS RI ANG	RCH470
99-1433	C-130J-30	143rd AS RI ANG	RCH213
07. 130602	CC-130J-30	436sq	CFC2525
130604	CC-130J-30	436sq	CFC2537
08. 1273/SU-BAD	C-130H	4sq/16sq	09 EGY1125
0011/F-RBAD	A400M	ET01.061	09 CTM2007
161529	C-9B	VMR-1	09 Lobo01
09. 15005	CC-150	437sq	CFC3353
188787	CF-188A	nn	CFC0854
165313/JW	C-130T	VR-62	CNV3503
12. 50+48	C-160D	GAF	13 GAF291
13. 130339	CC-130H	435sq	CFC2251
177701	CC-177	429sq	14 CFC3660
1273/SU-BAD	C-130H	4/16sq	15 EGY1125
160764	EP-3E	VQ-1	PR764
14. ZZ664/664	Airseeker R1	51sq	f/v RRR7202

### November 2015

			EGY1124
			Pelican02
			f/v Pelcn02
			04 Yankee94
			CFC3353
			CFC0854/5
			CFC0854/5
			Cube75-76
			Cube75-76
			Gold61
			RCH382
			RCH141
			RCH470
			RCH213
			CFC2525
			CFC2537
			09 EGY1125
			09 CTM2007
			09 Lobo01
			CFC3353
			CFC0854
			CNV3503
			13 GAF291
			CFC2251
			14 CFC3660
			15 EGY1125
			PR764
			f/v RRR7202
			EGY1124
			Pelican02
			f/v Pelcn02
			04 Yankee94
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			CFC0854/5
			CFC0854/5
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			CFC2537
			09 EGY1125
			09 CTM2007
			09 Lobo01
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			CFC0854
			CNV3503
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			CFC2251
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			PR764
			f/v RRR7202
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			f/v Pelcn02
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			RCH141
			RCH470
			RCH213
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			CFC2537
			09 EGY1125
			09 CTM2007
			09 Lobo01
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			CFC0854
			CNV3503
			13 GAF291
			CFC2251
			14 CFC3660
			15 EGY1125
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			RCH213
			CFC2525
			CFC2537
			09 EGY1125
			09 CTM2007
			09 Lobo01
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			CFC0854
			CNV3503
			13 GAF291
			CFC2251
			14 CFC3660
			15 EGY1125
			PR764
			f/v RRR7202
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			Pelican02
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			CFC2525
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			09 EGY1125
			09 CTM2007
			09 Lobo01
			CFC3353
			CFC0854
			CNV3503
			13 GAF291
			CFC2251
			14 CFC3660
			15 EGY1125
			PR764
			f/v RRR7202
			EGY1124
			Pelican02
			f/v Pelcn02
			04 Yankee94
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			Gold61
			RCH382
			RCH141
			RCH470
			RCH213
			CFC2525
			CFC2537
			09 EGY1125
			09 CTM2007
			09 Lobo01
			CFC3353
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ZZ335/335	Voyager KC3	10/101sq	RRR9462
ZZ338/338	Voyager KC3	10/101sq	RRR9461
09-5711	MC-130J	9th SOS	RCH1032
165151	C-20G	VR-51	Catbird1

G-BYXZ	Tutor T1	3 FTS	* CWL33
16.91-0604/LN	F-15E	494th FS	Animal24
01-2004/LN	F-15E	494th FS	* Animal23
ZK455/O	Beech B200	45(R)sq	CWL69
ZK456/P	Beech B200	45(R)sq	* CWL72*
ZG995	Defender AL2	651sq	20 AA533
XX232	Hawk T1	RAFAT	* Red2
16.XX244	Hawk T1	RAFAT	* Red3
17.01-2000/LN	F-15E	494th FS	* Animal41
01-2004/LN	F-15E	494th FS	* Animal42
ZK456/P	Beech B200	45(R)sq	* CWL81
ZA677/(AF)	Chinook HC4	28(R)sq	* VTX562
XX311	Hawk T1W	RAFAT	* Red7
ZK305/EE	Typhoon FGR4	6sq	Jedi12
18.91-0602/LN	F-15E	494th FS	* Casino24
A4M016	Atlas C1	Airbus Military	* Airbus16
20.91-0303/LN	F-15E	492nd FS	Bolar11
96-0202/LN	F-15E	492nd FS	Bolar12
ZK451/J	Beech B200	45(R)sq	* CWL82
ZK455/O	Beech B200	45(R)sq	* CWL85
ZK456/P	Beech B200	45(R)sq	* CWL78
23.68	EMB121AN	28F	CTM1718
ZJ211	Apache AH1	3Regt	AA319
ZK451/K	Beech B200	45(R)sq	* CWL86
ZK452/L	Beech B200	45(R)sq	* CWL78
ZK455/O	Beech B200	45(R)sq	* CWL78
ZK456/P	Beech B200	45(R)sq	CWL245
ZD711/079	Tornado GR4	Marham Wg	* MRH48
24.91-0324/LN	F-15E	494th FS	* Jezz01
ZK452/L	Beech B200	45(R)sq	* CWL73
ZA670/AA	Chinook HC4	Odiham Wg	VTX471
ZG995	Defender AL2	651sq	26 AA503
26.105/YU	EMB121AA	EAT00.319	CTM1738
G-BYUS	Tutor T1	3 FTS	* CWL91
27.ZK452/L	Beech B200	45(R)sq	* CWL65
G-BYXG	Tutor T1	3 FTS	* CWL34

Credits: MAR, Scramble messageboard.

## United Kingdom

### Brize Norton

12.ZA707/AO	Chinook HC4	Odiham Wg
ZA683	Chinook HC4	Odiham Wg
ZH106/06	Sentry AEW1	8/54sq
A4M016	A400M	Airbus Military
18.ZA935	Puma HC2	33/230sq
19.KAF326	KC-130J-30	41sq
20.144614	CC-144B	412sq
ZA935	Puma HC2	33/230sq
R214	C-160R	ET00.064
23.ZB692/Y	Gazelle AH1	671sq
ZJ694	Sentinel R1	5sq
ZA935	Puma HC2	33/230sq
24.TK.10-11/31-53	KC-130H	Ala31
QQ101	BAe146-RJ100	ETPS
29.50+66	C-160D	LTG61
30.ZA714/AV	Chinook HC4	28(R)sq
XW209	Puma HC2	33/230sq
ZF243/243	Tucano T1	72(R)sq
ZF377/377	Tucano T1	72(R)sq

Credits: MAR, Scramble messageboard.

### Coningsby

03.XX329/CJ	Hawk T1A	100sq
XX339/CK	Hawk T1A	100sq
ZA369/003	Tornado GR4	Marham Wg
05.ZK338/FF	Typhoon FGR4	1(F)sq
09.XX319	Hawk T1A	RAFAT
10.ZK451/K	Beech B200	45(R)sq
ZK456/P	Beech B200	45(R)sq
ZK455/O	Beech B200	45(R)sq
XX255/CL	Hawk T1A	100sq
XX339/CK	Hawk T1A	100sq
ZD711/079	Tornado GR4	Marham Wg
11.ZK456/P	Beech B200	45(R)sq
G-BYVI	Tutor T1	3 FTS
12.86-0174/LN	F-15C	493rd FS
86-0193/LN	F-15C	493rd FS
91-0334/LN	F-15E	494th FS
00-3001/LN	F-15E	494th FS
ZK456/P	Beech B200	45(R)sq
ZH869/869	Hercules C4	24/30/47sq
ZG884	Lynx AH9A	9Regt

### November 2015

\* NATO34  
23 Casa416  
\* VTX395  
KAF3220  
CFC3078  
VTX343  
CTM2013  
AA744  
\* Snapshot01  
VTX343  
AME3166  
\* BDN50  
01 GAF569  
\* VTX256  
\* VTX393  
\*  
\* LOP29

### November 2015

Cutthroat2  
Cutthroat1  
\* MRH57\*  
17 RFR7065/LOS46  
\* Red11  
\* CWL73  
\* CWL79  
\* CWL82  
Aggressor2  
Aggressor1  
\* MRH63  
\* CWL67  
\*  
\* Grim11  
\* Grim12  
\* Dark21  
\* Dark22  
\* CWL67  
23 RRR169  
\* AA919

Credits: MAR, Scramble messageboard.

### Farnborough

05.A6-HEH	B737-8AJ	Government of Dubai	10 DUB6
06.A9C-BHR	G450	Bahrain Royal Flight	BAH4
08.A6-ESH	A319-133	Government of Sharjah	SHJ01
09.A6-MRM	B737-8EC	Government of Dubai	DUB5
12.A9C-BRN	G550	Bahrain Royal Flight	BAH5
14.A9C-BHR	G450	Bahrain Royal Flight	BAH4
16.A6-MRM	B737-8EC	Government of Dubai	19 DUB5
A9C-BRF	G-IVSP	Bahrain Royal Flight	BAH7
18.A7-AAG	A320-232	Government of Qatar	QAF3
19.A6-HEH	B737-8AJ	Government of Dubai	25 DUB6
DU142	AW-139	Dubai Air Wing	DU142

### November 2015



From the Czech Air Force transport fleet at Prague-Kbely, Challenger CL-601 5105 from 241.dlt is used as VIP transporter. (Geilenkirchen, 12 November 2015, Rolf Flinzner)



On 30 March 2015, Canada's fifth CC-177 arrived at CFB Trenton. Eight months later 177705 from 429sq was noticed in Southern France.

23. A7-MHH A319-115X Government of Qatar QAF12  
25. A9C-BHR G450 Bahrain Royal Flight BAH4

Credits: MAR, Scramble messageboard.

### Lakenheath

01. N739MA	B737-8Q8	Miami Air Int.	BSK267/577
03. 08-8605/RS	C-130J-30	37th AS	Herky613
05. 06-6163	C-17A	60th AMW	08 RCH297
84-0126	C-21A	76th AS	Falcon02
06. 11-5731	MC-130J	67th SOS	* Strix61
07. 11-5738	C-130J-30	19th AW	Herky739
08. 83-1285	C-5M	436th AW	09 RCH979
87-0035	C-5M	436th AW	09 RCH529
06-6163	C-17A	60th AMW	10 RCH297
11-5738	C-130J-30	19th AW	Herky739
11-5752	C-130J-30	19th AW	Herky740
09. 85-0008	C-5M	436th AW	RCH144
11-5752	C-130J-30	19th AW	10 Herky740
10. 83-1285	C-5M	436th AW	RCH979
87-0035	C-5M	436th AW	RCH529
03-3119	C-17A	183rd AS MS ANG	RCH863
06-6163	C-17A	60th AMW	11 RCH297/5582
11-5738	C-130J-30	19th AW	+11 Herky739
12. 83-1285	C-5M	436th AW	RCH957
87-0035	C-5M	436th AW	RCH184
13. 83-1285	C-5M	436th AW	RCH817
18. 58-0118/D	KC-135R	351st ARS	23 Quid148/76
63-8871/D	KC-135R	351st ARS	19 Quid155/65
61-2663/OF	RC-135S	55th Wg	22 Zinc61/Snoop56
30. 63-8871	KC-135R	351st ARS	01 Quid78
12-0064	CV-22B	7th SOS	Knife75

Credits: MAR, Scramble messageboard.

### Lossiemouth

05. XX191	Hawk T1A	100sq	
XX200/CO	Hawk T1A	100sq	
XX255/CL	Hawk T1A	100sq	
XX303/303	Hawk T1A	100sq	
ZK025/P	Hawk T2	4(R)sq	Virus2
ZK037/AB	Hawk T2	4(R)sq	Python1
ZK030/U	Hawk T2	4(R)sq	Python2
ZK031/V	Hawk T2	4(R)sq	Virus1
1651379/BD	C-130T	VR-64	CNV3081
09. 162775/PD	P-3C	VP-9	11 VVPD212
10. 14	ATL 2	21F	23 FN5621
ZK023/N	Hawk T2	4(R)sq	Virus2
ZK030/U	Hawk T2	4(R)sq	Virus1
ZK033/X	Hawk T2	4(R)sq	Poison2/VYT59

### November 2015

Pirate18

11. 0014/F-RBAF	A400M	ET01.061	CTM2001
ZK037/AB	Hawk T2	4(R)sq	VYT89
166695	C-40A	VR-56	CNV6253
12. 166695	C-40A	VR-56	CNV6253
13. 4	ATL 2	21F	FN5141
166695	C-40A	VR-56	CNV6253
15. 77	EMB121AN	28F	FN5024
16. 67	EMB121AN	28F	FN4022
19. 133	Falcon 10MER	57S	FN5575
91-0303/LN	F-15E	492nd FS	Bolar11
96-0202/LN	F-15E	492nd FS	Bolar12
20. 140114	CP-140	CF	26
92-0375	C-20H	76th AS	Valor20
21. 4	ATL 2	21F	26
22. 130615	CC-130J-30	436sq	24
85	EMB121AN	28F	FN5022
ZH886/886	Hercules C5	24/30/47sq	RRR5789
24. ZE701	BAe146 CC2	32(TR)sq	RRR1154
ZK452/L	Beech B200	45(R)sq	
27. 177705	CC-177	429sq	CFC4035
165378	C-130T	VR-55	CNV6387\$
30. 0008/F-RBAB	A400M	ET01.061	CTM2005

Credits: MAR, Scramble messageboard.

### Mildenhall

02. 84-0087	C-21A	76th AS	Falcon33
79-0479	C-130H	192nd AS NV ANG	03 RCH802
80-0321	C-130H	158th AS GA ANG	06 RCH431
63-8008	KC-135R	22nd ARW	03 Blue82
03. ZA677	Chinook HC4	nmks	* SHF562
79-1712	KC-10A	305th AMW	04 RCH140
96-0007	C-17A	183rd AS MS ANG	RCH035
57-1440	KC-135R	22nd ARW	05 RCH014
58-0018	KC-135R	22nd ARW	04 RCH975
61-0314	KC-135R	nmks	04 RCH158
62-3528	KC-135R	77th ARS AFRC	05 RCH012
63-7993	KC-135R	166th ARS OH ANG	05 RCH013
N88	CL604	FAA	04 FLC88
04. ZZ664/664	Airseeker R1	51sq	14 RRR7202
80-0326	C-130H	158th AS GA ANG	05 RCH455
62-3554	KC-135R	22nd ARW	05 RCH147
64-14843/OF	RC-135V	55th Wg	10 Hoover55/Cobra57
75-0557/OK	E-3B	552nd ACW	08 Shuck82
05. 97-00105	UC-35A	E/1-214th AVN	Duke55
165736/QB	KC-130J	VMGR-352	dep Raider12
06. 85-0008	C-5B	436th AW	RCH144
80-0322	C-130H	158th AS GA ANG	07 RCH419
79-0475	C-130H	192nd AS NV ANG	07 RCH804

### November 2015



79-0476	C-130H	192nd AS NV ANG	10 RCH803	62-3541	KC-135R	22nd ARW	30 RCH617
07.59-1466	KC-135R	108th ARS IL ANG	08 RCH805	30.0008/F-RBAB	A400M	ET01.061	CTM2005
08.58-0011	KC-135R	22nd ARW	09 RCH869	0014/F-RBAF	A400M	ET01.061	CTM2035
09.165738/BH	KC-130J	VMGR-252	11 Otis70	58-0102	KC-135R	465th ARS AFRC	01 RCH599
10.86-0032	KC-10A	305th AMW	11 RCH043	58-0054	KC-135T	171st ARW PA ANG	01 RCH255
04-4129	C-17A	437th AW	11 RCH217	58-0112	KC-135T	171st ARW PA ANG	01 RCH798
01-0076	C-37A	76th AS	* Valor37	59-1504	KC-135T	171st ARW PA ANG	01 RCH034
58-0035	KC-135R	92nd/141stARW	19RCH175/970	62-3521	KC-135R	74th ARS AFRC	tdy RCH035
58-0071	KC-135T	22nd ARW	11 RCH194	01-2002/LN	F-15E	492nd FS	* Stout42
91-0324/LN	F-15E	494th FS	* Bones42	01-2004/LN	F-15E	492nd FS	* Stout41
91-0604/LN	F-15E	nmks	* Custer24				
11.ZA405	Tornado GR4	12sq	* Marham57				
12.ZZ665/665	Airseeker R1	51sq	dep RRR7201				
64-14849/OF	RC-135U	55th Wg	13 Cobra55				
14.58-0052	KC-135R	336th ARS AFRC	dep RCH103				
64-14835	KC-135R	336th ARS AFRC	tdy 25 RCH030/457				
15.84-0188	KC-10A	305th AMW	RCH162				
16.06-6156	C-17A	60th AMW	RCH978				
165738/BH	KC-130J	VMGR-252	17 Otis71				
17.62-3564	KC-135R	22nd ARW	18 RCH922				
61-2663/OF	RC-135S	55th Wg	18 Cobra55/Zinc61				
62-4129/OF	TC-135W	55th Wg	19 Snoop55				
84-00165	C-12U-3	E/1-214th AVN	Duke39				
165392/NY	KC-130T	VMGR-452	18 Yankee99				
18.62-3538	KC-135R	91st ARS	19 RCH687				
19.86-0036	KC-10A	305th AMW	24 Blue41				
20.AT17	Alpha Jet 1B+	AJeTS	30 BAF101/2				
AT22	Alpha Jet 1B+	AJeTS	23 BAF103				
AT27	Alpha Jet 1B+	AJeTS	01 BAF104/1				
AT28	Alpha Jet 1B+	AJeTS	23 BAF102/3				
85-0002	C-5M	436th AW	RCH319				
59-1501	KC-135R	91st ARS	21 RCH164				
97-00105	UC-35A	E/1-214th AVN	Duke14				
21.91-0303/LN	F-15E	492nd FS	Bolar11				
96-0202/LN	F-15E	492nd FS	Bolar12				
22.58-0086	KC-135T	91st ARS	24 RCH746/634				
23.79-1711	KC-10A	305th AMW	RCH559				
60-0353	KC-135R	92nd/141st ARW WA ANG	RCH541				
84-00160	C-12U-3	E/1-214th AVN	Duke39				
24.84-0186	KC-10A	305th AMW	25 RCH407				
86-0028	KC-10A	305th AMW	25 RCH139				
61-0311	KC-135R	22nd ARW	27 RCH804				
61-0315	KC-135R	92nd/141stARW WAANG	25 RCH158				
58-0061	KC-135T	22nd ARW	25 RCH185				
G-BYXC	Tutor T1	nn	* Wittering26				
28.02-1101	C-17A	437th AW	03 RCH522/111				
29.84-0188	KC-10A	305th AMW	RCH441				
09-0017	C-32A	1st AS	01 SAM97				
58-0047	KC-135T	22nd ARW	30 RCH712				

Credits: MAR, Scramble messageboard.

#### Northolt

02.102004	Tp102C	TSFE	SVF634
T-785	Falcon 900EX	LTDB	SUI012
03.045/62-IB	CN235M-200	ET01.062	CTM3901
2/FP	Falcon 900	ET00.060	CTM0004
04.253	CN235M-100	101sq	IRL253
05.ZD982/DF	Chinook HC4	Odiham Wg	SHF564
08.258	Lj45	102sq	IRL258
09.102005	Tp102C	TSFE	SVF645
09-0525	C-37B	99th AS	SAM727
13.ZD982/DF	Chinook HC4	Odiham Wg	SHF427
14.XW199	Puma HC2	33/230sq	Rider Form
ZA935	Puma HC2	33/230sq	Rider Form
16.252	CN235M-100	101sq	IRL252
C-215	CL-604	Esk 721	DAF8062
MM62167	P180E	28°Gr AVES	I2167
17.252	CN235M-100	101sq	IRL252A
67	EMB121AN	28F	FNY5021
18.185	Falcon 10MER	57S	FAN5560
L1-01	Falcon 2000EX	Government of Slovenia	LSV101
166376	C-37A	VR-1	VV100
19.ZJ694	Sentinel R1	5sq	23 Snapshot02/01
20.ZD575/DC	Chinook HC4	Odiham Wg	SHF440
ZK304/FM	Typhoon FGR4	1sq	23 Typhoon34
22.ZG995	Defender AL1	651sq	AAC533
ZZ518	Wildcat HMA2	825NAS	Talon715
23.ZH845	Merlin HM2	824NAS	Tiger1
25.ZZ500	Avenger T1	750NAS	NVY805
ZZ502	Avenger T1	750NAS	NVY806
ZH004	Defender T3	651sq	AAC527
26.ZZ500	Avenger T1	750NAS	NVY805
XW199	Puma HC2	33/230sq	Warlock1
XW209	Puma HC2	33/230sq	Warlock2
27.258	Lj45	102sq	IRL258
ZZ502	Avenger T1	750NAS	NVY805
30.14+01	Global 5000	FBS BMVg	GAF624



And here is our (nearly) monthly Stratotanker photo from Geilenkirchen. KC-135R 62-3516 from the 197th ARS, Arizona Air National Guard, was photographed under a murky sky by Rolf Flinzner on 9 November 2015.



Tornado IDS 43+38 has exchanged the sunny skies over New Mexico for the grey skies of its motherland. The Tornado (still) carries the markings of the German Air Force Flying Training Center, which is based at Holloman AFB (NM). Dietmar Fenners (who else...) captured it on 3 November 2015 upon returning to Manching from a check flight.

Credits: MAR, Scramble messageboard.

**Prestwick**

02. ZH881/881	Hercules C5	24/30/47sq
ZH886/886	Hercules C5	24/30/47sq
ZZ331/331	Voyager KC2	10/101sq
99-0004	C-32A	1st AS
58-0054	KC-135T	171st ARW PA ANG
03. ZH884/884	Hercules C5	24/30/47sq
ZG791/137	Tornado GR4	Marham Wg
05-3145	C-130J	53rd AS
166695	C-40A	VR-56
N357RL	Beech 350	AFSOC/L3
04. ZG995	Defender AL1	651sq
ZG848	Islander AL1	651sq
06. 92-1451	C-130H	169th AS IL ANG
94-6701	C-130H	169th AS IL ANG
94-6703	C-130H	169th AS IL ANG
07. 130613	CC-130J	436sq
ZH884/884	Hercules C5	24/30/47sq
ZZ335/335	Voyager KC3	10/101sq
165378/RU	C-130T	VR-55
08. G-VYGJ	A330	AirTanker
09. ZF573	Islander CC2	Station Flt
ZH833/82	Merlin HM2	824NAS
ZA369/003	Tornado GR4	Marham Wg
08-0353	MC-12W	US Army
08-0462	MC-12W	US Army
10. 130605	CC-130J-30	436sq
ZH866/866	Hercules C4	206(R)sq
ZH882/882	Hercules C5	24/30/47sq
ZH886/886	Hercules C5	24/30/47sq
ZH824/83	Merlin HM2	824NAS
ZH833/82	Merlin HM2	824NAS
ZH846/CU-13	Merlin HM2	824NAS
EC-406	A400M	Airbus Military
11. ZJ785	AS365N3	658sq
09-0525	C-37B	99th AS
12. 92-0375	C-20H	76th AS
13. 166695	C-40A	VR-56
15. KAF342	C-17A	41sq
16. ZZ500	Avenger T1	750NAS

**November 2015**

RRR5561	RRR5563	04 Madras11	SAM602	RCH980	* RRR165	* MRH47	RCH390	CNV6986	N357RL	* AAC527	* AAC527	RCH183	RCH974	RCH971	CFC2533	RRR5634/5635	RRR2111	CNV6926	TOW2411	RRR7940	NVY582	MRH18	Papa Lima04	Papa Lima07	CFC2534	12 GAU57/60	12 Jigsaw1/RRR149	12 Jigsaw2/RRR148	23 Excalibur Form	01 Excalibur Form	01 Excalibur Form	EC406/Airbus406	Lords12	SAM727	Valor20	CNV6253	KAF3218	NVY806
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ZH882/882	Hercules C5	24/30/47sq	* RRR201
ZH837	Merlin HM2	829NAS	Kingfisher503
17. XX239	Hawk T1W	208(R)sq	VYT47
87-0122	KC-10A	305th AMW	RCH412
165378/RU	C-130T	VR-55	CNV6385
18. KAF342	C-17A	41sq	20 KAF3218
ZZ337/337	Voyager KC3	10/101sq	RRR2168
19. ZK027/R	Hawk T2	4(R)sq	* VYT57
ZH880/880	Hercules C5	24/30/47sq	RRR5654
ZH846/CU-13	Merlin HM2	824NAS	
20. ZH837	Merlin HM2	829NAS	Kingfisher503
22. ZZ337/337	Voyager KC3	10/101sq	RRR2170/1
23. ZH004	Defender T3	651sq	AAC527
ZZ330/330	Voyager KC2	10/101sq	RRR2134
27. ZZ500	Avenger T1	750NAS	NVY806
30. ZZ337/337	Voyager KC3	10/101sq	* RRR20

Credits: MAR, Scramble messageboard.

**Stansted**

01. A7-MBK	A320-232	Government of Qatar	QAF11
UP-A3001	A330-243	Government of Kazakhstan	BEC001
03. A7-AAH	A340-313X	Government of Qatar	QAF9
99-0003	C-32A	1st AS	SAM502
05. A7-AAG	A320-232	Government of Qatar	QAF9
07. TR-KGM	G650	Government of Gabon	
10. A6-HRM	B747-422	Dubai Air Wing	DUB1
13. A4O-SO	B747SP-27	Government of Oman	ORF2
A7-AAM	Global Express	Government of Qatar	QAF6
14. A7-AAH	A340-313X	Government of Qatar	QAF9
15. A7-AAM	Global Express	Government of Qatar	QAF6
15. A9C-BAH	G650	Bahrain Royal Flight	BAH6
17. A6-MRS	B737-8E0	Dubai Air Wing	DUB7
18. 166376	C-37B	VR-1	VV100
20. 01-0041	C-40B	1st AS	SAM871
22. A4O-OMN	B747-430	Government of Oman	ORF1
02	C-37A	USCG Washington	C101
23. A4O-AD	G550	Government of Oman	ORF3
26. A7-HHJ	A319-133X	Government of Qatar	QAF5
A7-HHH	A340-541	Government of Qatar	QAF1
29. 02-0042	C-40B	76th AS	Spar73

Credits: MAR, Scramble messageboard.





Surinam Airways finally took delivery of its newest Airbus A340-300 PZ-TCR on 23 December 2015. It replaces A340 PZ-TCP, which was withdrawn from use late November and ferried to Marana (AZ) for storage on 8 December. The new Surinam Airbus A340 is a former Air China aircraft. (Paramaribo, 29 December 2015, Andrew Muller)

## Manufacturer News

### Airbus

#### A320neo

The first A320neo delivery was postponed by Airbus. Initial delivery customer Lufthansa, who edged out Qatar Airways as launch customer, was supposed to receive the first A320neo on 30 December but the delivery has been delayed due to industrial reasons. The first delivery to IndiGo was also recently delayed. Airbus stated that more documentation is needed to provide a fully service-ready A320neo from day one. The type is now scheduled to be delivered and ready for service in the next few weeks.

#### A330neo

The powerplant which will be fitted to the new A330neo, a Rolls-Royce Trent 7000 engine, has carried out its initial run. The Trent 7000 will be the exclusive engine for the A330-800neo and A330-900neo family and will feature a thrust rating of 68 to 72,000lbs.

### Boeing

#### 737MAX-8

Boeing has celebrated the completion of the final assembly of the first 737MAX-8. On 8 December the freshly painted 737MAX-8 named Spirit of Renton was revealed to employees. The airplane will now undergo pre-flight preparation and flight test readiness. The first flight is planned in early 2016. First delivery to launch customer Southwest Airlines is scheduled for the third quarter of 2017.

#### 787-10

Boeing has cleared the 787-10 to go from the detailed designed phase to the manufacturing and assembly stage. The first flight of the 787-10 is scheduled in 2017, followed by entry-into-service a year later. The 787-10 was born out of a need for an aircraft that can service high-density routes up to 6,430 nautical miles. This is about 1,200 nautical miles less than the range of an 787-9, while the 787-10 shares the same MTOW as the 787-9 it is able to carry forty passengers more. Currently the 787-10 has 164 firm orders from nine operators.

### Bell Helicopters

#### 525 Relentless

The second Bell 525 Relentless flying prototype, FTV-2, has joined the programme. In total there are five test vehicles planned, with the third one nearing completion on the final assembly line. All five test vehicles will be online in 2016. Bell is hoping to achieve certification for the super-medium-class helicopter in 2017. FTV-1, N525TA, took to the skies in July 2015 and the second test vehicle (N525BK) flew on December 23.

### Embraer

#### E190-E2

The first E190-E2 test aircraft will be revealed to the public on 25 February 2016. The first flight of the re-engined and re-winged E190 is planned for the second half of 2016. The redesigned wings have been mated to the fuselage and the new Pratt & Whitney PW1900G engines have been installed on the new wing pylons already. The E190-E2 is scheduled for entry into service in the first half of 2018.

### Mitsubishi Aircraft

#### MRJ

The first delivery of the MRJ regional airliner has been delayed by about a year. Initial delivery was planned for the second quarter of 2017 and is now being pushed back to mid-2018. Following flight testing Mitsubishi Aircraft have decided to review the entire development plan of the regional jet. The MRJs maiden flight and subsequent testing showed that the performance of the MRJ is satisfactory, but there were also several issues discovered. While details on the issues were not disclosed Mitsubishi stated that strengthening the overall airframe and the jet's wings as well as an upgrade to its software will have to be made to create a better integrated aircraft. Downside to the delay is that the MRJ will now be delivered in the same year as the E190-E2 thus losing the advantage of an earlier service entry.



2015 was the first year for AVIANCA to operate the Boeing 787-8. Their first Dreamliner was delivered in December 2014. Their fleet currently consists of seven aircraft and were part of fifteen Dreamliners placed in 2006. The remaining aircraft of this order will be delivered in the coming years. Besides these fifteen orders, AVIANCA also placed an option for five more Dreamliners. Pictured here at Bogota is N782AV. (Bogota, 5 October 2015, Wim Sonneveld)

## Airline News

### Europe

#### Belarus

Trans Avia Export has taken delivery of a second B747-200F.

#### Belgium

By the end of 2017 Brussels Airlines will have phased out its twelve RJ100s according to the company's CEO. The aircraft will be replaced by a combination of A319s and A320s which will be acquired from various sources. Brussels Airlines is also going to add two A330s in 2016 and 2017.

#### Croatia

According to local outlets three possible European airlines are interested in a (large) stake in Croatia Airlines. It is said that Aegean Airlines, Lufthansa and Turkish Airlines are the three, but Lufthansa has denied the interest. Earlier on EVA Air and Korean Air were also interested, but these two companies have withdrawn their interest.

#### Cyprus

Cobalt is close to receiving its AOC, clearing the way to start LCC-operations early next year. No fleet-plans have been announced, but it is said that the airline is planning to operate an A320.

#### Iceland

Air Icelandic or Flugfélag Íslands will be introducing a new livery when the airline takes delivery of its first DHC-8-400Q in February.

#### Latvia

Last month we reported about rumours that Air Baltic was seriously thinking about introducing the Superjet into its fleet instead of the C-Series it has on order, but this month we can report that the airline's new owner announced that the airline will remain committed to the C-Series. Air Baltic has thirteen CS300s on firm order and is expecting its first aircraft in the summer of next year.

#### Malta

Local media is reporting that Air Malta is in final negotiations with Etihad Airways for a deal in which Etihad will acquire a large stake in the Maltese airline. If the deal comes through Air Malta will become the fifth European partner in Europe for Etihad. Currently the Abu Dhabi-carrier has stakes in Air Berlin, Air Serbia, Alitalia and Darwin Airline.

#### Norway

By the time you read this issue of Scramble, Norwegian has phased out its last classic Boeing 737.

#### Russia

Aeroflot has sold six A321s to a Lithuanian leasing firm. The six will be replaced by four new A321s currently on order and all planes will have left the fleet by the end of 2017. Aeroflot also announced that they will place four Tu-204s, ten B737-800s and four B747-400s with Rossiya. As reported earlier Aeroflot will consolidate Donavia and Orenair into Rossiya and the new Rossiya will also take over large parts of the former Transaero-network. Rossiya will offer domestic and international flights from hubs at Moscow-Vnukovo and St. Petersburg, but will also create other hubs in the country. Fleetwise the airline's fleet will grow with the already mentioned former Transaero-planes, but more expansion is coming in the form of five B767s, five B777s and fourteen more B747-400s. This twenty-four aircraft-expansion is currently awaiting approval.

#### Sweden

Regional carrier Braathens Regional has firmed up four of its ten options for the ATR72-600.

#### Turkey

Airbus, Boeing and Turkish Airlines agreed to firm up ten options for B737MAX8s and twenty A321neos into firm orders. The MAX8s are planned for 2021 and the A321neos will be delivered between 2020 and 2021. The airline and Airbus also agreed to defer the delivery of seventeen A321neos from 2017-2018 to 2020-2021.

The airline is also thinking about a regional brand to feed its international operations once Istanbul New Airport opens. Currently Turkish Airlines is operating the A319 and B737-700 as its smallest aircraft due to slot-constraints at the current Istanbul-Ataturk airport, but the new airport, which is planning to become one of the biggest airports in the world, has no limits on slots and so opens the door for smaller feeder operations.

#### United Kingdom

The International Airline Group announced that it, once again, firmed up options with Airbus. This time fifteen A320neos were firmed and are slated for delivery between



2021 and 2022. The aircraft can be delivered to any airline in the group; British Airways, Iberia and Vueling.

Jet2 has announced that it added three B737-800s to its order for 27 B737-800s with Boeing, taking the total B737-800s on order to thirty. The aircraft are due to be delivered in the 2016-2018-timeframe. The airline will also take-on two former Transavia B737-800s in the upcoming months, taking its current B737-800-fleet to nineteen.

## Africa

### Angola

Due to the dropping fuel prices TAAG Angola Airlines is struggling with financial difficulties as the state can't cope with the losses the airline is currently making. Angola heavily relies on oil exports. The new CEO of TAAG, however, said that the airline will continue with its expansion plans and turn-around plans of the company. The B737-200s are to be replaced with B737-700s and the airline is also planning to add at least two more B777-300ERs to the fleet. The new aircraft will be used on new routes within Africa, but also expanding its international network with flights to Houston, London-Heathrow and Paris-Charles de Gaulle. By 2019 the airline should return to profitability.

### Cameroon

Boeing Consulting and Cameroon Airlines signed a deal in which Boeing will oversee the airline's latest turnaround plan to become profitable again. In its latest plan the company is planning to add a single B777-200ER and several B737-300s/-400s as well as starting up operations with its two MA-60s.

If you are planning to fly to Douala International Airport between 1 and 21 March, you should reschedule as the airport will be fully closed in order to upgrade its single runway.

### Egypt

EgyptAir and BOC signed a deal for eight B737-800s which will be used to replace the airline's A320s.

### Ethiopia

Bombardier and Ethiopian Airlines signed a deal for two DHC-8-400Qs. When the two are delivered the airline will operate nineteen DHC-8-400Qs.

### Ghana

In anticipation of receiving the final go-ahead from the government to start operations, Smile Air has ordered 68

MA-600s/-700s to be used from its Accra-hub to destinations in Central- and West-Africa. The aircraft are to be delivered between 2016 and 2021 and the airline expects to take delivery of ten to twelve planes per year.

### South Africa

Due to financial difficulties SkyWise has been forced to cease its operations and is now trying to raise funds to resume operations.

South African Airways and Airbus agreed to a modification of the airline's ten A320s on order. In the deal, SAA will now lease five A330-200s directly from Airbus, instead of taking delivery of the ten A320s on order. These plans are not new, as the airline was planning to do the same last year, but then leasing the A330-200s via a South African-firm. The government blocked that deal however. As Airbus had given the airline a deadline of 21 December to decide about the A320s, this new deal with Airbus is now the result of that deadline.

### Tunisia

The government is planning to merge the operations of Tunisair and Tunisair Express in order to streamline and improve both airlines' operations. Tunisair Express currently operates three ATR72s and a single CRJ900.

## Asia

### China

Another Chinese carrier coming to Amsterdam. As of June China Eastern is planning to start flying between Shanghai and Schiphol four times a week using the A330-200.

China Postal Airlines has signed an agreement with Boeing, as the second customer, for ten converted B737-800 freighters.

China Southern Airlines has also signed an agreement with Boeing for the purchase of at least thirty B737NG's and eighty B737 MAXs. Thirty of these MAX B737s are intended for usage by its subsidiary Xiamen Airlines. All deliveries are expected between 2017 through 2020. Part of the deal is the sale of thirteen B757s and three B737-300s to Boeing.

HK Express signed an agreement with the lease branch of Norwegian for the lease of twelve A320neos. Deliveries are due between 2016 and 2018.

Spring Airlines has ordered 45 A320neos and fifteen A321neos with deliveries between 2019 and 2023.



On 22 November, this ex-Swiss A320 was transferred to its leisure affiliate Edelweiss Air. HB-IJU is the first Edelweiss aircraft with the slightly revised colour scheme. (Zurich-Kloten, 26 December 2015, Pascal Simon)

**India**

Jet Airways will swap Brussels for Amsterdam as its European hub. Effective date will be March 27<sup>th</sup> 2016 with three daily flights.

**Malaysia**

Rayani Air commenced domestic operations on 20 December with two former Malaysian B737-400s.

**Taiwan**

Apart from the recent widebody order from EVA Airways with Boeing, the airline will also lease six additional B787s through ALC.

**Latin America****Aruba**

Last month we mentioned Crystal Luxury Air. The luxury airline has already acquired a former Air Austral B777-200LR. Apart from the mentioned B787-8, also an A319CJ and Global Express are said to join the fleet.

**Middle East****Israel**

ALC and El Al signed a deal for the lease of two B787-9s to the national carrier. Both are set for the second half of 2017.

**Oman**

Oman Air has ended its ATR42-operations on 30 November.

**Qatar**

Good news for the spotters at Schiphol as of 27 March Qatar Airways will replace the B787-8 on its Doha-route with the B777-300ER.

**United Arab Emirates**

In a statement Emirates announced that the airline is set to phase-out 26 aircraft next year; twelve A330-200s, four A340-300s, one A340-500, six B777-200ERs, two B777-300s and one B777-300ER. The five A340s are the last A340s in the fleet.

**North America****Canada**

Bad news for the aviation scene, as Buffalo Airways has been grounded by Transport Canada, due to poor safety records. Until the airline complies with a number of Canadian avia-

tion regulations, the airline said that it will charter aircraft from other operators.

**Mexico**

Aeromexico has announced that they will start flying between Mexico-City and Amsterdam using the B787-8. Flights will commence on 29 May and the airline will operate the route three times a week, although the airline applied for daily slots.

**United States of America**

The internet retail company Amazon is in talks with Boeing over the purchase of twenty freighters, supposedly B767-300s, as it would like to operate its own overnight delivery air freight operations.

Delta Air Lines will acquire twenty ERJ 190s and twenty B737-900s from Boeing. The Embraers are former Air Canada aircraft, which the Canadians sold to Boeing as part of its B737 MAX deal.

Kalitta Air has bought two former Business Air B767-300s, which will be converted into freighters by Bedek Aviation in Tel Aviv. Two other, former JAL B767-300s have also been procured, but these two, will be used as spares source.

National Airlines is looking for two B777s to use between the US and the UK from either Q2 or Q3 of 2016.

Virgin America will lease ten A321neos from GE Capital. Deliveries are expected in 2017 and 2018.

**Aircraft orders**

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

**Airbus 2015 firm orders**

Acropolis Aviation	1 A320CJneo
<u>Aer Lingus</u>	2 <u>A330-300</u>
Air Asia	9 A320neo
Airbus Defence & Space	1 A330-200*
Air Lease Corporation	2 A320
	1 A321
	30 A321neo
	1 A330-200
	25 A330-900



This Germania Airbus A321 was registered in Switzerland as HB-JOI on 21 October. Its previous German registration was D-ASTA. It has a Swiss registration, because it operates flights for Germania Flug, the Zurich-based daughter of the German Germania Fluggesellschaft mbh (See Germania.ch titles on engines and sharklets). The Swiss subsidiary was founded in March 2015 and operated flights to destinations in Mediterranean Europe, the Middle East and North Africa in the summer season of 2015. All services were operated using Airbus A319 aircraft supplied and operated by Germania, primarily in conjunction with Swiss tour operator Hotelplan. One of the A319 was painted in a HolidayJet colour scheme. Germania Flug also operated flights on behalf of Air Pristina to Pristina and Skopje. Late August Hotelplan cancelled the contract with Germania Flug, but the airline is planning to launch scheduled services to holiday destinations in due course, as it is currently in talks with a variety of Swiss and German tour operators interested in using its services for leisure flights from regional airports. As such, given current projections, Germania Flug is considering adding a third A319 to its fleet to cope with an anticipated surge in demand during summer 2016. (Zurich-Kloten, 26 December 2015, Pascal Simon)





American Airlines Boeing 737-800 N915NN was painted in a TWA heritage colour scheme in November 2015. Besides this TWA painted 737, they also have two 737-800s painted in Reno Air and AirCal heritage colours. (Washington-National (DC), 21 November 2015, Anton van Ruiten)

	1 A350-900	Undisclosed	13 A320
Air New Zealand	1 A320		50 A320neo
ANA Holdings	4 A321		25 A321neo
	3 A321neo		7 A330-200
Atlantic Airways	1 A320		20 A330-300
Avianca	2 A319neo	<u>Vietjet Air</u>	<u>15 A321</u> (+9)
	98 A320neo		<u>21 A321neo</u>
Aviation Capital Group	1 A321neo	Vueling	10 A320neo
Avolon	4 A320	Wizzair	110 A321neo
BOC Aviation	3 A320	Total	1079 (+169)
	2 A330-200	* This aircraft is destined for the French Air Force.	
British Airways	10 A320neo	<b>ATR 2015 firm orders</b>	
CASGC	30 A330-300	Air Madagascar	3 ATR72-600
CIT	5 A321	Air New Zealand	16 ATR72-600
Croatia Airlines	4 A320neo	Bahamas Air	3 ATR42-600
<u>easyJet</u>	<u>6 A320</u>		2 ATR72-600
	<u>30 A320neo</u>	Binter	6 ATR72-600
Frontier Airlines	2 A319neo	<u>Braathens Aviation</u>	<u>9 ATR72-600</u> (+4)
	10 A321	Cebu Pacific Air	16 ATR72-600
GECAS	45 A320neo	Japan Air Commuter	8 ATR42-600
	15 A321neo	Undisclosed	2 ATR72-600
Groupe Dubreuil	1 A330-300	Total	65 (+4)
	1 A350-900	<b>Boeing 2015 firm orders</b>	
<u>Iberia</u>	<u>12 A320neo</u>	AerCap	100 B737MAX8
	<u>3 A321neo</u>	Air Austral	2 B787-8
	<u>5 A330-200</u> (+2)	Air Bridge Cargo Airlines	2 B747-8F
	8 A350-900	Air Tahiti Nui	2 B787-8
IndiGo	250 A320neo	Alaska Airlines	6 B737-900ER
International Airfinance Corporation	30 A320	<u>ALC</u>	8 <u>B737</u>
	20 A330-300	All Nippon Airways	5 B737-800
Israir	1 A320		3 B787-10
<u>Korean Air</u>	<u>30 A321neo</u>	Atlas Air	1 B747-8F
Lion Air	9 A320neo	<u>BBJ/VIP customers</u>	<u>6 B737BBJ</u> (+3)
Lufthansa	1 A320neo		2 B787-8BBJ
Middle East Airlines	1 A330-200	<u>BOC Aviation</u>	<u>12 B737-800</u> (+1)
Peach Aviation	3 A320	COPA Airlines	11 B737MAX8
Philippine Airlines	12 A321neo	<u>Delta Air Lines</u>	51 B737MAX
<u>Private customer</u>	1 A318CJ	EI AI	<u>20 B737-900ER</u>
	3 A320neoCJ	Enter Air	3 B787-9
	<u>1 A330-200</u>	Ethiopian Airlines	1 B737-800
RwandAir	1 A330-200	Etiihad Airways	6 B787-8
	1 A330-300	EVA Air	2 B777F
SCB/Pembroke	2 A330-200		2 B777-300ER
Singapore Airlines	4 A350-900	FedEx	5 B777F
<u>TAP Air Portugal</u>	<u>15 A320neo</u>	GECAS	18 B787-10
	<u>24 A321neo</u>	GOL Airlines	<u>49 B767-300E</u> (+1)
	<u>14 A330-900</u>		2 B737
Tigerair	2 A320neo		9 B737MAX
Turkish Airlines	4 A330-200F		

<u>Jet2.com</u>	30	<u>B737-800</u>	(+3)
Korean Airlines	30	B737MAX	
	2	B777-300ER	
	5	B777F	
Norwegian	19	B787-9	
Oman Air	20	B737MAX	
Qantas	5	B787-9	
Qatar Airways	4	B777F	
	10	B777-8X	
	4	P-8A	
Royal Australian Air Force	30	B737MAX	
Ruilu Airlines	3	B737-800	
Ryanair	6	B737	
Silk Air	3	B747-8F	
Silk Way Airlines	10	B737MAX8	
SMBC Aviation Capital	2	B737-900ER	
Sriwijaya Air	3	B777-300ER	
Swiss	1	B787-9	
TUI Travel	10	<u>B737MAX8</u>	
<u>Turkish Airlines</u>	244	<u>B737</u>	(+151)
<u>Unidentified</u>	15	B777	
	36	B787	
United Airlines	10	B777-300ER	
US Navy	9	P-8A	
Virgin Australia Airlines	4	B737MAX	
Total	843		(+196)
<b>Bombardier Aerospace 2015 firm orders</b>			
Air Cote d'Ivoire	2	DHC-8-400Q	

CityJet	8	CRJ900	
<u>Ethiopian Airlines</u>	2	<u>DHC-8-400Q</u>	
Horizon Air	2	DHC-8-400Q	
Jazz Aviation	13	DHC-8-400Q	
Luxair	3	DHC-8-400Q	
Mesa Airlines	7	CRJ900	
Palma Holding	1	DHC-8-400Q	
<u>Unidentified</u>	2	<u>CRJ700</u>	
WestJet Encore	6	DHC-8-400Q	
Total	46		(+4)

**Embraer 2015 firm orders**

Air Castle	15	ERJ190-E2	
Azul Linhas Aéreas	10	ERJ195-E2	
	30	ERJ195-E2	
	7	ERJ190	
Guizho Airlines	15	ERJ175	
KLM Cityhopper	2	ERJ190	
	5	ERJ175	
Republic Airways	45	ERJ175	
Skywest Airlines	20	ERJ195	
Tianjin Airlines	10	ERJ175	
United Airlines	2	ERJ195-E2	
Total	176		

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

**Jetliners**

This former Chinese Airbus A320 was caught on camera as LY-SPG, while departing on its delivery flight to Small Planet Airlines. (Woensdrecht, 30 November 2015, Johan Havelaar)

A310	-304ET	<b>497</b>	YA-CAV	Ariana Afghan Airlines, ex Taban Air. Returned from lease in November.
A319	-112	<b>1598</b>	D-ASPA	PrivatAir, ex N990TA of CIT Leasing. Delivered on 5 December. Flew with the same US-registration for TACA International Airlines.
	-112	<b>1625</b>	D-ASPB	PrivatAir, ex N991TA of CIT Leasing. Delivered on 6 December. Flew with the same US-registration for TACA International Airlines.
	-132	<b>2362</b>	OE-IEH	CIT Leasing Corporation, ex OO-TCS of Thomas Cook Airlines Belgium. Returned to the lessor and registered in Austria early December. The Airbus was withdrawn from use late August and had been stored at Madrid since 2 September. It was ferried to Shannon on 7 November and again ferried to another storage location – Dublin - on 3 December.
	-111	<b>2370</b>	<u>G-EZMK</u>	EasyJet (correction Scramble 439 – Page 40).
	-115 (ACJ)	<b>2487</b>	4K-8888	Government of Azerbaijan, ex 4K-AI02 of the same operator. Registered in December.
	-111	<b>3169</b>	EC-MIQ	Vueling Airlines, ex EI-EPR of Aer Lingus. Delivered on 17 December.
A320	-212	<b>409</b>	UR-COF	Dart Airlines, ex N409AG of ACG – Aviation Capital Group. Delivered on 14 October. Former LY-VER of Avion Express.
	-231	<b>430</b>	EP-ZAZ	Zagros Airlines (addition Scramble 438 – Page 53),
	-212	<b>525</b>	<u>YK-BAA</u>	Cham Wings Airlines, ex UR-CNU of the same Airline. The Airbus has never returned to Khors, but instead it was purchased after lease by Cham Wings and registered in Syria on 5 November. (correction Scramble 438 – Page 53)
	-232	<b>580</b>	TC-ODB	Onur Air, ex TC-FBJ of Freebird Airlines. Delivered late December.



	-214	<b>1041</b>	LY-SPG	Small Planet Airlines, ex B-2211 of China Eastern Airlines. Delivered on 30 November. Registered in between as EI-FKH of Aircastle.
	-214	<b>1578</b>	HK-5164	VivaColombia, ex VQ-BBM of Rossiya. Delivered on 8 December.
	-232	<b>1771</b>	G-GATR	British Airways, ex PR-MAD of TAM. Delivered on 4 December. Registered in between as OE-IDX of GECAS.
	-232	<b>2077</b>	TC-AGU	AtlasGlobal, ex EI-FDM of Kolavia. Delivered on 23 December.
	-232	<b>2275</b>	VT-IDO	IndiGo, ex LY-VEY of Avion Express. Delivered on 13 December. Registered in between as M-ABIY of CIT leasing.
	-232	<b>2334</b>	VT-IDN	IndiGo, ex M-ABIL of CIT Leasing Corporation. Delivered on 17 October. Former 5B-DCL of Cyprus Airways.
	-214	<b>2591</b>	D-ABNU	Air Berlin, ex B-6260 of China Eastern Airlines. Delivered on 18 December.
	-232	<b>2844</b>	LZ-BHG	VietJetAir, ex BH Air – Balkan Holidays International. Delivered on winter lease on 14 December.
	-214	<b>2930</b>	XA-EBA	Interjet, ex EI-EYR of Rossiya. Delivered on 18 December.
	-214	<b>3044</b>	XA-RBA	Interjet, ex EI-FAJ of Rossiya. Delivered on 18 December.
	-214	<b>3802</b>	LZ-PMY	Flynas, ex Air Via Bulgarian Airways. Delivered on lease on 26 November.
	-214	<b>4061</b>	LZ-PMX	Flynas, ex Air Via Bulgarian Airways. As above on 20 November.
	-232	<b>6832</b>	SX-DNB	Aegean Airlines. Delivered on 27 November. Test registration was F-WWDJ.
	-232	<b>6841</b>	EC-MJC	Vueling Airlines. Delivered on 4 December. Test registration was F-WWIA.
	-232	<b>6883</b>	EC-MJB	Vueling Airlines. Delivered on 14 December. Test registration was F-WWBI.
	-214	<b>6885</b>	G-EZOY	EasyJet. Delivered on 2 December. Test registration was D-AUBA.
	-214	<b>6892</b>	D-ABNR	Air Berlin. Delivered on 7 December. Test registration was D-AUBC.
	-214	<b>6902</b>	D-ABNS	Air Berlin. Delivered on 14 December. Test registration was D-AUBD.
	-214	<b>6918</b>	G-EZOZ	EasyJet. Delivered on 23 December. Test registration was D-AUBF.
A321	-231	<b>6910</b>	HA-LXB	Wizz Air. Delivered on 18 December. Test registration was D-AVZG.
A330	-243	<b>261</b>	9M-AZL	Flynas, ex G-SMAN of Monarch Airlines. Delivered on 27 November. The Airbus is operated by Eaglexpress Air Charter from Malaysia, which explains the 9M-registration. The aircraft is painted in FlyNas colours.
	-243	<b>345</b>	TC-OCG	Onur Air, ex F-WHUS of Airbus Asset Management. Delivered on 25 December. Former TS-IRA of Syphax Airlines.
	-343X	<b>407</b>	C-GTSD	XL Airways France, ex Air Transat. Delivered on 11 December. Leased for the winter season. Aircraft wears an Air Transat colour scheme with XL titles.
	-243	<b>509</b>	OE-IEK	HKAC - Hong Kong Aviation Capital, ex A6-EAO of Emirates. Withdrawn from use and returned to the lessor. Registered in Austria on 10 December.
	-203	<b>811</b>	2-PAOH	AerCap, ex PH-AOH of KLM. Returned to the lessor and registered at Guernsey on 11 December. Destined for Shaheen Air International as AP-BMI.
	-223	<b>939</b>	TC-LNB	THY Turkish Airlines, ex D-ALAB of Lufthansa Technik. Delivered in Star Alliance colour scheme already on 2 April. Entered service on 3 December. Former VT-VJO of Kingfisher Airlines.
	-243	<b>966</b>	C-GTSR	Air Caraibes, ex Air Transat. Delivered on lease on 8 December. The aircraft wears an Air Transat colour scheme with Air Caraibes titles.
	-243	<b>1052</b>	B-8221	Capital Airlines, ex PK-GPI of Garuda Indonesian Airways. Delivered on 26 November.
	-343E	<b>1677</b>	B-8117	Hainan Airlines. Delivered on 27 November. Test registration was F-WWTP.
	-243	<b>1681</b>	9K-APE	Kuwait Airways. Delivered on 28 November. Test registration was F-WWKH.
	-343E	<b>1685</b>	B-6101	Air China. Delivered on 28 November. Test registration was F-WWKS.
	-343E	<b>1687</b>	4R-ALQ	SriLankan Airlines. Delivered on 24 December. Test registration was F-WWKV.
	-243F	<b>1688</b>	A7-AFI	Qatar Airways. Delivered on 21 December. Test registration was F-WWYA.
	-302E	<b>1690</b>	B-16336	EVA Air. Delivered on 22 December. Test registration was F-WWYN.
	-343E	<b>1691</b>	EC-MII	Evelop Airlines. Delivered on 18 December. Test registration was F-WWYQ.
	-343E	<b>1693</b>	PK-LEH	Lion Air. Delivered on 15 December. Test registration was F-WWCG.
	-202	<b>1694</b>	EC-MIL	Iberia Líneas Aéreas de España. Delivered on 28 December. First A330-200 for Iberia. Test registration was F-WWCH.
	-343E	<b>1695</b>	B-6102	Air China. Delivered on 24 December. Test registration was F-WWCR.
A340	-313X	<b>168</b>	N6381S	AerCap, ex OH-LQF of Finnair. Registered in the US on 15 December. The Airbus was ferried to Good-year (AZ) for storage on 16 November. On 18 December, the Airbus was ferried to Tupelo (MS) for an appointment with the axe man.
	-313X	<b>174</b>	N537SK	Universal Asset Management, ex OH-LQG of Finnair. Registered in the US on 22 December. Same story as above. Initially flew to Goodyear (AZ) on 15 December, but was ferried to Tupelo (MS) for scrapping a week later on 23 December.
	-313X	<b>242</b>	PZ-TCR	Surinam Airways, ex F-WJKN of Airbus Asset Management. Delivered on 23 December. Former B-2388 of Air China.
	-313X	<b>352</b>	D-AIFA	Lufthansa CityLine, ex Lufthansa. Transferred on 4 November
	-313X	<b>483</b>	F-WTDF	Airbus Asset Management, ex EC-IIH of Iberia. Registered in France on 25 November. The Airbus was withdrawn from use by Iberia in April 2014. It had been stored at Madrid since then until it was ferried to Lourdes for continuous storage on 24 November 2015.
A350	-941	<b>17</b>	VN-A889	Vietnam Airlines. Delivered on 2 December. Test registration was F-WZFL.
	-941	<b>19</b>	OH-LWB	Finnair. Delivered in a Oneworld colour scheme on 14 December. Test registration was F-WZFN.
	-941	<b>24</b>	PR-XTA	TAM Linhas Aéreas. First A350 for TAM. Delivered on 17 December. Test registration was F-WZFS.
A380	-861	<b>201</b>	A6-EOQ	Emirates. Delivered on 27 November. Test registration was F-WWAN.
	-861	<b>202</b>	A6-EOR	Emirates. Delivered on 3 December. Test registration was F-WWAP.
	-861	<b>203</b>	A6-EOS	Emirates. Delivered on 11 December. Test registration was F-WWAQ.
	-861	<b>204</b>	A6-EOT	Emirates. Delivered on 24 December. Test registration was F-WWAT.
B737	-306SF	<b>23538</b>	N811TJ	GECAS - General Electric Capital Aviation Services, EC-KVD of Swiftair. Registered in the US on 4 December. The aircraft was ferried to Greenwood (MS) for storage on 30 November.
	-375SF	<b>23708</b>	N812TJ	GECAS - General Electric Capital Aviation Services, EC-KTZ of Swiftair. Registered in the US on 4 December. The Boeing was withdrawn from use by Swiftair in Spring 2015 and had been stored since then at an unknown location.
	-530	<b>24820</b>	N820AU	Automatic LLC, ex D-ABIF of Lufthansa. Registered in the US on 18 December. The little Boeing was ferried to Orlando-Sanford (FL) for storage on 8 December.

-530	<b>24941</b>	N941AU	Automatic LLC, ex D-ABIR of Lufthansa. As above.
-530	<b>24942</b>	N942AU	Automatic LLC, ex D-ABIS of Lufthansa. As above.
-530	<b>25243</b>	N243AU	Automatic LLC, ex D-ABIY of Lufthansa. Registered in the US on 30 November. Ferried to Orlando-Sanford (FL) for storage on 18 November.
-330	<b>25359</b>	N359AU	Automatic LLC, ex D-ABEI of Lufthansa. Registered in the US on 30 November. And this one, was also ferried to Orlando-Sanford (FL) for storage and well on the 8 <sup>th</sup> of December.
-33A(QC)	<b>25426</b>	PR-SDG	Sideral Air Cargo, ex EI-DVC of Mistral Air. Delivered on 12 December.
-429SF	<b>25729</b>	HA-FAY	ASL Airlines Hungary, ex EI-STH of Air Contractors. Delivered on 29 November.
-436	<b>25839</b>	C-FFNM	First Air, ex OM-CEX of AirExplore. Delivered on 2 December.
-332	<b>25995</b>	EP-TAF	Ata Airlines, ex YR-SKR of Air Wings. Delivered on 18 December.
-4Y0	<b>26071</b>	N6360W	GECAS - General Electric Capital Aviation Services, ex VP-BAN of S7 Airlines. Registered in the US on behalf of the lessor on 10 December. The Boeing was ferried to Tucson (AZ) for storage on 25 July 2015.
-3B3QC	<b>26850</b>	AP-BME	Vision Air International, ex F-GIXE of Europe AirPost. Delivered on 10 December.
-3Z0	<b>27126</b>	UR-CNF	Eritrean Airlines, ex YanAir. Operating on behalf of Eritrean Airlines in an all white colour scheme with Eritrean titles since September.
-8K2	<b>28379</b>	PH-HZG	Sun Country Airlines, ex Transavia Airlines. Delivered on winter lease on 16 December.
-31S	<b>29055</b>	UR-COK	Dart Airlines, ex LY-SPE of Small Planet Airlines. Delivered on 7 December.
-73S	<b>29081</b>	C-GTQP	Air Transat, ex F-GZTH of Europe Airpost. Delivered on winter lease on 1 December.
-7Q8	<b>29352</b>	N7474B	Southwest Airlines (addition Scramble 439 – Page 42).
-7Q8	<b>29354</b>	N7875A	Southwest Airlines (addition Scramble 439 – Page 42).
-7Q8	<b>29355</b>	N7876A	Southwest Airlines, ex EI-EUZ of Transaero Airlines. Delivered on 3 December. Was ferried to Everett (WA) on the day of delivery for some pre-delivery maintenance.
-8K2	<b>29650</b>	F-GZHD	Air Transat, ex Transavia France. Delivered on winter lease on 11 December.
-8BK	<b>29660</b>	OO-JAA	Sunwing Airlines, ex JetAirfly. Delivered on winter lease on 13 December.
-8FH	<b>29669</b>	C-GTVF	Sunwing Airlines (addition Scramble 439 – Page 42).
-8AS	<b>29919</b>	OM-GEX	Med-View Airline, ex Air Explore. Delivered on lease in full Med-View colours on 6 December.
-8AS	<b>29921</b>	C-FTCX	Air Transat, ex Canjet Airlines (ex OK-TSJ of Travel Service). Returned to service with Air Transat early December (addition Scramble 439 – Page 42)
-8AS	<b>29923</b>	C-FTCZ	Air Transat, ex Canjet Airlines (ex OK-TSL of Travel Service). Same story as above, .
-8AS	<b>29933</b>	C-FYQN	Air Transat, ex Canjet Airlines (ex OO-CAN of Jetairfly). As above.
-86Q	<b>30294</b>	OK-TVE	Sunwing Airlines, ex Travel Service. Delivered on winter lease on 10 December.
-7K2	<b>30668</b>	F-WTDE	Macquarie Air Finance, ex PH-XRE of Transavia Airlines. Returned to the lessor and registered in France on 24 November. The little Boeing was ferried to Montpellier on 15 November.
-8Q8	<b>30724</b>	C-GTQY	Air Transat, ex OK-TVY of Smartwings. Returned from summer lease on 2 December.
-7Q8	<b>30727</b>	OY-JTY	Jet Time, ex Monarch Airlines. Returned from summer lease on 1 November.
-7BX	<b>30743</b>	YL-PSG	Primera Air Nordic, ex OY-PSG of Primera Air Scandinavia. Transferred on 18 December.
-73V	<b>32418</b>	F-GZTD	Air Transat, ex ASL Airlines France. Delivered on winter lease on 29 December.
-86J	<b>32625</b>	N625XA	Xtra Airways, ex VP-BEZ of Orenburg Airlines. Delivered on 16 October.
-8K2	<b>34169</b>	PH-HZO	Sun Country Airlines, ex Transavia. Delivered on winter lease on 3 December.
-8GJ	<b>34901</b>	F-GZHA	Air Transat, ex Transavia France. Delivered on winter lease on 9 December.
-8GJ	<b>34902</b>	F-GZHB	Air Transat, ex Transavia France. Delivered on winter lease on 10 December.
-8K5	<b>35143</b>	C-FTLK	Sunwing Airlines, ex D-AHLK of TUIfly. Delivered on winter lease on 7 December.
-86N	<b>35647</b>	EI-FHO	Norwegian, ex LN-NOG of the same operator. Registered in Ireland early December.



Boliviana de Aviación - also referred to as BoA - was established as Bolivia's flag carrier by President Evo Morales in 2009. It replaced the former Bolivian flag carrier LAB (Lloyd Aéreo Boliviano). Its main hub is Cochabamba Jorge Wilstermann Airport from where it operates a domestic and regional network to various domestic destinations and cities in neighbouring countries. Long haul operations to Madrid and Miami are operated out of Viri Viru. BoA operates an all-Boeing fleet and its fleet consists of a mix of seventeen classic and Next Generation 737s and for the long haul operation two 767-300ERs. Pictured here is one of their latest additions: ex Hermes Airlines 737-300 SX-BDW. It is seen here at Norwich where the aircraft was painted in its new colours. It will be delivered to Bolivia in the course of January. (20 December 2015, Bob Ward)



	-8EH	<b>35837</b>	PR-GUE	GOL - Linhas Aéreas Inteligentes, ex D-ASXT of SunExpress Germany. Returned from summer lease on 2 December.
	-86J	<b>36120</b>	F-GZHI	Air Transat, ex Transavia France. Delivered on winter lease on 10 December.
	-8AS	<b>36571</b>	HL8050	Jeju Air, ex EI-DYI of Ryanair. Delivered on 28 November.
	-8AS	<b>36572</b>	HL8056	T'Way Air, ex EI-DYJ of Ryanair. Delivered on 12 December.
	-8AS	<b>36573</b>	HL8051	Jeju Air, ex EI-DYK of Ryanair. Delivered on 15 December.
	-8FN	<b>37077</b>	OK-TVM	Sunwing Airlines, ex Travel Service. Delivered on winter lease on 3 December.
	-8K5	<b>37242</b>	C-GWVB	Sunwing Airlines, ex G-TAWB of Thomson Airways. As above on 4 December.
	-8K5	<b>37249</b>	C-GQWM	Sunwing Airlines, ex G-TAWM of Thomson Airways. As above on 12 December.
	-8K5	<b>37251</b>	C-GMWN	Sunwing Airlines, ex G-TAWN of Thomson Airways. As above on 10 December.
	-8K5	<b>37255</b>	C-GEWO	Sunwing Airlines, ex G-TAWO of Thomson Airways. As above on 6 December.
	-8K5	<b>37264</b>	C-FVWA	Sunwing Airlines, ex G-TAWA of Thomson Airways. As above.
	-8K5	<b>37265</b>	G-TAWD	Sunwing Airlines, ex of Thomson Airways. As above on 10 December. Unlike the other Thomson's 737-800s that were ferried to Canada for winter lease to Sunwing Airlines, this is the only one which will remain on the UK register during its lease period.
	-8EH	<b>37601</b>	PR-GUA	GOL - Linhas Aéreas Inteligentes, ex PH-GUA of Transavia Airlines. Returned from summer lease on 5 November.
	-86J	<b>37778</b>	F-GZHZ	Air Transat, ex Transavia France. As above on 8 December.
	-86N	<b>38025</b>	OK-TVU	Air Transat, ex Smartwings. As above on 9 December.
	-86N	<b>38027</b>	OK-TVV	Air Transat, ex Smartwings. As above on 9 December.
	-8K5	<b>38820</b>	C-GUUL	Sunwing Airlines (correction Scramble 439 – Page 43)
	-8JP	<b>39019</b>	EI-FHU	Norwegian, ex LN-NGH of the same company. Registered in Ireland on 11 December.
	-86N	<b>39394</b>	OK-TVT	Sunwing Airlines, ex Travel Service. Delivered on winter lease on 9 December.
	-86N	<b>39404</b>	OK-TVS	Sunwing Airlines, ex Travel Service. As above on 10 December.
	-81D	<b>39440</b>	C-FFPH	Sunwing Airlines, ex Thomson Airways. Returned from summer lease on 14 October.
	-8K5	<b>39922</b>	C-FAWC	Sunwing Airlines, ex G-TAWC of Thomson Airways. Delivered on winter lease on 6 December.
	-8JP	<b>40865</b>	EI-FHP	Norwegian, ex LN-DYH of the same company. Registered in Ireland on 29 November.
	-8JP	<b>40866</b>	EI-FHX	Norwegian, ex LN-DYI of the same company. As above in December.
	-8LJ	<b>41214</b>	VQ-BWF	Aeroflot. Delivered on 8 December. Line # 5690.
	-8H6	<b>41768</b>	TC-CPZ	Pegasus Airlines. Delivered on 21 December. Line # 5708.
	-8JP	<b>42081</b>	EI-FJB	Norwegian. Delivered on 21 December. Line # 5714.
	-8MC	<b>44437</b>	3526	Fuerza Aérea Mexicana - Mexican Air Force, ex EI-RUS of Transaero Airlines. Delivered on 20 November.
	-8D6	<b>60748</b>	7T-VKL	Air Algérie. Delivered on 15 December. Line # 5700.
B747	-281F	<b>23919</b>	EW-460TQ	Transaviaexport Airlines, ex SX-ASO of AeroSpace One. Delivered on 21 December. Aircraft has never been operated by AeroSpace One. It was withdrawn from use by Southern Air, where it flew as N783SA, in January 2013. In that same month, it flew to Mojave (CA) for storage, but a few months later in June 2013 it was ferried to Marana (AZ) for continuous storage. In April 2014, the freighter was purchased by Aerospace One and registered in Greece. However the Boeing never left Marana, until 21 December when it was flown on delivery to Transaviaexport Airlines to Ankara-Esenbogen
	-446BCF	<b>26344</b>	N344KD	Western Global Airlines, ex N459MC of Atlas Air. Delivered on 6 December.
	-428	<b>32868</b>	TF-AAK	Air Atlanta Icelandic, ex F-GITH of Air France. Delivered on 21 December.
	-428	<b>32869</b>	TF-AAJ	Air Atlanta Icelandic, ex F-GITI of Air France. Delivered on 9 December.
	-412F	<b>32897</b>	TC-MCL	ACT Airlines, ex 9V-SFL of Singapore Airlines. Delivered on 5 December.
B757	-27BER	<b>24838</b>	TF-FIW	Fly Salone, ex Icelandair. Delivered on lease in Fly Salone colours on 11 December.
	-256	<b>26247</b>	TF-ISV	Icelandair (addition Scramble 438 – Page 55).
	-23N	<b>27975</b>	N975DH	DHL Aviation Netherlands, ex ET-AMU of Ethiopian Airlines. Registered in the US on 22 December. Will be delivered to one of the DHL affiliate airlines after conversion to freighter.
	-2Q8SF	<b>29380</b>	D-ALEN	EAT Leipzig / DHL, ex VQ-BJK of Nordwind Airlines. Delivered after freighter conversion on 30 November. Registered in between as N380DH on behalf of DHL Aviation Netherlands
	-2Q8SF	<b>30046</b>	D-ALEP	EAT Leipzig / DHL, ex VQ-BHR of Nordwind Airlines. Delivered after freighter conversion on 28 December. Registered in between as N346DH of DHL Aviation Netherlands.
	-25FSF	<b>30758</b>	B-7082	SF Airlines ex G-JMCE of Thomas Cook Airlines. Delivered after freighter conversion on 27 December. Registered in between as N169CR of the Wells Fargo Bank.
B767	-232BDSF	<b>22217</b>	SE-RLC	West Air Sweden, ex N742AX of Cargo Aircraft Management. Delivered in December.
	-3S1ER	<b>26608</b>	YV	SBA Airlines, ex N979PG of Sky Holding LLC. Delivered on 23 December. Former HS-BIH of Business Air.
	-306ERSF	<b>27611</b>	N647GT	Polar Air Cargo, ex Atlas Air. Transferred to Polar after completion of the cargo conversion at Tel Aviv. Aircraft wears a hybrid Polar / DHL colour scheme (addition Scramble 433 – Page 41)
	-304ER	<b>28042</b>	EI-FMR	Meridiana, ex VP-BOQ of Nordwind Airlines. Delivered on 21 December.
	-319ER	<b>29388</b>	TF-	Icelandair, ex EI-UNC of Transaero Airlines. Delivered on 22 December.
	-36NER	<b>30854</b>	CS-TKR	euroAtlantic Airways, ex 5Y-KQX of Kenya Airways. Delivered on 12 December. Registered in between as EI-FLV of GECAS.
	-33AER	<b>33421</b>	C-FIYA	Air Canada rouge, ex N587HA of Hawaiian Airlines. Delivered on 3 December.
	-3CBER	<b>33469</b>	UK-67007	Uzbekistan Airways, ex VP-BUE of the same company. Reregistered in December.
	-316ER	<b>34629</b>	CC-CWG	LAN Airlines, ex LV-CFV of LAN Argentina. Returned to LAN Airlines on 21 December.
B777	-2H6ER	<b>28409</b>	2-MMRB	Waha Leasing, ex 9M-MRB of Malaysia Airlines. Returned to the lessor and registered in Guernsey in December. The Boeing was already withdrawn from use by Malaysia on 3 May 2015. Ferried to Teruel for storage on 22 December.
	-2H6ER	<b>28415</b>	2-MMRH	AerCap, ex 9M-MRH of Malaysia Airlines. Returned to the lessor and registered in Guernsey on 8 October. The Triple Seven was ferried to Goodyear (AZ) for storage on 14 October.
	-2Q8ER	<b>32717</b>	AP-BMH	PIA - Pakistan International Airlines, ex VN-A150 of Vietnam Airlines. Delivered on 2 December.
	-2B5ER	<b>34207</b>	HL7734	Jin Air, ex Korean Air. Transferred to Korean Air's sister company and repainted in December.
	-F16	<b>41518</b>	N778LA	Southern Air, ex LAN Cargo. Delivered in October. The aircraft wears a basic LAN colour scheme without titles.
	-3B5ER	<b>41999</b>	HL8009	Korean Air. Delivered on 23 December. Line # 1362.

	-31HER	<b>42326</b>	A6-EPG	Emirates. Delivered on 11 December. Line # 1357.
	-31HER	<b>42327</b>	A6-EPH	Emirates. Delivered on 18 December. Line # 1360.
	-31BER	<b>43225</b>	B-2049	China Southern Airlines. Delivered on 18 December. Line # 1358.
	-3F2ER	<b>44125</b>	TC-LJD	THY Turkish Airlines. Delivered on 22 December. Line # 1361.
	-3DZER	<b>60333</b>	A7-BEG	Qatar Airways. Delivered on 29 December. Line # 1359.
	-FFG	<b>60340</b>	HZ-AK74	Saudia - Saudi Arabian Airlines. Delivered on 15 December. Line # 1354.
B787	-9	<b>34504</b>	<u>JA872A</u>	ANA - All Nippon Airways. (correction Scramble 437 – Page 32)
	-9	<b>34530</b>	<u>JA873A</u>	ANA - All Nippon Airways. Mixed these two up. Possibly blinded by the stunning R2D2 livery (addition Scramble 438 – Page 55)
	-9	<b>35268</b>	C-FNOI	Air Canada. Delivered on 21 December. Line # 371.
	-9	<b>35880</b>	N36962	United Airlines. Delivered on 1 December. Line # 365.
	-9	<b>36113</b>	PH-BHA	KLM Royal Dutch Airlines. Delivered on 9 December. Line # 356.
	-8	<b>37121</b>	9V-OFD	Scout. Delivered on 21 December. Line # 375.
	-8	<b>37508</b>	N786AV	AVIANCA. Delivered on 11 December. Line # 367.
	-9	<b>37973</b>	G-VSPY	Virgin Atlantic Airways. Delivered on 17 December. Line # 369.
	-9	<b>37974</b>	G-VOWS	Virgin Atlantic Airways. Delivered on 24 December. Line # 373.
	-9	<b>38461</b>	CC-BGG	LAN Airlines. Delivered on 17 December. Line # 382.
	-9	<b>38620</b>	G-ZBKE	British Airways. Delivered on 28 November. Line # 374.
	-9	<b>38761</b>	VN-A865	Vietnam Airlines. Delivered on 23 December. Line # 380.
	-8	<b>40630</b>	N812AA	American Airlines. Delivered on 17 December. Line # 378.
BAe146	-RJ85	<b>E2268</b>	N233AC	Aero Flite, ex G-OCLH of Trident Aviation Leasing Services (Jersey) Ltd. Registered on 3 December.
	-RJ85	<b>E2273</b>	CC-ANS	Aerovias DAP, ex G-LENM of Trident Turboprop (Dublin) Ltd. This former Cello Aviation 146 was noted as such on 27 December, ready for delivery.
CRJ	200ER	<b>7466</b>	LV-GIJ	Sol Lineas Aéreas, ex EC-HSH of Air Nostrum. Delivered on 3 December as EC-HSH.
	CL-850	<b>8076</b>	9H-ILY	VistaJet Malta, ex OE-ILY of VistaJet. Transferred in November.
ERJ	145MP	<b>145285</b>	V5-WIN	Westair Aviation, ex G-CGUS of ECC Leasing Company Ltd. This former LOT Embraer (SP-LGE) was delivered on 23 December.
	145LU	<b>145570</b>	G-CISK	Senator Flugzeuge GmbH & Co. KG, ex XA-ULI of AeroMéxico Connect. Ferried (a/w) to Aberdeen early December. Registered on 21 December.
	135BJ	<b>145637</b>	N611BV	611BV LLC, ex VP-CFB of FAL Aviation. Registered on 22 December.
	135BJ	<b>14500998</b>	G-GLEG	London Executive Aviation, ex G-XCJM of Corporate Jet Management. Registered on 17 December.
	195AR	<b>1900088</b>	TC-YAU	Borajet Airlines, ex EI-FLR of Celestial Aviation Trading 2 Ltd. Delivered on 23 December.
	190AR	<b>19000255</b>	G-LCYV	BA CityFlyer, ex N163HQ of Republic Airlines. Delivered on 18 December.
	190BJ	<b>19000632</b>	N730MM	Mirage Resorts Inc. Registered on 11 December.
	190STD	<b>19000687</b>	PH-EXE	KLM Cityhopper. Delivered on 15 December.
	190STD	<b>19000690</b>	PH-EXF	KLM Cityhopper. Delivered on 18 December.

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

## Commuters

ATP	/F	<b>2014</b>	SE-MHG	West Air Sweden, G-BTPG of West Atlantic. Transferred on 27 November.
ATR42	-500	<b>503</b>	OY-YAW	KA1 P/S, ex PP-PTV of Azul Linhas Aéreas Brasileiras. Registered on 16 December. Ferried to Billund July 2015.
ATR72	-201F	<b>198</b>	HB-AFS	ASL Airlines Switzerland, ex P2-PXZ of Air Niugini. Returned to Switzerland half December.
	-212A	<b>766</b>	9H-AGG	Teide Leasing Ltd, ex EC-KKZ of Islas Airways. Registered in November.
	-212A	<b>770</b>	9H-AGH	Teide Leasing Ltd, ex EC-KNO of Islas Airways. Registered in November.
	-212A	<b>1295</b>	EI-FMJ	Stobart Air. Delivered on 27 November.
	-212A	<b>1297</b>	EI-FMK	Stobart Air. Delivered on 18 December.
	-212A	<b>1300</b>	G-FBXC	Flybe. Delivered on 23 December in full SAS colours.
	-212A	<b>1308</b>	SE-MKB	Braathens Regional. Delivered on 30 December in their new colour scheme.
DHC-8	-402	<b>4332</b>	G-PRPD	Flybe, ex N332NG of Republic Airlines. Delivered on 29 December. In service same day, still in United Express colours n/t.
	-402	<b>4512</b>	LX-LQB	Luxair. Delivered on 7 December.
	-402	<b>4513</b>	LX-LQC	Luxair. Delivered on 15 December.
Do228	-202K	<b>8160</b>	G-LGIS	Aurigny Air Services, ex CS-TGG. Re-registered on 4 December.
	-212NG	<b>8305</b>	G-OAUR	Aurigny Air Services. Registered on 11 December and delivered three days later.

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

## Propliners

Buffalo Airways, the famous propliner operator of the Canadian Arctic, has had their AOC revoked over safety concerns by Transport Canada last November. Let's hope they can soon show the authorities the required improvements, so they can operate again.

We found information that Skyforce, formally known as Pronair in Australia, has stopped operating their Convairs. They went out of business in May 2015.

Beech	D18S	<b>A-610</b>	HK-1197P	Museo Aero Fenix at the international airport in Cali, Colombia, has officially received this Beech 18. The airplane was moved from the grass field next to the general aviation access gate to the museum in December 2015. The museum already has another Beech 18 inside their main exhibition hall.
Casa	212	<b>106</b>	CC-APB	Yunis Abasolo, former Chile Air Force Casa 212 (EDC)211, was temporary put on the civil register on 30 November 2015. By 9 December it was deleted again as exported, now to the USA.
	212	<b>117</b>	CC-APC	Yunis Abasolo, same story as above for ex EDC213.
	212	<b>118</b>	CC-APD	Yunis Abasolo, same story as above for ex EDC214.
	212	<b>260</b>	N529WA	Airbus' division for military aircraft, was 'on transit' on the civil register this year. Ex Spanish Army D.3B-5,

The fast growing airport of Bogota needs more and more ground space. The Military Aviation Museum at the airbase, that contains a huge number of propliners, has been closed and during October till December all aircraft were moved to a location north of the city, where a new museum is set to open. The new Museo AeroEspecial is located next to the Jaime Duque Park, near the town of Briceno. We know that amusement park since they have three large propliners on display too, being a C-47, C-54 and Beech 18.





This image of Beech D18S, HK-1197P, taken in May 2015, clearly shows that the Museo Aero Fenix still has a lot of work to do, to preserve it. In December the Twin Beech was moved from this location in a grassfield near the Aero Club Pacifico to the grounds of the museum. We appreciate all the efforts they put into saving the propliners at Cali Alfonso Bonilla Aragon Airport. In 2014 DC-3 HK3630 was moved from an old hangar to the museum and earlier in 2015 the two former AeroSur Colombia DC-6 airplanes were moved to the museum as well. (Cali, 5 May 2015, Fred Streep)

Convair	440	<b>146</b>	N114BF	got its N number on 12 January 2015, and became AE266 with the Ejercito Argentina on 21 December 2015. Flightaware tracked the airplane departing Mobile (AL) heading south on 18 December. Historical Flight Foundation, taken over from Basler Turbo Conversions. Though since this plane has been stored at Oshkosh (WI) for a very long time, we expect the airplane only to be used for parts, or maybe a partial preservation.
DHC	2	<b>50</b>	C-FFHO	Exported to USA 18 December 2015
	2	<b>1544</b>	DQ-REJ	Fiji Airways, ex VH-YKY of Tasmanian Air Adventures. They unfortunately went bankrupt and the airplane was ferried to Sydney-Bankstown (NSW) in December, and was seen inside a sea container, waiting to be shipped out to Fiji by 21 December 2015.
	2T	<b>1680TB48</b>	C-FOEV	Ferried Campbell River to Helsinki, 30 October to 10 November 2015. Last part of the delivery was to St. Petersburg, Russia, where it was noted inside a hangar in December, awaiting application of a new registration. C-FOEV was cancelled from the Canadian register on 25 November.
	5D	<b>95A</b>	7Q-STB	Nyassa Air Taxi, for the UN World Food Programme. C-FASV of Summit Air was removed from the Canadian register on 8 December 2015 and it was delivered to Africa soon after. On its delivery flight it passed through Ostend, Belgium, on 15 December with all new titles and registration applied. Final destination was reported as Juba, South Sudan.
	5D	<b>107</b>	7Q-STA	Nyassa Air Taxi, for the Red Cross Committee. The first ex Summit Air Buffalo to fly to Africa in 2015 did so using its Canadian registration C-FASY and was put on the Malawi register on 26 May 2015, after its arrival in Africa. This resulted in a question mark in our files. When the second one (msn <b>95A</b> ) was registered 7Q-STB, logic proved correct in assuming the registration for the first Buffalo. We found text confirmation online but no images yet.
Douglas	DC-3C	<b>4363</b>	N451ZS	Former ZK-JGB of AirScapade, was put back on the US register on 22 December 2015.
	DC-3C	<b>9286</b>	VH-CWS	Exported to South Korea per 11 December 2015. We are still searching for details.
	C-47B	<b>25634</b>	N777YA	Bush Air Cargo, had a serious landing mishap on 22 November 2015 at Nixon Fork Mine (AK). See Dustpan & Brush in 439 for more details.
	DC-3C	<b>27026</b>	C-FQBC	Aviacion Boreal, but owned by Buffalo. Exported to USA 7 December 2015. Ferried Red Deer via Minot to Oshkosh (WI) 21/22 November 2015.
	DC-4-1009	<b>42914</b>	N31356	Two DC-4s were stored at Northweald, United Kingdom. One of the two frames was broken up on 8 December 2015. The cockpit section has gone to the RAF Burtonwood Heritage Centre for preservation.
	C-118B	<b>43714</b>	N640AG	Aeronorte, ex HK-3644X. We recently reported this DC-6 stored at Bucaramanga Airport in the north-east of Colombia and was presumed scrapped. We now received information it will be used as a hotel near San Gil, a tourist destination just south of Bacaramanga. It will be placed along the road from San Gil to Curití, and will be called Hotel Avion. We will update when they open for business.
Grumman	G-21A	<b>B-101</b>	C-FMXW	European Coastal Air, we reported its new registration last month. On 9 December the plane was taken out of the hangar at Barova, Croatia, where it had been parked for the last twelve years. A successful engine test run was made. Soon after the seaplane was ferried to Osiak, where work will continue to get the Goose flying again.
Lockheed	C-130A	<b>3081</b>	N473TM	Castle Air Museum, moved into the museum display in November 2015.
	L-382-44C	<b>4241</b>	C-FNUM	I.M.P. Group, delivered across the Atlantic, St. Athan to St. John's (Nfld.) on 9 December 2015. Still expected to end up somewhere in Mexico. Ex RAF XV214.

Credits: Aad van der Voet, Ruud Leeuw, Michael Prophet, Neil Aird (DHC2), warbird and propliner communities and Facebook groups, online photo websites and digital online registers.



We did not publish a picture yet of a Trade Air Fokker 100 in new colours, so with this 9A-BTE we make amends for that. It has been flying around like this since 23 December 2014, when it ferried from Bratislava to Zagreb. The picture was taken at Rotterdam-The Hague airport on 10 December 2015 by Maarten Visser Sr.

F27	-050	<b>20194</b>	XA-UVU	MAYAir, ex XA-UUU. Re-registered because the previous registration XA-UUU was wrongly administrated by the Mexican authorities. Seen at Cozumel 4 October 2015 as XA-UVU in basic Skyways colours with MAYAir titles on fuselage.
F28	-050	<b>20214</b>	TF-JMM	Flugfélag Island. Put in storage at Reykjavik December 2015.
	-0100	<b>11308</b>	D-....	Ex PH-CXH SAMCO. This Fokker 100 has been parked at Saarbrücken since 6 February 2013 and is now set to join Avanti Air, perhaps with its former German registration D-AGPH? At one point it was scheduled to fly for Flywings, but that deal never materialised.
	-0100	<b>11367</b>	OE-LVN	Austrian Airlines. First Fokker 100 to leave the Austrian fleet and was ferried to Bratislava for storage on 18 November 2015. All Austrian Fokkers are destined for Australian Alliance Airlines.
	-0100	<b>11426</b>	UP-F1012	Bek Air, ex PR-OAE AVIANCA Brasil. Left Brasília on 15 December and arrived two days later at Saarbrücken. Delivery to Bek Air took place on 23 December although still in basic AVIANCA colours.
	-0100	<b>11449</b>	VH-NHM	QANTASLink, ex Network Aviation. Repainted into QANTASLink colours at Wagga Wagga between 14 and 21 November, ferried out of and back to Perth.
	-0070	<b>11538</b>	PH-KZO	KLM Cityhopper. Due to be withdrawn from service early January before onward delivery (without titles) to Air Niugini.
	-0070	<b>11553</b>	PH-KZN	KLM Cityhopper. Final flight was KL1486 from Humberside back to Amsterdam on 28 December. Ferried that same day to Norwich for maintenance before delivery to Insel Air in 2016.

Credit: Skyliner.

**Bizjets**

BAe125	-800XP	<b>258677</b>	N840CE	Registered to Emerson Electric Co. 4 December, ex M-CTEM.
	-900XP	<b>HA-0177</b>	N144UV	Registered to Screaming Eagle Air Inc. 9 December, ex VP-CSD.
Cessna	510	<b>0156</b>	OE-FDT	Registered to GlobeAir AG in November, ex ZS-SIO.
	510	<b>0386</b>	N386TA	Ex HB-VPM, registered to Cessna Aircraft Co. 10 December.
	525	<b>0394</b>	N101PJ	Ex S5-BAJ, the US marks were allocated 4 December.
	525	<b>0862</b>	HB-VPH	Ex N862MT, cancelled to Switzerland 7 December and subsequently registered to Phillipe Foriel-Destezet.
	525	<b>0539</b>	N90MT	Current on Austro Control as OE-FRF 29 December, the US marks were assigned 22 December.
	525A	<b>0322</b>	D-IMHA	Ex F-GMIR which was cancelled to Germany 26 November. The German marks were reserved in September.
	525A	<b>0485</b>	OO-KOR	Ex G-POWG cancelled to Belgium 11 December. Registered to Abelag Aviation 17 December.
	525B	<b>0479</b>	D-CUGF	Noted at Wichita 18 December and since delivered to Stuttgart for SFD.
	550	<b>0441</b>	N476RS	Registered to Swartz Aviation Group LLC 9 December, ex G-JETO.
	550	<b>0938</b>	N938AM	The US marks were allocated 11 December, ex LX-VVR.
	560	<b>0553</b>	VH-...	Ex G-KDMA, cancelled to Australia 23 December.
	560XLS	<b>5723</b>	9H-IRI	Ex OK-IRI, noted at Augsburg 12 December. Registered to Personal Air Transport.
	560XLS+	<b>6109</b>	D-....	Ex OY-GKC, cancelled to Germany 21 December.
	560XLS+	<b>6199</b>	YU-RDA	Ex N199XL, cancelled to Serbia 15 December.
Challenger	680	<b>0156</b>	N611NJ	Ex D-CYOU, registered to Johnson V Aviation LLC 30 November.
	680	<b>0326</b>	N326TF	Registered to Cessna Finance Export Corp. 16 December, ex UR-LDB.
	750	<b>0313</b>	OO-PKX	Registered to Air Service Liege 4 December, ex PH-PKX.
	750	<b>0115</b>	ES-ELI	Noted at Zurich 30 November.
	300	<b>20022</b>	N941JR	Rectrix Aviation Inc, re-registered from N941JR on 17 November but already noted on 1 November.
	300	<b>20074</b>	T7-SIS	Registered to Fly 7 Executive Aviation SA, updates Scramble 439.
	300	<b>20334</b>	OY-SPB	ExecuJet Scandinavia, ex OH-STP. Registered on 13 November.
	350	<b>20580</b>	N509SB	SBCO CJ3 LLC, re-registered from N580SB on 23 November.
	350	<b>20584</b>	CS-CHD	NetJets Europe, was ferried to its new owner on 14 November.





A fine landing picture of the Serbian Republic owned Learjet 31A in a new colour scheme, this time with titles added, which made a short visit to the Netherlands. (Rotterdam-The Hague, 15 December 2015, Maarten Visser Sr.)

	350	<b>20585</b>	N576FX	Registered to Flexjet on 6 November.
	350	<b>20586</b>	N586AL	Sold to Regions Financial Corp on 16 November, registered on 11 December.
	350	<b>20590</b>	N786QS	Registered to NetJets on 25 November.
	350	<b>20592</b>	9H-VCK	VistaJet Malta, completed its delivery flight to Malta on 3 December.
	350	<b>20597</b>	N356JM	JM Aviation Holdings LLC, bought on 20 November and registered on 14 December.
	350	<b>20600</b>	N272BC	Registered to Bissell Inc on 10 December.
	350	<b>20602</b>	OY-SMS	ExecuJet Scandinavia, ex C-GOXV which was cancelled to Denmark on 11 December.
	604	<b>5338</b>	N36VV	Redgate Partners LLC, ex N36VV. Made the first flight with its new registration on 20 October. Registered on 19 November.
	604	<b>5418</b>	N309KB	Wells Fargo Bank, ex A6-KBB. Registered on 24 November.
	604	<b>5430</b>	D-AONE	Well-known blue Maersk OY-MMM was sold to Air Alliance Express as D-AONE in July, and registered on 18 September.
	604	<b>5457</b>	EC-MIT	D-AKBH was cancelled in November and noted with its new registration at Guernsey on 28 November.
	604	<b>5555</b>	N604HM	Harbert Aviation Inc, re-registered from N604HC on 24 November.
	604	<b>5576</b>	C-GGBL	London Air Services, ex N1090X. Registered on 25 November.
	604	<b>5647</b>	C-FMUS	Field Aviation Co, ex N337FX. Registered on 9 November and will be converted for the Australian Maritime Safety Agency.
	605	<b>5740</b>	N605LC	West Main Aviation LLC, re-registered from N667LQ on 12 November.
	605	<b>5838</b>	N583TA	Bank of Utah, ex M-KARI. Registered on 2 December.
	605	<b>5856</b>	9H-KAS	In Scramble 439 we reported 9H-KAS was c/n 5863, while it actually is c/n 5856. This makes it ex VP-BKA.
Embraer	500	<b>50000319</b>	T7-VYT	Former N305PG of Embraer Executive Aircraft Inc. was sold to Crew Advanced Aviation SRL and is most-probably based at Vilnius.
Falcon	7X	<b>69</b>	OY-FFI	ExecuJet Scandinavia, ex OH-FFI. Registered on 11 December.
	7X	<b>97</b>	M-ZJBT	Noted at Guernsey on 17 December, ex LX-MES.
	7X	<b>162</b>	N17XX	Well-known and colorful PP-RFA was sold to the Bank of Utah, and was registered on on 9 November.
	7X	<b>261</b>	XA-GOR	Delivered to Aerolineas Centrales, first noted at Los Angeles on 7 November.
	7X	<b>262</b>	N770LM	Registered to Libery Media Corp on 7 December.
	900EX	<b>44</b>	N128JL	Wells Fargo Bank, ex PR-WRI. Registered on 9 December.
	900EX	<b>106</b>	N106EX	Banc of America Leasing & Capital LLC, ex SE-DJM. Registered on 11 November.
	900EX	<b>127</b>	N984BX	Farm Leasing F Inc, re-registered from N900HC on 23 November.
	900EX	<b>141</b>	D-ASBG	Airservice Bremgarten, ex F-HMCH which was cancelled on 20 October.
	900LX	<b>245</b>	M-LANG	Noted at Stansted on 26 December, ex B-8030.
	900LX	<b>288</b>	F-HRAY	Dassault Aviation. Registered on 2 November and displayed at the Dubai Airshow shortly thereafter.
	2000	<b>6</b>	N954SC	Southern Cross Aircraft, re-registered from N55EY on 9 November.
	2000	<b>222</b>	N138FJ	Ethox Chemicals LLC, re-registered from N296RG and first tracked on 6 October.
	2000LX	<b>203</b>	N901FH	CCBCC Operations LLC, re-registered from N801DE in November/December.
	2000LX	<b>253</b>	B-1999	F-HLXS was sold on 23 November, and is since operated by Beijing Airlines for the Beijing Red Cross as an ambulance aircraft.
	2000LXS	<b>299</b>	N133RL	Shermer Aviation LLC, acquired on 21 October. Registered on 17 November.
	2000LXS	<b>301</b>	G-FLLY	Registered to TAG Aviation UK on 24 November.
	2000LXS	<b>303</b>	N84PJ	Hampton Airways Inc, bought on 13 November and registered on 10 December.
	2000LXS	<b>304</b>	N14GD	GG Aircraft LLC, bought on 21 October then registered on 17 November.
	2000S	<b>733</b>	N639M	Registered to Wilmington Trust Co on 23 December.
Global	Express	<b>9114</b>	N91NG	Registered to Global Next Generation LLC 24 November, ex VT-JSB.
	Express	<b>9147</b>	N92FX	Ex N489JB, re-registered 30 November.
	XRS	<b>9260</b>	N218AL	Registered to Wilmington Trust Co. 16 December, ex SX-GJN.
	XRS	<b>9335</b>	VP-CTP	Ex A6-BBD, re-registered at Guernsey 20 December.
	5000	<b>9386</b>	N117MS	Ex N968DS, re-registered 23 December.



More than three years after its first flight this Falcon 2000S F-WWGP with c/n 701 is still performing testflights for Europe Falcon Services, proving the long nose-probe which was temporary installed for this occasion. (Istres-Le Tubé, December 2015, Swingwing)

XRS	<b>9429</b>	9H-LXX	Registered to VistaJet Malta in November, ex OE-LXX.
6000	<b>9470</b>	9H-GVG	Ex OY-GVG, cancelled to Malta 4 December and noted at Amsterdam 3 December. Departed Amsterdam 8 December operated by Elitavia.
5000	<b>9498</b>	N986BA	Ex N130QS, re-registered 2 December.
6000	<b>9646</b>	VQ-BCC	Tested as C-GZRE, cancelled to 8 December. Ferried Montreal to Luton 16 December.
6000	<b>9620</b>	N417LX	Ex N620GX, the reserved marks were taken 23 December.
5000	<b>9663</b>	N939GS	Ex N970DX, re-registered 21 December.
6000	<b>9673</b>	N403PM	Tested as C-FEMN. Registered to Bombardier Aerospace Corp. 11 December.
5000	<b>9687</b>	N968DX	Registered to Bombardier Aerospace Corp. 24 December, tested as C-FFVX.
6000	<b>9688</b>	N688ZJ	Tested as C-FFVE, registered to Bombardier Aerospace Corp. 23 December.
6000	<b>9689</b>	N410MG	Tested as C-FGWV, registered to Bombardier Aerospace Corp. 25 November.
5000	<b>9690</b>	M-AABG	Tested as C-FGSU, cancelled to the Isle of Man 16 December. Delivered via Stansted 19 December.
6000	<b>9691</b>	9H-VJQ	Tested as C-FGVS, cancelled to Malta 17 December. Delivered Montreal to Malta 22 December.
5000	<b>9693</b>	9H-CMA	Tested as C-FGWF, cancelled to Malta 25 November. Delivered Montreal to Malta 29 November using an Albinati Aviation call-sign.
6000	<b>9694</b>	N968BX	Registered to Bombardier Aerospace Corp. 22 December, tested as C-FGSS.
6000	<b>9697</b>	N404PM	Registered to Bombardier Aerospace Corp. 16 December, tested as C-FHMG.
5000	<b>9699</b>	N912MT	Tested as C-FHND, cancelled to the USA 1 December. Registered to Bombardier Aerospace Corp. 4 December.
6000	<b>9682</b>	N10HE	Registered to Bombardier Aerospace Corp. 15 December, tested as C-FFLZ.
6000	<b>9700</b>	RA-67241	Tested as C-FHMF, cancelled to Russia 22 December.
6000	<b>9702</b>	N343DF	Registered to Bombardier Aerospace Corp. 7 December. Tested as C-FHMZ.



Caught on camera while on its way to China on delivery. Wanfeng Aviation is the proud owner of B-3113 and will use this Phenom as corporate transport for charter services within the country and for its parent Wanfeng Auto Holding. (Paramaribo, 15 December 2015, Danny de Kiewit)



	5000	<b>9710</b>	N112QS	Tested as C-FIRT, registered to NetJets 23 December.
	6000	<b>9751</b>	C-FMFO	Registered to Bombardier Inc. 23 November.
	6000	<b>9752</b>	C-FMCZ	Registered to Bombardier Inc. 7 December.
	6000	<b>9753</b>	C-FMHR	Registered to Bombardier Inc. 21 December.
	6000	<b>9757</b>	C-FMYD	Registered to Bombardier Inc. 21 December.
Gulfstream	III	<b>325</b>	N59ME	Re-registered 24 November. Already noted 8 October. AJB Aviation.
	IV	<b>1021</b>	N21DH	Deer Horn Aviation. Re-registered from N310EL 12 November.
	IV	<b>1050</b>	N517ML	Ex N214BM. Hamish LLC. Re-registered 24 November.
	IV	<b>1137</b>	N605CM	Wren Acquisitions. Re-registered from N777TC 19 November.
	IV	<b>1182</b>	912	N75CC cancelled 12 November. Second Chilean AF Gulfstream.
	IV-SP	<b>1241</b>	N917MS	Re-registered in November. Ex N117MS.
	IV-SP	<b>1254</b>	N445BJ	Bought by Blackjet 1 LLC 28 October. Ex VT-PLP.
	V	<b>564</b>	N1GN	Tiburón Equipment. Re-registered from N238FJ 16 November.
	G450	<b>4085</b>	N88WR	Wells Fargo Bank. Ex N711FW. Registered 24 November.
	G450	<b>4122</b>	OE-ILE	Stays in the snow. HB-JGJ canceled 23 November. Sold to Global Jet Austria.
	G450	<b>4243</b>	D-AGVI	Luxaviation Germany. Registered 24 September. Based at Paderborn.
	G450	<b>4266</b>	N426GA	Back to Gulfstream Aerospace Corp. Ex M-MNDG.
	G500	<b>72001</b>	N500GA	Displayed at NBAA, Henderson (NV) 17/19 November.
	G500	<b>72002</b>	N502GS	First flight at Savannah (GA) 20 November.
	G500	<b>72003</b>	N503G	A few hours later on the same day also the first flight at Savannah (GA).
	G550	<b>5115</b>	N42FD	Ex B-KID. Bought by Henry Air Trust 6 November. Registered 17 November.
	G550	<b>5139</b>	N673MM	OE-IRG cancelled in November. Bought by Sixteen Sixty Four LLC. Rgd. 17 November.
	G550	<b>5142</b>	T7-ARG	D-ADCB cancelled 20 August.
	G550	<b>5509</b>	N68989	N909GA was delivered to Bank of Utah and registered 4 November.
	G550	<b>5517</b>	N550DX	SE Leasing LLC. Registered 25 November. Ex N517GA.
	G650	<b>6040</b>	VP-COR	N999NN cancelled 12 November.
	G650	<b>6044</b>	N829JV	Black Marlin LLC. Re-registered from N22T 2 November.
	G650	<b>6050</b>	N650PE	Noted 24 October. Re-registered 17 November. Platinum Equity LLC.
	G650ER	<b>6087</b>	N711SW	Wynn Aircraft replacement aircraft. Re-registered 20 November.
	G650	<b>6106</b>	N3CP	Peak Enterprises LLC. Re-registered from N388RF 3 November.
	G650ER	<b>6122</b>	VP-CCW	Ex VP-CYL.
	G650ER	<b>6147</b>	P4-AZG	Was not registered M-ABIU. Comlux Aruba. Based in Baku.
	G650	<b>6152</b>	VP-CMM	N652GD test-registration cancelled 12 November.



Comlux Aruba added a new business aircraft in their fleet besides a Boeing 767. This brand new Gulfstream 650 with c/n 6147 and registration P4-AZG was delivered only two months ago. (Shannon, 6 December 2015, Malcolm Nason)

	G650ER	<b>6153</b>	A7-CGA	First G650 for Qatar Executive. Delivered 12 December.
	G650ER	<b>6156</b>	M-YSIX	Dennis O'Brien/AC Executive Aircraft. N656GD cancelled 12 November. Based in Dublin.
	G650ER	<b>6157</b>	N946JB	Wilderness Point Associates. N657GD delivered 13 November. Delivered 13 November.
	G650ER	<b>6158</b>	VQ-BNZ	Third delivery of a G650 to the Government of Jordan. Delivered in December.
IAI	1125	<b>143</b>	N174JF	Bank of Utah. Re-registered 13 November. Ex N143FS.
	1125	<b>145</b>	YV....	N3FD cancelled 25 November. Sold in Venezuela.
	G150	<b>312</b>	YV3119	Ex N112GA. Registered in June.
	G200	<b>111</b>	N818ER	Re-registered N818ER 3 November. Bank of Utah. Former N88WU.
	G200	<b>195</b>	N441JW	Wylar Aircraft. Re-registered 19 November.
	G200	<b>199</b>	N621AB	Laken Acquisitions. Re-registered from N401JK 2 November.
Learjet	35A	<b>35A-614</b>	D-CGFO	Used to operate as D-CFOR for Air Alliance GmbH, but recently sold and registered to GFD. Will most probably be based at Hohn as a target-tower.
	55	<b>55-061</b>	N655NC	An ex FAI Rent-A-Jet Learjet with registration D-CFAI was sold to IAP Corporation and left Europe.

	55	<b>55-108</b>	N855NC	And another ex FAI Rent-A-Jet chose the same route, this time ex D-CUNO.
	60	<b>60-347</b>	N786SC	Name of new owner is now known as Southern Cross Aircraft LLC. Addition Scramble 439 – Page 48.
	60	<b>60-421</b>	N588BF	The third German Learjet in this issue, which departed to the U.S., this time former D-CETD of DC Aviation.
Raytheon	390	<b>RB-163</b>	N46CK	Noted 23 October. Re-registered 25 November. Park Place Aviation.
	4000	<b>RC-23</b>	N230JE	Ex ZS-ZOT. Bought by Hawker RC 23 LLC. Registered 25 November.

## Bizprops



After visiting Rotterdam in December 2014, this King Air LN-KYV visited again in November. It is being operated by Sundt Air on behalf of the Norwegian Coast Guard, and sports a rather nice colour scheme. (Rotterdam-The Hague, 18 November 2015, Gideon van Dijk)

Beech	B200GT	<b>BY-68</b>	N680GG	This ex Rialus Ltd. M-SYGB was sold and re-registered to the Bank of Utah.
	B350	<b>FL-241</b>	N350DP	Former M-SPEC of Specsavers Aviation Ltd. was sold to Pollard Aircraft Sales Inc. at Concord (NC) on 25 November.
	B350	<b>FL-274</b>	N352JP	Another ex Specsavers Aviation Ltd. Beechcraft was exported to the U.S., this time M-SPEX, registered to American Aviation Inc.
Cessna	208B	<b>2427</b>	N727JP	208B Trading Co LLC, ex RA-67177. Registered on 25 November.
	404	<b>0020</b>	OO-ESA	Eurosense Belfotop, ex LZ-ESA. Registered on 7 October.
Piper	31T	<b>7820027</b>	D-IDDD	Registered on 30 September, ex LX-RST.
	46-500TP	<b>4697057</b>	OK-PME	Piper OK as, ex LZ-ITH. Registered on 7 September.
	46-500TP	<b>4697078</b>	N237JM	Shepard Aircraft Holdings 237 LLC, ex D-FRIZ. Registered on 8 October.
	46-500TP	<b>4697512</b>	D-FPMM	D-FSSS was re-registered to D-FPMM on 25 September.
	46-500TP	<b>4697597</b>	SP-NLC	Solid Security, registered on 1 September.
	46-500TP	<b>4697604</b>	OK-PMF	Piper OK a.s., ex N7011Y. Registered on 9 November.
PC-12	/47E	<b>1571</b>	OO-PCJ	Tested as HB-FSP, noted at Geneva 29 November. Registered to European Aircraft Private Club 8 December.
	/47E	<b>1576</b>	N617EX	Tested as HB-FWD, registered to Pilatus Business Aircraft Ltd. 30 November.
	/47E	<b>1582</b>	N120AH	Tested as HB-FQA, registered to Pilatus Business Aircraft Ltd. 2 December.
	/47E	<b>1583</b>	N583NG	Registered to Pilatus Business Aircraft Ltd. 7 December, tested as HB-FQB.
	/47E	<b>1584</b>	N584NG	Tested as HB-FQC, registered to Pilatus Business Aircraft Ltd. 15 December.
	/47E	<b>1585</b>	HB-FQD	Registered to Pilatus Flugzeugwerke AG in November. D-FABS was reserved in August.
	/47E	<b>1586</b>	N853SA	Tested as HB-FQE, registered to Pilatus Business Aircraft Ltd. 22 December.
	/47E	<b>1587</b>	N870SA	Tested as HB-FQF, registered to Pilatus Business Aircraft Ltd. 4 December.
	/47E	<b>1588</b>	HB-FQG	Registered to Pilatus Flugzeugwerke AG 3 December.
	/47E	<b>1589</b>	HB-FQH	Registered to Pilatus Flugzeugwerke AG 3 December.
SOCATA	TBM-850	<b>394</b>	D-FGWZ	Former N851WA of WA Aviation Inc. was sold to an unknown owner, but based at Lahr.
	TBM-900	<b>1089</b>	F-HJRJ	This factory fresh aircraft was sold to Altijet at Strasbourg in October this year.

## Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes etc. etc.. To get the most from this extensive (more than 220.000 records) database consider using the advanced search options. Near the bottom of the same page on the Soviet Transport database on the Scramble site there is a link to the Soviet Transports downloads page featuring a new illustrated guide to ST construction numbers. It can be downloaded free of charge together with more than sixty production lists and a list of abbreviations and (location)

translations and a Google Earth KMZ file with all airports in the Soviet Transports database.

After the break-up of the Soviet Union the production of the L-410 came to a stop in the early 1990s. Some thirty aircraft built for Aeroflot were not delivered and other aircraft remained uncompleted. Over the years, LET resold these aircraft and completed others, to operators all over the world. In 2011 production resumed (the first new build aircraft was c/n 2802) and 56 aircraft were completed by the end of 2015 of which another 32 were again sold to Russia. The produc-



tion of the L-410 is now rumoured to have ceased on 4 December 2015. This was mainly as a result of the EU sanctions against Russia, after the annexation of the Crimea and the war in Eastern Ukraine. As a result LET was unable to sell the L-410 in Russia and to the Russian Air Force. However, many unfinished aircraft remain at the factory, so let's hope for the best and for another go-around for Let.

AK1-3	<b>1001</b>	C-GAKI	Scott Weinrich	canx	10nov15	as to the USA
An-2	<b>1G101-05</b>	ER-32424	Moldaeroservice	BZY	sep10	derelict ; canx between 26jan15 and 12may15
An-2R	<b>1G133-33</b>	RA-70830	Tuva Avia	KYZ	20mar15	
An-2R	<b>1G179-28</b>	UR-KAR		rgd	03dec15	ex UR-CGNA
An-2	<b>1G233-38</b>	ER-33648	Moldaeroservice	BZY	sep10	derelict ; canx between 26jan15 and 12may15
An-2R	<b>1G224-32</b>	UR-COM	Arctic Group	rgd	26nov15	ex RA-40455
An-2	---	YV2664	blue/white c/s			photo no titles
An-2	---	CCCP-35395	Aeroflot	photo	jul81	in standard blue c/s
An-12BP	<b>5 34 29 08 ?</b>	EY-414	ex-Air Armenia c/s	JUB	24sep15	same turret and nose as EK-11810
An-12B	<b>5 34 37 03</b>	EY-407	not reported	rgd	01jul14	l/n JUB 27oct15 resting on its nose after some mishap; canx 11dec15; ex S9-TAC
An-12BK	<b>7 34 53 05</b>	EY-404 (2)	all-white c/s, n/t	rgd	06jun12	canx 22nov12; f/n OSS 03aug15; ex 3X-GFX
An-12BK	<b>9 34 65 08</b>	EY-405	all-white c/s, n/t	rgd	06jun12	l/n OSS 23mar15; canx 11dec15; ex 3X-GGW
An-12B	<b>9 34 65 10</b>	EY-412	all-white c/s, n/t	JUB	28aug14	rgd 04jun15; l/n JUB 29sep15; canx 11dec15
An-12BK	<b>9 34 69 01</b>	RA-95407	Russian Air Force	OVB	07sep15	coded "15" red; l/n SVX dec15; correction on reg.
An-12BK	<b>00 34 75 02</b>	RF-95684	Russian Air Force	Roc	11dec15	grey colour scheme, blue trim; also carrying "24" blue
An-12	---	EY-410	no titles	JUB	30oct15	in white c/s, light blue undersides, thin blue cheatline
An-22A	<b>04 34 81244</b>	UR-09307	DP "Antonov"	Gos	11dec15	hanged, bare metal clearly being worked on and some parts of the skin replaced
An-24B	<b>7 73 038 09</b>	RP-C7205	Mosphil Aero Incorporated	photo	17nov15	fuselage at Roxas Boulevard, near Naia Road, Manila
An-24RV	<b>3 73 083 10</b>	RA-13344	Amur Avia	OHO	05dec15	all blue tail, no titles
An-26	<b>39 04</b>	LZ-SFH	all-white c/s, n/t	photo	12aug14	in pieces in the residential area of Uttara; ex reg visible
An-26	<b>93 05</b>	"22" red	Russian Air Force	OVB	09sep15	
An-26B	<b>105 01</b>	RA-26030	Polyarnyye Avialinii	YKS	11may15	damaged when a truck collided with the nose
An-26	<b>106 10</b>	EY-327	no titles	rgd	03apr15	f/n JUB 28oct15; canx 11dec15; ex 4L-AFT
An-28	<b>1AJ 004-15</b>	EK-2815	Skiva Air, n/t	MGQ	22oct15	l/n MGQ 28oct15
An-30	<b>14 06</b>	CCCP-30005	Aeroflot c/s	IEV	26aug15	State Aviation Museum; l/n 28sep15; ex UR-30005
An-148-100	<b>27015042027 ?</b>	RA-61727	Russian Air Force	Voz	09dec15	d/d 18dec15 and reported opb Federal Border Guards
Il-18D	<b>18 700 99 03</b>	ER-ICS	Grixona, n/t	KIV	30may15	canx between 12may15 and 31dec15
Il-22PP	<b>03936 07950</b>	RF-90786	Russian Air Force	Zuk	11dec15	jamming and reconnaissance aircraft
Il-62M	<b>21 38 6 5 7</b>	RA-86515	Airstars	DME	03mar14	broken up
Il-62M	<b>42 56 2 2 3</b>	RA-86568	Airstars	DM!	jul13	broken up at DME in 2013
Il-76TD	<b>00934 92763</b>	20545	Chinese Air Force		12nov15	at Nakhon Ratchasima-Khorat
Il-76MD	<b>00934 95874</b>	RF-76802	Russian MVD	IKT	02dec15	in basic Rossiya c/s with white top, no titles
Il-76TD	<b>00934 98971</b>	27610	Chinese Air Force	Zuk	03dec15	shows '78690' on the tail underneath '27610'
Il-76TD	<b>10134 09303</b>	ER-IBI	Air Stork	rgd	dec15	ex ER-IAM; no sightings reported yet



L-410UVP-E HK-4196 of Transporte Aéreo de Colombia is seen here at Bogota on 5 October 2015 by Wim Sonneveld. Before it started life in Latin America it flew around in Czechoslovakia and Russia, before it transferred to sunnier and warmer climates in the summer of 1999.

II-76TD	<b>10234 12399</b>	ER-IAZ	Oscar Jet	rgd	dec15	ex ER-IAK; no sightings reported yet
II-76TD	<b>10234 14450</b>	ER-IBU	Air Stork	rgd	dec15	ex ER-IAH; no sightings reported yet
II-76TD	<b>10334 18596</b>	ER-IAY	Oscar Jet	rgd	dec15	ex ER-IAI; no sightings reported yet
II-76MD-90	<b>01-05</b>	RF-78653	Russian Air Force	h/o	02dec15	opb 610 TsBP i PLS at Ivanovo-Severnoy from 03dec15
II-76MD-90	<b>01-08</b>	RF-78654	Russian Air Force	fff	15dec15	4th production aircraft; in basic Aeroflot c/s, no titles
Ka-25PL	---	"85" yellow	Russian navy	photo	end2015	preserved at Sevastopol-Omega Ukraine
Ka-32S	<b>9104</b>	B502	S. Korean Coast Guard	no	reports	ex MP960
Ka-32S	<b>9108</b>	B504	S. Korean Coast Guard	photo	11oct15	at Sacheon; ex MP962
Ka-32S	<b>9109</b>	B503	S. Korean Coast Guard	photo	06jun09	l/n Gimhae 24oct09; ex MP961
Ka-32S	<b>9501</b>	B505	S. Korean Coast Guard	CJU	06jun09	ex MP963
Ka-32S	<b>9502</b>	B506	S. Korean Coast Guard	no	reports	ex MP964
Ka-32S	<b>9503</b>	B507	S. Korean Coast Guard	no	reports	ex MP965
Ka-32S	<b>9504</b>	B508	S. Korean Coast Guard	no	reports	ex MP966
Ka-32S	<b>9505</b>	B509	S. Korean Coast Guard	f/n	15apr10	ex MP967
Ka-32A	<b>9802</b>	HL9437	Korea Forest Service	photo	21oct15	at Cheongju coded 'FP635'; current dec15
Ka-27	---	RF-34183	Russian Navy	photo	jun15	taken over Kaliningrad harbour
Ka-29	---	RF-34190	Russian Navy	photo		on forums.airforce.ru
Ka-226	---	RF-17602	all grey, n/t	GOJ	aug15	
L-200D	<b>17 10 22</b>	UR-KHG		rgd	23nov15	ex SP-NXG
L-410UVP-E20	<b>90 24 13</b>	TI-BGM	Nature Air	no	reports	ex ZS-EPB
L-410UVP-E20	<b>90 25 27</b>	TI-BGQ	Nature Air	SJO	23dec15	ex ZS-ATD
L-410UVP-E20	<b>91 26 13</b>	TI-BGO	Nature Air	SJO	13dec15	ex ZS-MWM which was canx 28oct15 as to Costa Rica
L-410UVP-E9	<b>01 26 38</b>	HL5236	Korea Forest Service	photo	12oct15	inside the Korean Aviation Polytechnic College at Sacheon-Samcheonpo
L-410UVP-E20	<b>30 07</b>	ZS-ZAE	Solenta Aviation	rgd	01oct15	ex OK-JPC
L-410UVP-E20	<b>30 08</b>	ZS-ZAF	Solenta Aviation	rgd	01oct15	ex OK-JPD
L-410UVP-E20	---	TI-BGP	Nature Air	SJO	22dec15	
Li-2	---	CCCP-L937	Aeroflot			in documentary on 'Soviet Civil Aircraft'
Mi-2	<b>56 2637 112</b>	2637	Polish Air Force		01dec15	displayed at Tonnie Bouman's, at Veen (Netherlands)
Mi-2	<b>56 2817 043</b>	HL9494	Yecheon ASC		oct15	preserved in the Yecheon Theme Park
Mi-2	<b>54 4618 016</b>	CCCP-23597	AFL/Ukraine	w/o	29nov85	when the tailboom broke off due to fatigue
Mi-2	<b>53 4630 026</b>	CCCP-20559	AFL/Urals	w/o	29mar89	lost speed and height and came down hard in a forest
Mi-2	<b>52 5105 017</b>	CCCP-14357	AFL/Kazakhstan	w/o	20dec88	MTOW exceeded by 439 kg, came down very hard
Mi-2	<b>52 6210 069</b>	ER-23471	Moldaeroservice	BZY	feb15	derelict; canx between 12may15 and 31dec15
Mi-2	<b>54 7215 071</b>	ER-20257	Moldaeroservice	BZY	feb15	derelict; canx between 12may15 and 31dec15
Mi-2	<b>52 7542 032</b>	CCCP-20725	AFL/Leningrad	w/o	11oct89	left engine failed and the right engine lost power
Mi-2	<b>52 8023 013</b>	ER-20819	Moldaeroservice	BZY	feb15	derelict; canx between 12may15 and 31dec15
Mi-2	<b>54 8541 024</b>	RA-23786	Purga	dbr	30nov15	mechanic accidentally switched off the engines
Mi-2	<b>52 9727 046</b>	CCCP-20992	AFL/Georgia	w/o	13sep88	collided with a high-voltage power-line
Mi-2	<b>52 9936 096</b>	HL9471	Yecheon ASC		oct15	preserved in the Yecheon Theme Park
Mi-2	<b>5210126 027</b>	HL9492	Yecheon ASC		oct15	preserved in the Yecheon Theme Park
Mi-2	<b>5410543 038</b>	CCCP-14064	AFL/Komi	w/o	26aug88	crashed in a forest 18 km west of Martity
Mi-2	<b>5210725 098</b>	HL9493	Yecheon ASC		oct15	preserved in the Yecheon Theme Park
Mi-2	---	RF-00571	DOSAFAF	photo	2014	taken as Busuluk
Mi-2	---	RA-13661	privately owned	photo	nov15	seized by the authorities in mid-2014 and stored
Mi-8T	<b>02 49</b>	CCCP-22542(1)	AFL/Georgia	dbr	10dec72	lost spatial orientation due to a snow whirl
Mi-8MSB	<b>28 12</b>	"19" black	MNS Ukrayiny	IEV	04dec15	underwent trials with ARP 410 at IEV 02/09dec15
Mi-8T	<b>85 25</b>	RF-34219	Russian MVD/VV	GOJ	03dec15	
Mi-8T	<b>9 84 15671</b>	RA-22871	Helix	GOJ	06dec15	active and titles bit faded
Mi-8T	<b>9 86 25131</b>	RA-24402	Vityaz-Aero	dbr	16dec15	lost height after take-off and came down hard
Mi-8T	<b>9 86 25414</b>	RA-24423	Vityaz-Aero	OVB	12dec15	awaiting overhaul by 2015
Mi-8T	<b>9 86 28099</b>	ER-MHX	not known	EBB	14oct13	canx between 12may15 and 31dec15
Mi-8T	<b>9 88 39383</b>	RA-24587	2nd Arkhangelsk AE	photo	26sep15	active off airport
Mi-8T	<b>9 91 50838</b>	RA-25617	Kamchat Avia	PKC	nov15	
Mi-8MT	<b>9 4301</b>	RF-92394	Russian Air Force	Eng	jul15	coded "34" red
Mi-8MT	<b>9 4641</b>	"407" white	Russian Air Force	photo	01feb13	ex "78" red
Mi-8MTV-1	<b>9 5617</b>	ER-MHU	Valan	rgd	unknown	current 31dec15 rgd between 14may15 and 31dec15
Mi-8MTV-1	<b>9 5724</b>	4L-KNM	Aviaservice	dam	03dec15	shot at by small arms, landed at Mazar-I-Sharif
Mi-8MTV-1	<b>9 5966</b>	RA-27120	Vostok	LED	30jun15	all-white c/s with small titles in blue
Mi-8MTV-1	<b>9 6053</b>	211	Croatian Air Force	SPU	08dec15	
Mi-8MTV-1	<b>9 6621</b>	ER-MGM	Valan	w/o	20nov15	in Afghanistan but current on register 31dec15
Mi-17V-5	<b>9 6748 ?</b>	"748" black	MVZ im. Milya	IKT	15dec15	c/n just assumed
Mi-171E	<b>171C006040734014 ?</b>	363	Nicaraguan Air Force	MGA	15dec15	c/n reported on RP.net but is a a Mi-171E and full c/n <b>171E00604073401U</b> seem more likely
Mi-8AMT-1	<b>8AMT016430944..U ?</b>	RF-34321	Russian MVD/VV	CKL	02nov15	also coded "147" yellow
Mi-171A1	<b>171A01076115105U</b>	PR-...	not known		07mar13	export CofA issued; could be PR-IMV or PR-IMW
Mi-171A1	<b>171A01076126508U</b>	PR-WFJ	not known		18feb15	export CofA issued; the 850th Mi-8AMT/Mi-171 built
Mi-171A1	<b>171A010076126509U</b>	PR-IMM	not known	mfd	2014	
Mi-8AMTAMTS006643147411U		RF-95603	Russian Air Force	OMS	nov15	coded "253" yellow
Mi-8AMTAMTS006643147505U		"148" yellow	Russian MVD/VV	CKL	29dec15	c/n now known
Mi-8MTV-1	---	RA-22351(2)	Gazpromavia	Gtl	22jun15	VIP helicopter for 10 passengers
Mi-8MTV-1	---	RA-22354(2)	Gazpromavia	Gtl	22jun15	VIP helicopter for 16 passengers
Mi-8AMTSh	---	RF-29173	FSB	Uue	22nov15	with 'dolphin' nose and clam-shell doors
Mi-171Sh	---	H646	Angolan Air Force	Uue	25nov15	with 'glass' nose and flat loading ramp
Mi-171Sh	---	H647	Angolan Air Force	Uue	25nov15	with 'glass' nose and flat loading ramp
Mi-8MT	---	"30" blue	Armenian Air Force	Erb	2015	in olive drab/medium green/brown camo



Mi-171E	---	LH92784	Chinese Army	photo	2015	opb 2nd Brigade at Chengdu
Mi-8MTV-1	---	CU-H1457	Aerogaviota	photo	16nov12	with square windows and long range fuel tanks
Mi-171A1	---	PR-IMV & W	not known			one of them could be c/n <b>171A01076115105U</b>
Mi-8MTV-1	<b>103M12</b>	4L-TBS	SkyLink	dam	dec15	shot at by small arms, diverted to Mazar-I-Sharif
Mi-17	---	3288	Egyptian Police	w/o	28nov15	crash-landed in a field near road from Ismailia to Cairo
Mi-171E	---	UP-MI703	Kazaviaspas	Uue	25nov15	with 'TZhK Kazaviakytkaru' titles on the left-hand side
Mi-8T	---	FAM-075	Mozambique Air Force		photo	in faded olive drab/brown camo c/s; possibly ex '075'
Mi-17	---	6609	Myanmar Air Force	photo	24dec15	
Mi-17	---	6617	Myanmar Air Force	photo	24dec15	
Mi-171Sh-P	---	EP-685 & EP-690	Peruvian Army	Uue	25nov15	in olive drab c/s with 'Ejército del Perú' titles
Mi-8T	---	SUST-VIP	SUST	photo	2015	ground instr. airframe (N15.561157, E32.540471)
Mi-8MSB	<b>MSB 8430005</b>	UR-MSJ	Motor-Sich	rgd	19nov15	c/n is a conversion number ?; was f/n OZH 12nov15
Mi-24P	---	RF-93545	Russian Air Force	photo	23nov15	coded "09" red
Mi-35P	---	2015	Ethiopian Air Force	photo	15dec15	
Mi-24	---	SPAF-206	South Sudanese Air Force	JUB	29sep15	in olive drab/khaki camo c/s with light blue underside
Mi-24P	---	966	Sudanese Air Force	KRT	oct15	in olive drab/khaki camo c/s with light blue underside
Mi-24	---	995 & 996	Sudanese Air Force	UYL	oct15	
Mi-26TS	<b>34001212622</b>	"622" black	Rostvertol	Zuk	24dec15	no markings apart from code; code on by 23dec15
Mi-28UB	<b>9015</b>	"915" black	Rostvertol	Ror	16dec15	the c/n does not fit into the known range
W-3AM	<b>37 07 03</b>	HL9221	Hanyang Aviation	rgd	03aug01	current oct14 but not on the dec14 register, fate ?
W-3AM	<b>37 07 04</b>	HL9222	Hanyang Aviation	rgd	03aug01	current oct14 but not on the dec14 register, fate ?
W-3A	<b>37 10 09</b>	--	Ugandan Police	h/o	17dec15	at Kampala; in white/blue c/s; ex SP-SIP
RRJ-95B	<b>95 065</b>	XA-VAS	Interjet	h/o	15dec12 ?	
RRJ-95B	<b>95 095</b>	97014(2)	primer	ff	15dec15	ferried via OVB to Zhukovski 22dec15
RRJ-95B	<b>95 097</b>	RA-89057	Aeroflot	Zuk	26nov15	named 'A. Sapelkin'
RRJ-95B	<b>95 099</b>	RA-89063	Aeroflot	Zuk	03dec15	named 'N. Novikov'; l/n Zhukovski 08dec15
RRJ-95B	<b>95 102</b>	97013(4)	primer	ff	12dec15	ferried via OVB to Zhukovski 21dec15
RRJ-95B	<b>95 103</b>	89060	primer	ff	01dec15	
Tu-22M3	<b>30108 3 3 8</b>	RF-34039	Russian Air Force	photo	2015	in flight; coded "43" red, with 'VVS Rossii' titles
Tu-22M3	<b>23115 1 3 2</b>	no code	KAPO		aug09	preserved outside the KAZ factory, at Kazan; l/n aug13
Tu-22M3	---	RF-94138	Russian Air Force		07may15	coded "43" red; not c/n <b>30108338</b> as reported before
Tu-22M3	---	RF-94161	Russian Air Force	photo	nov15	coded "46" red
Tu-134A-3	<b>61066</b>	RA-65751	Permskiye Avialinii	PEE	jul15	broken up
Tu-134A3	<b>63110</b>	ER-65791	Air Moldova	KIV	feb15	wfu; canx between 12may15 and 31dec15
Tu-134A3	<b>63435</b>	ER-65707	Air Moldova	KIV	feb15	wfu; canx between 12may15 and 31dec15
Tu-134UBL	<b>64805</b>	RF-66044	Russian Air Force	Chh	05dec15	coded "29" blue; small 'Aviabaza 'Shagol' titles on nose
Tu-154M	<b>92A923</b>	RA-85766	Vladivostok Avia		mar15	preserved at the "Primorskoye Koltso" sports complex
Tu-154M	<b>93A979</b>	RA-85795	Continent	VKO	dec15	broken up
Tu-204-100	<b>145074 3 2 64008</b>	RA-64008	Vnukovo Airlines	VKO	23dec15	broken up
Yak-18A	---	62860		photo	dec09	pres. on a pole at Sasovo with '01' in black on the tail
Yak-18T	<b>2 20 04 01 ?</b>	no reg	no titles	ULY	aug07	preserved Ulyanovsk c/n checked as ' <b>0401</b> ' aug13,
Yak-18T	<b>7 20 01 14</b>	VH-SMH	Skyfuel Australia	rgd	21sep15	restored again ex VH-ZMH
Yak-18T	<b>22202044789</b>	UR-VBA		rgd	03dec15	ex CCCP-81379
Yak-18T	<b>03 35</b>	RA-44251(2)	UVAU GA	ULY	14sep15	preserved in the Museum of Civil Aviation at Ulyanovsk
Yak-18T/36	<b>25 36</b>	RA-44315(2)	KLU GA	photo	31mar14	preserved at Krasny Kut (N50.952201 E46.959831)
Yak-40	<b>9 52 20 40</b>	RA-87518	Vladivostok Avia		14mar15	preserved at the "Primorskoye koltso" sports complex
Yak-40K	<b>9 54 04 45</b>	RA-87940	Skol	SGC	04aug15	transported by Mi-26 from Surgut to Sokol-Polygon
Yak-40K	<b>9 71 05 52</b>	RA-88251	Vologda Air	VDG	03jun15	in basic Aeroflot c/s with very small titles
Yak-42D	<b>11 14 03 05</b>	RA-42551	Saravia	RTW	08dec15	broken up by this date, just some remains left
Yak-42D	<b>452042 36 06 235</b>	UR-COH	Five Airways	rgd	20oct15	f/n KHE 16dec15
Yak-42D	<b>452042 41 16 669</b>	RA-42445	Grozny Avia	PEE	13mar15	in dark blue/white c/s, no titles; l/n Zhukovski dec15
CJ6A	<b>48 320 05</b>	N68EH		resv.		for Poly Technologies Inc.
CJ6A	<b>50 320 18</b>	ZK-CHG	W.Pamment	rgd	12nov15	of Morrinsville; ex VH-XXJ
H6K	---	11093	Chinese Air Force	photo	01jul15	opb 8th Div/24th Regiment
KJ500	---	30472	Chinese Air Force	NAY	18aug15	l/n NAY 03sep15
MA60	<b>11 05</b>	B-3435	Sichuan Sanxing GA	rgd	26nov15	Sichuan Sanxing General Aviation Co.
Y12E	<b>081</b>	N712JA		resv.	19nov15	

## PH register

### Newly registered aircraft:

PH-CCL	Robin DR400/140B	<b>2630</b>	08652	11dec15
PH-EXE	Embraer 190-100STD	<b>19000687</b>	08653	15dec15
PH-IAM	Embraer 190-100LR	<b>19000310</b>	08651	11dec15
PH-KBC	TL TL-3000 Sirius	<b>15 SI 118</b>	08645	27nov15
PH-1563	Orlican Discus CS	<b>041 CS</b>	08647	04dec15
PH-1564	Glasflügel Kestrel	<b>85</b>	08643	17nov15
PH-1565	Schleicher ASW 15 B	<b>15201</b>	08644	17nov15
Unmanned Aircraft Systems (UAS):				
PH-1JN	DJI Inspire 1	<b>W13DCB15020186</b>	08649	08dec15
PH-1JO	DJI Inspire 1	<b>W13DCB16020186</b>	08648	08dec15
PH-1JZ	AscTec Falcon 8	<b>31179</b>	08650	08dec15
PH-1KA	DJI Inspire 1 Pro	<b>W21AC112010109</b>	08646	30nov15

### Change of ownership:

PH-BOE	Thunder AX7-77	<b>1969</b>	04310	24nov15
PH-BZN	Fuji FA-200-180AO	<b>FA-200-278</b>	03983	09dec15
PH-CCA	SOCATA TB-20	<b>2059</b>	06823	27nov15

Ex PT-EIY.  
Ex TC-YAK, D-AEMF, PT-TZY.

PH-MMK	Fire Balloons G 60/24	<b>1006</b>	08415	19nov15	
PH-3M6	Aeropro Fox	<b>10501</b>	20600	17nov15	
PH-3P2	Aeropro Fox	<b>11902</b>	20623	01dec15	
PH-4L7	Pipistrel Alpha Traine	<b>654 AT 912</b>	08379	03dec15	
PH-9G6	FlyProducts Gold 130+	<b>M2 4787</b>	20844	11dec15	
PH-893	Glaser-Dirks DG-300	<b>3E370</b>	04100	02dec15	
PH-1288	Schleicher ASK-13	<b>13111</b>	06406	27nov15	

## Cancelled from register:

PH-AOH	Airbus A330-203	<b>811</b>	07009	11dec15	To 2-PAOH.
PH-ASE	Jodel DR1050	<b>142</b>	00748	04dec15	To Germany.
PH-CXH	Fokker 100	<b>11308</b>	08151	07dec15	To Germany.
PH-EAH	Piper PA-28-181	<b>28-7990445</b>	02905	26nov15	To Germany.
PH-EDM	Falcon 900C	<b>188</b>	06120	23nov15	To France.
PH-FWJ	Lindstrand LBL-150A	<b>896</b>	06377	24nov15	To Spain.
PH-JGN	ICP MXP-740 Savannah	<b>01-03-51-055</b>	06470	26nov15	To Germany.
PH-JSP	Mooney M20J	<b>24-1269</b>	04433	26nov15	To Austria.
PH-KZF	Fokker 70	<b>11577</b>	05280	16nov15	To P2-ANT.
PH-PKX	Cessna 750 Citation X	<b>750-0313</b>	08025	03dec15	To OO-PKX.
PH-PTS	Cirrus SR20	<b>1418</b>	07023	26nov15	To Germany.
PH-SKN	Cessna 172M	<b>172-65655</b>	04426	17nov15	Wfu.
PH-TAT	Slepcev Storch Mk4	<b>0049</b>	05736	04dec15	Wfu.
PH-XRE	Boeing 737-7K2	<b>30668</b>	06548	24nov15	To F-WTDE.
PH-1BF	SmartPlane SmartOne	<b>S1C-024</b>	07992	20nov15	Wfu.
PH-2X6	Letov ST-4 Aztek	<b>402</b>	20458	26nov15	To France.
PH-8T6	FlyProducts Xenit	<b>M2-7001</b>	20964	07dec15	Over a year without a valid CofA.
PH-398	PZL Bielsko SZD-24-4A	<b>W-379</b>	07591	26nov15	To Poland.
PH-527	Glasflügel H-205	<b>109</b>	02302	26nov15	To Germany.
PH-1020	Rolladen-Schneider LS-6C	<b>6215</b>	04870	04dec15	To Germany.
PH-1094	Schleicher ASW-27	<b>27032</b>	05351	04dec15	To Germany.
PH-1303	Rolladen-Schneider LS-6-18W	<b>6371</b>	06572	26nov15	To France.

Credit: Inspectie Leefomgeving en Transport.



Former PH-PKX got a new owner but remained with the same operator. This Cessna 750 was seen as OO-PKX on 2 December 2015 and was officially added to the Belgian register on 4 December 2015. (Antwerp, 7 December 2015, Walter Van Brempt)



The Dutch Police visited Antwerp on 25 November 2015 with EC135P2 PH-PXC and Walter Van Brempt was, as always, present to take this beautiful picture!





AP-BLK is one of a growing number of A320s in the fleet of Pakistani operator Saheen. This example used to fly for Spanair but can now be seen on Saheen's network within Pakistan and throughout the Middle East.



Saudia operates a fleet of fifteen ERJ170s to destinations primarily within Saudi Arabia. HZ-AEM joined the fleet in December 2006 and is seen arriving on stand after a domestic flight.



This Boeing 747 was originally delivered as 9M-MPQ to Malaysia. After it was withdrawn from use Air Atlanta took over the aircraft and immediately leased the 747 to Saudia. TF-AAH usually flies on high density routes between Saudi Arabia and destinations in Asia. (All pictures taken at Jeddah King Abdulaziz International in November 2015)

# Wrecks & Relics



Just outside the INTA gate on the west side of Torrejón is this CASA 212-200 D.3-7. They de-modified the aircraft by removing its large radar nose so it now looks more like a regular INTA CASA. (15 October 2015, Enrique Cortes)

## Netherlands

### Sepe

(WB696)/8 Chipmunk T10 G-APLO, black c/s **C1/0144** oct15  
The Chipmunk arrived on 8 October from the UK to take up residence here.

### Teuge

2423 MiG-23ML stored, ex Czech **0390322423** dec15  
The former Baarlo MiG-23 arrived here on 3 December for the new Koude Oorlog Museum (cold war museum). The museum hopes to open its gates to the public in 2017 and has according to their website an F-104G (24+46), Sabre (JC+240), O-2A (67-21300/N590D), An-2 and Yak-52. The MiG-23ML was exchanged with Baarlo for Jet Provost T5A XW318.

### Veen

2637 Mi-2T preserved **562637112** dec15  
The Polish Mi-2 is on outside display at the do-it-yourself outlet Bouwie at the Veensesteeg (N51.77376, E5.09174). It came from Wysokie Mazowieckie.

### Zwolle

Former Slovak Mi-2 8215/HA-BGF, which left Oberhausen in October 2015, will be displayed on the yet to be opened Dino-land in Zwolle. This park is currently under development and is on the grounds of the former Ecodrome (N52.50507, E6.07722). The Mi-2 is currently stored off-site in Heino and is expected to move to Zwolle in a few months' time.

## Austrian

### Linz Hörsching

8X-CZ C-130K stored **4261** dec15  
RI-29 S105Ö stored **105429** nov15

Former RAF Hercules XV295 was ferried on 10 December to Linz to become a spare source for the Österreichische Luftstreitkräfte. It will never fly again. The SAAB 105 has joined the other eight SAABs here in storage.

### Zeltweg

29588/D red J29F stored **29588** nov15  
The former Graz Tunnan is stored outside the museum.

## Bulgaria

### Katunitsa

The yard here with aircraft is now empty. The ten MiG-23BNs (1/n Apr13) have reported as gone to Ethiopia for spares, while the fate of the four L-39s and three Mi-24s is unknown (all 1/n Apr15).

### Ravda

(215) Mi-2 preserved **519047025** aug15  
Former Sofia Vrazhdebna storage Mi-2 is now unmarked on display outside Hotel Blain along the Black Sea coast (N42.64246, E27.68160).

## France

### Avord (18)

63/12-YK Mystère 4A stored oct15  
The Pôle Aéronautique d'Avord in the town received their second Mystère 4A in October. It came from Varennes sur Allier.

### Brie (16)

A private collector in this village has the cockpit section of Mirage 3E 621.

### Chambéry (73)

42-1352 BT-13A N93 **9102** nov15  
The Valiant arrived here on 4 September and will be flown by Early Aviator / Les Ailes Anciennes de Lorraine.

### Creil (60)

(BR-24) Mirage 5BR preserved **324** aug15  
In an industrial area north west of the airfield is an ex Belgium Mirage in French colours on display (N49.26123, E2.49917). It was under restoration at Savigny lès Beaune in 2014.

### Coubisou (14)

In Scramble 434 - page 60 we mentioned that former Savigny-lès-Beaune Etendard 4M 60 was sold to someone in the hamlet of Vinnac (east of Estaing). It is now believed that the aircraft is in a garden at Coubisou which is some 2,5km to the east of Vinnac.



### Lognes Emerainville (77)

(43-30362) L-4H F-BDUV, stored 11653 aug15

The former Chavenay Cub arrived here dismantled on the back of a trailer.

### Luxeuil Saint Sauveur (70)

39 Mirage 2000-5F stored, ex Châteaudun 168 jun15

The dismantled Mirage is stored near the HM1 hangar.

### Nantes (44)

(A-336) Alouette 3 instructional 1336 mar15

The unmarked Alouette with the AFPI school at Boulevard des Batignolles 41 has been identified as a former Dutch example. A-336 was sold to France in 1996. The school also still has CM170s 333 and 1341/EM (Cameroon ntu).

### Quimper (29)

(04) Etendard 4M preserved, cockpit 04 15

A private individual in the Quimper area has the fully restored cockpit of an Etendard. The fuselage of the aircraft was damaged in 1969 after an oxygen explosion. The cockpit was then used for ejection trails. It was found at a scrapyards near Landivisiau in 2005.

### Toul-Rosières (54)

A129/7-HD Jaguar A stored sep15

The Jaguar arrived at Toul from Châteaudun on 17 September. It is with Amicale de la 11ème escadre de chasse who also have F-100D 42131/11-MP since November 2013. Their website is www.aa-11-escadre.com.

### Treillières (44)

30131 Soko J-20 stored dec15

A retailer at 1 Rue Louis Pasteur is offering this Yugoslavian Kraguj for sale in December. The aircraft has no engine.

### Versailles (78)

1056 SA330B instructional 1056 apr15

The Puma is in use by the Gendarmerie at Camp de Satory.

### Villeneuve sur Lot (47)

532/313-DH CM170 preserved, ex code 312-TO jul15

The stored Fouga at the private house at N44.42135, E0.74906 has been fully restored with a new paint job and code.

## Germany

### Bonn Hangelar (NW)

72+04 UH-1D stored 8324 nov15

Parked outside the Flugzeugwerft Möller hangar.

### Hügelsheim (BW)

(87+57) Bo105P stored, boom of 87+80 6157 jun15

The Bo105 is here under restoration for display at a local

Sanitar- and heating company.

### Neuburg (BY)

56+13 Do27A-1 56+17, D-EFAZ, preserved 285 jul15  
91+61 P149D preserved jul15

Both have been added to the base museum collection. The Do27 was last seen at Augsburg (l/n may05).

80+47 Bo105M stored 5047 dec15

The unmarked Bo105, which is parked near the ATC (N48.70887, E11.21137) since early 2015, has been identified. The former Roth aircraft is clearly visible from outside.

### Neustadt an der Aisch (BY)

(71+19) UH-1D preserved, on roof 8179 dec15  
87+80 Bo105P preserved, inside 6180 dec15

More additions to Scramble 438 and 439. The second UH-1D on the roof is only a cockpit; this aircraft has not flown since its landing accident in Norway in 2009. The company's second Bo105 is inside.

### Manching Ingolstadt (BY)

38+75 F-4F preserved 4793 dec15

In December the Phantom took up its final position. It is now preserved next to the Airbus Defence and Space canteen. It arrived here on its last flight from Wittmund on 26 May 2010.

### Sparneck (BY)

86+05 Bo105P preserved 6005 apr15

A Bo105 is preserved in a garden of a house at the east side of the village (N50.16295, E11.85462).

## Italy

### Avella (AV)

MM53561/18 P148 preserved, on poles 137 oct14

A former Castel Volturno Piaggio is on display at the Q8 gas station on the South West side of the town.

### Caltanissetta (PI)

MM54395/SA-95 G91T/1 preserved, on pole 122 oct15

After more than twelve years the local preservation club has finally dedicated their Gina as a monument. It is at the Via Pier Santi Mattarella (N37.47752, E14.05825).

### Castellabate (SA)

MM6430/60-80 G91T/1 preserved 111 2015

A G91T should be preserved next to a furniture store near Castellabate. Its exact location is unknown. The aircraft used to be at the Bentivoglio yard in Rome (l/n may98).

### Istrana (TV)

The AMX along the fence we mentioned in Scramble 438 as MM7152/51-03 is not correct. It is MM7144 with two different



The base museum collection at Neuburg has this F-104G 21+52. In the background is a more recent arrival in the form of Do27A-1 56+17. This aircraft used to be based at nearby Augsburg as D-EFAZ and is now painted as 56+13. (26 November 2015, Dietmar Fenners)





Most of the Skyhawks from Singapore in France were scrapped after they were replaced at Cazaux by M346s. Only two seem to have survived and one of them, A-4SU 941, is now at the museum at Montélimar. It arrived there in August 2015 after being stored at the museum at Le Bourget. (29 October 2015, Olivier Follea)

codes on its side, 51-03 (left side) and 51-32 (right side).

#### Locrotondo (BA)

(MM54414)/60-114 G91T/1 preserved 141 apr10  
 Google street view from April 2010 shows the fuselage of this G91 parked next to the local sports stadium (N40.75881, E17.34253) at the north east side of town. It is not seen on the normal Google Earth images, it may have moved inside. The aircraft was last seen at the Améndola dump in 1996.

#### Napoli Capodichino (NA)

MM54378/4-71 MB326 preserved 6491 oct14  
 The MB326 parked behind a hangar (N40.88507, E14.27826) since 2010 has been identified. It was seen inside one of the hangars in August 2008 with code 4-71 and was on external storage in 2000 with code 25. The second MB326, MM54212/50 which was parked at a corner of a ramp, is now on display outside the Istituto di medicina legale Aeronautica, This should be on the south western side of the base in the same area as the preserved S-2A MM144710/AS-5.

#### Pomigliano d'Arco (NA)

MM6325/32-25 G91T/1 preserved 55 dec15  
 On 20 December a G91 was revealed opposite the gate of the Avio Aero company (N40.91566, E14.39692). The aircraft came from the Bentivoglio yard in Rome. Some 200 meters to the north west with an Alenia plant are the fuselages of an AMX and two G222s (one near the entrance and one on the far western side) visible on Google Earth. One of these two should be G222VS MM62107.

#### Thiene (VI)

The L-5 Stinson marked as 42-98491 (ex MM52839) listed in EMOOS under Padova is currently based at Thiene. It has changed registration over the past years; I-AEEP (till 2011), D-ELAJ (2012) and is I-VISP since 2013.

#### Vigna di Valle (RM)

MM53276/SE-7 G59-4B preserved 61 nov15  
 After a full restoration the stored Fiat is on display since 17 November.

#### Norway

##### Kjeller

ZH541/V Sea King HAS3A stored WA1007 dec15  
 Aerospace Industrial Maintenance Norway does depot maintenance at Kjeller and on 8 December they received a former

RAF Sea King for spares.

#### Oslo Gardemoen

866 CF-104 stored 1186 dec15  
 This Starfighter used to be displayed at a garage in Rudshøgda. It arrived on 4 December at the Gardemoen museum, where it is now in the restoration area. It may go on outside display in the future.

#### Poland

##### Kraków

XL767 Skeeter AOP12 preserved S2/5080 nov15  
 The Skeeter is with the Muzeum Lotnictwa Polskiego and came from Weston Super Mare.

#### Russia

##### Moscow

70 yellow Mi-8T preserved 4231 aug15  
 27 red Su-27 preserved aug15  
 Both are on outside display at the VDNKh (Vystavka Dostizheniy Narodnogo Khozyaystva or Exhibition of Achievements of National Economy) at N55.83409, E37.62224.

#### Spain

##### Torrejón

(D.3-7) C212-200 preserved 284 dec15  
 Since at least April 2015 an unmarked Aviocar is pole mounted on a roundabout outside the INTA gate. This is on the west side of Torrejón (N40.48715, W3.47822) and the aircraft was stored on the airfield in 2014.

#### United Kingdom

##### Irthlingborough, Northamptonshire

(XR458)/H Whirlwind HAR10 8662M WA408 dec15  
 Allens Metals on Station Road have a Whirlwind last heard of at Orton.

##### Middle Wallop, Hampshire

ZG993 Islander AL1 stored 2202 nov15  
 An Islander arrived from RAF Shawbury during November for the Museum of Army Flying. It has been placed into storage until a museum extension has been completed.

**Credits:** Enrique Cortes, Dietmar Fenner, Tom Kowalskie, Daniele Mattiuzzo, Pieter Plomp, Markus Schmoll, Tom Svendsen.





## Warbirds

Unfortunately no photographs of propeller driven warbirds were received this month, so we had to choose two classic jets (without any reluctance to do so). In this shot by Olivier Follea, the truly classic lines of Hawker Hunter T68 HB-RVR are shown to advantage. The Hunter trainer, which is owned by the Amici del Hunter society at Sion, still carries its original livery and serial J-4201. As such, it served the Swiss Air Force from 1974 to 1999. HB-RVR is seen here while displaying at Nimes-Garons in France on 26 September.

### Belgium

The Belgian based Bronco Demo Team has announced that its OV-10B Bronco G-BZGL '99+26' is almost 'back in business'. On 25 November the aircraft took to the skies again for a first post-restoration flight from Duxford. It had resided there since 2005, for a future restoration. The loss of fellow Bronco G-BZGK ('99+32') at Kemble in July 2012 has speeded up these plans. 'Golf-Lima' was ferried to Bronco Demo Team's home-base at Kortrijk-Wevelgem in Belgium early December.

### Canada

On 25 September a new Noorduyt Norseman Mk.V, CF-GSR, was delivered to the Canadian Warplane Heritage Museum of Hamilton. The transport has no military background, and in fact served most of its days as a floatplane for civilian owners. It has been returned to a wheel undercarriage. In the future the CWHM intends to give the Norseman a RCAF colourscheme.

### Germany

The restoration of Hawker Sea Fury Mk20 D-CACE (**ES.3613**), at the Meier Motors facility at Bremgarten is going according to plan. In October the fully overhauled Bristol Centaurus sleeve-valve engine was installed. One month later the engineers returned the five-bladed propeller to the Centaurus. More and more, D-CACE is beginning to look like a real Sea Fury.

Even more advanced is the restoration of Messerschmitt Bf109G-6 'Black 8' (Werknr 440738) at Meier. The fighter made its first rollout and taxiing tests on 23 December. As many of you will know, 'Black 8' is owned by and restored for the Airfighter Academy / Hangar 10 collection based on the isle of Usedom in Germany. The aircraft's first flight is expected early 2016. This aircraft Bf-109G-6 was built at the Wiener Neustädter Flugzeugwerke (aircraft factory) and delivered to the German Air Force in 1944. Lieutenant Schulte (Fighter Group 27/1) was flying it when it crashed around Matzleinsdorf near Melk (Austria) on 29 May 1944. The original type plate had been retrieved together with the wreck of the aircraft. It was reused for its rebuild. Because of sufficient documentation, the aeronautical authority classi-

fied and authorised this project as an aircraft rebuild instead of an aircraft build. Michael Rinner started the rebuild in Austria in 2007 and completed large parts of the work. After the substantial rebuild the Airfighter Academy acquired it in November 2013.

More and more warbirds have found their way to Germany in recent years. One of the latest is P-51D N51AB, which is in fact an Australian (Commonwealth) built CA-18 Mk21 Mustang. Delivered to the RAAF as A68-100 (**1425**), it was sold to a civilian owner as VH-BOW in 1961. Within two years, the fighter was sold to the USA, flying as N51AB, '44-14777', with code 'J-RR' and named 'Miss Escort'. The aircraft had several owners until receiving a new identity in 1999. It was then flown as '41-3500' 'HL-N' 'Flying Dutchman'. The Mustang was acquired by Meier Motors for a German customer in the summer of 2014, dismantled and shipped to Germany where it arrived early this year. At Meier, N51AB was assembled again and repainted, but is still 'HL-N'. It was delivered to its new owner early December.

### Italy

Yakovlev Yak-11 D-FJII (**Y-5434**) is one of the Yaks that were salvaged from Egypt by Alain Capel and Jean Salis in the early eighties. It was restored in Lausanne, Switzerland, making its first post-restoration flight as F-AZIO in 1995. It was based at La Ferté Alais until 2005 when it was sold to Stefan Bungarten and reregistered as D-FJII. Two years later 'India-India' was sold to Meier Motors. In June 2011 it was sold on to a Frenchman and based at La Ferté Alais again, retaining its German registration. More recently, D-FJII was sold to an Italian owner, Stefano Landi. Together with a friend, he ferried his new plane to Ravenna, its home-base. The trainer sports a Russian fighter style colourscheme and code 'White 5'.

### United Kingdom

Peter Teichman, owner of the Hangar 11 collection based at North Weald, has recently decided to sell two of his warbirds. Both Curtiss P-40M Kittyhawk 43-5802 (G-KITT), 'Lulu Belle' and Hawker (CCF) Hurricane Mk.IIB G-HHII (**R20023**) are offered for sale through Platinum Fighter Sales. According to Teichman, lack of time is one of the factors that made him

take this decision. The other factor is that he wants to generate resources to complete his unique Russian (Lend-Lease) Spitfire Mk.IX PT879 project. With this PT879 completed, the Hangar 11 collection will have two Spitfires, as Teichman already owns PR Mk.XI PL695.

Unfortunately two Douglas products have recently left North Weald. On 17 November DC-3 G-AMHJ, still painted in RAF colours as KG651, was trucked to Metheringham, where it will be the centrepiece of the new Metheringham Airfield Visitors Centre. One of the resident DC-4s, N31356, finally met the axe-man by the end of November. The aircraft was once painted in MATS colours as '44-42914' for a (never produced) movie on the Berlin Airlift. The faithful transport had its nose removed on 8 December. This has gone to the Burtonwood Heritage Centre. The rest of this aircraft will be 'recycled'.

## United States

The Evergreen Aviation Museum collection in Oregon recently sold their Lockheed P-38 Lightning 44-53186 (N505MH) and B-17G Flying Fortress 44-85531 (N207EV) to help the museum during a restructuring and reorganization. Thanks to generous donor support, the aircraft will now be operated by the Collings Foundation. Collings already own a B-17, 44-83575 (N93102), flying as '42-31909' 'Nine-O-Nine', which will go into deep maintenance once N207EV is, again, fully operational. The new Fortress has a fascinating (and clandestine) history. It is one of the five B-17s that were drafted into the Republic of China Air Force (RoCAF). With crews sourced from Civil Air Transport (CAT) of Taiwan, these aircraft flew extensive CIA Operations over the Chinese mainland between 1954 and 1959. Obviously these covert operations were very dangerous, and only the former Evergreen machine survived. After its CIA career the B-17 was modified in Burbank to carry the Fulton Skyhook, a system designed to recover agents and material from places that could not be reached by helicopter or STOL aircraft. Seen in action during the 1965 movie 'Thunderball', this B-17 with a Skyhook snatches James Bond and Bondgirl Domino Vitali from a raft in the closing scene. In 1969 the aircraft was converted to an air tanker, and used as a firefighter, registered as N809Z and later N207EV, until 1985. Restored as a warbird B-17G with a full set of turrets, N207EV

was flown for a few years before moving to the Evergreen Museum in Oregon for display.

Collings' new Lightning is a unique and rare survivor, built as P-38L-5-LO 44-53186. Although built as a fighter, the aircraft was soon, once the war had ended, converted for aerial photography, flying as NL62350 from 1946. The Lightning was sold to Mark Hurd Aerial Mapping in November 1952 and they reregistered it as N505MH in 1958. It flew all over the continent before being parked in Santa Barbara (CA) in 1963. Fortunately '186' was saved by car collector Frank Taylor, who acquired it in 1965 and stored the dismantled fighter for fifteen years. It was then discovered by the British Doug Arnold collection, restored, and flown to the United Kingdom in 1989. Named 'Miss Behavin', the aircraft spent almost a year on the Isle before returning to the USA in July 1990. Evergreen purchased it and had '186' restored as a genuine P-38L during the next seven years. Emerging in 1997, it was a showpiece and considered one of the best P-38 restorations to date. The P-38L was moved to McMinnville (OR), becoming a valuable crown jewel of the Evergreen Museum collection. The plane has been on display there since 1997. Still registered as N505MH, the Lightning was offered for sale in 2014. The Collings Foundation announced that this extraordinary P-38 will join the collection in 2016.

Considerably less known than its use in (Army) Air Force service is the fact that the North American Mitchell was used by the US Navy and US Marine Corps as well. Few of these aircraft, designated as PBJ-1, have survived, but the South California Wing of the Commemorative Air Force owns one. Delivered to the US Navy as BuNo35857 in the final stage of the war, it was sold as surplus in 1947. Through numerous private owners, the bomber was finally acquired by the CAF in 1988. In 1993 it was passed on to the South California Wing in Camarillo where they took up a full restoration. The restoration has now led to the first engine start up since 1993. N5865V will be finished in a USMC colourscheme with code 'MB-11', named 'Semper Fi' (the motto of the Corps).

Credits: AB-IX, Aero Vintage, Flypast, WIX, Warbirdnews.



MiG-15 UTI N104CJ is a recent addition to the European jet warbird scene, operated by the Norwegian Air Force Historical Squadron (Flyvåpnets Historiske Skvadron). The trainer is actually an SBLim-2, a Polish-built MiG-15UTI, produced by WSK-Mielec in 1952. Following its Polish Air Force service, as '104', the aircraft was exported to the USA, and based just outside Washington. N104CJ did only a few flights when in the US and was shipped back to Europe in 2014. Since then, the aircraft has been very carefully inspected under supervision of retired experienced Polish MiG-15 engineers. The MiG wears the markings 'Red 18' of the aircraft flown by famous Soviet cosmonaut Yuri Gagarin before he became the first man to visit space in 1961. N104CJ is currently based at North Weald in the United Kingdom, from where the occasional airshow display is flown like here at Southport Airport on 19 September. (Rob Skinkis)



# Dustpan & Brush



Hornet 164635/AD-302 of Strike Fighter Squadron One Zero Six (VFA-106), the "Gladiators," caught fire on the flight deck of CVN-75 USS Harry S. Truman while parked forward of the island during refuelling, on 11 August 2015. Initially it was thought that the damage might be repairable but the US Navy decided to declare it a Class A mishap, meaning it was damaged beyond repair. Stephan de Bruijn caught it taxiing at Fallon NAS (NV) on 30 October 2007. In this picture it still has code NK-403 but at the time of the mishap it was carrying code AD-302.

## Additions & Corrections:

15nov12 10-054 T-50B **KA-054** w/o  
 Not 100% confirmed but since the other nine T-50s of the Black Eagles were seen during the Sacheon air show in October last year, this is a very likely candidate. See Scramble 403.

02feb13 YR-ATS ATR72-212A **533** dam  
 Italy's ANSV (Agenzia Nazionale per la Sicurezza del Volo) released their final report of the Alitalia ATR72 mishap at Rome. They concluded that the accident was caused by the improper conduct of landing by the aircraft commander (pilot flying and also Carpatair's chief pilot), not in line with standard operating procedures as stated in the aircraft operations manual, in the presence of challenging/critical environmental conditions and in the absence of effective cockpit resource management.

The following factors contributed to the accident:

- the absence of an approach briefing (although the captain was adamant he had given one)
- maintaining an approach speed significantly above the computed approach speed
- the conviction of the commander that due to his experience and skills he could still manage a safe landing despite critical wind conditions
- the considerable difference of experience between captain and first officer which possibly inhibited the first officer to express criticism rendering cockpit resource management inefficient

Following the accident the execution of the airport's accident response plan highlighted several issues which were not executed timely and prevented an effective search and rescue activity for the aircraft and its occupants.

See Scramble 406.

05aug13 91-26354/ZZ HH-60G **70-1656** w/o  
 See Scramble 412.

28dec14 PK-AXC A320-216 **3648** w/o  
 On 1 December 2015 Indonesia's NTSC released their final report concluding the causes of the crash were:

- The cracking of a solder joint of both channel A and B resulted in loss of electrical continuity and led to RTL (Rudder Travel Limiter Unit) failure. The existing maintenance data analysis led to unresolved repetitive faults occur-

ring with shorter intervals. The same fault occurred four times during the flight.

- The flight crew action to the first three faults in accordance with the ECAM (Electronic Centralized Aircraft Monitor, a system developed by Airbus) messages. Following the fourth fault, the FDR (Flight Data Recorder) recorded different signatures that were similar to the FAC (Flight Augmentation Computers) circuit breakers being reset resulting in electrical interruption to the FACs.

- The electrical interruption to the FAC caused the autopilot to disengage and the flight control logic to change from Normal Law to Alternate Law, with the rudder deflecting 2° to the left resulting the aircraft rolling up to 54° angle of bank. Subsequent flight crew action, leading to an inability to control the aircraft in the Alternate Law, resulted in the aircraft departing from the normal flight envelope and entering prolonged stall condition that was beyond the capability of the flight crew to recover.

This was taken from the (English translated) final report, we only adjusted some bits to our Scramble standard.

See Scramble 429.

08mar15 VT-SUA DHC-8-402 **4373** w/o  
 See Scramble 431.

11aug15 164635/AD-302 F/A-18C **1052/C264** w/o  
 See Scramble 436.

19aug15 OO-LTM B737-3M8 **25070** w/o  
 See Scramble 436.

30sep15 LX-LGH DHC-8-402 **4420** w/o  
 See Scramble 438 and 439.

22nov15 EX-37005 B737-3Y0 **24681** w/o

On 7 December Russia's Civil Aviation Authority reported that the aircraft had conducted an ILS approach to Osh's runway 12, visibility was fifty metres in fog, the runway was wet but with good braking action. The crew went around following a hard touch down and joined a traffic pattern, but during the traffic pattern the crew decided to divert to their alternate, meaning to return to Bishkek but soon after received indications of the failure of the right hand engine combined with the failure of two hydraulic systems. The crew shut the right hand engine down and decided to perform an emergency landing in Osh despite weather being below minima. The aircraft touched down very hard about 1,400 metres past the

threshold of runway 12, the gear collapsed and the aircraft skidded on its belly and engines to a halt 500 metres further down the runway. The occupants evacuated via slides, ten occupants received injuries of various degrees, four received serious injuries. The aircraft received substantial damage to landing gear, engines, fuselage, wings etc.

On 10 December somebody pointed out a misinterpretation of the Russian original report of 7 December, pointing out that the first approach on the accident flight was not aborted due to lack of visual reference but following a hard touch down on the runway that collapsed the gear. A subsequent remark by Rosaviatsia (CAA), not fully comprehended initially, then made clear that the subsequent engine failure and dual hydraulic failure were the result of that first hard touch down and damage received.

See Scramble 439.

23nov15 08-05562 AH-64D PVD562 w/o  
The unit this Apache belonged to was Alpha company of 4-2nd AVN.  
See Scramble 439.

24nov15 RF-90932/83 wh Su-24M 0615326 w/o  
The Sukhoi was marked as 26 white before it was sent out to Syria, but at some point this changed to 83 white.  
See Scramble 439.

24nov15 RF-95601/252 ye Mi-8AMTSh 8AMTS00643137409U w/o  
See Scramble 439.

#### New Accidents:

16jul13 92-3907/SW F-16CM CC-149 w/o  
An accident which we forgot to add concerns this USAF Viper 92-3907/SW of 55th FS, seen here landing at Nellis AFB (NV) on 2 November 2007 when Stephan de Bruijn took this picture. A landing gear failure caused it to skid off the runway at Osan AFB, South Korea, destroying the F-16 and causing minor injuries to the pilot. The jet's landing gear collapsed immediately after touching down for landing after a routine training flight. The aircraft skidded to the right on its nose landing gear and right wing, until it departed the runway. Two seconds later, the aircraft flipped and rolled.

01aug13 87-0314/DC F-16C 5C-575 dam  
This was the second Viper that was involved in the mid-air collision with another USAF Fighting Falcon, 86-0357/DC. That one crashed and was obviously written off, this one managed to make an emergency landing but received substantial damage.

29mar15 102 Su-24M w/o  
This Sudan Air Force Su-24 crashed under unknown circumstances in Yemen. The serial however is not 100% confirmed.

21nov15 HR-AWI Bell 407 53978 dam  
A private Bell 407 sustained substantial damage when the pilot had to make an autorotation in an open area near Masaya, south of Managua, Nicaragua. Initially the pilot reported loud noises from the engine and then he shut the engine down altogether, forcing him into the autorotation.

25nov15 F-16 w/o  
The USAF lost a Viper during a training mission over the White Sands Missile Range out of Holloman AFB (NM) when it crashed north-west of Salinas Peak (NM) under unknown circumstances. The pilot was able to eject to safety.

26nov15 RA-25361 Mi-8T 98206821 w/o  
The Mi-8 of Turukhan Airlines crashed ten kilometres from Igarka, Krasnoyarsk Krai, on the leg from Igarka to the NPS-2 compressor station on the pipeline Vankor-Purpe. It was on a round flight from Igarka in poor visibility (low clouds and snowfall) when the autopilot failed 1.5 minutes into the flight. The Mi banked right, lost height and crashed on the ice of the river Yenisei. All three crew and nine of the 22 passengers were killed and all survivors received serious injuries.

28nov15 3288 Mi-17-1V w/o  
A Mi-17 of the Egypt Air Force was lost in a crash near Cairo, in a rural area in the Giza governate, injuring the four occupants.

29nov15 RA-04037 AS350B3 4969 w/o  
During an aerial inspection flight the Ecureuil of SKOL crashed near Kedrovyy, Khanty-Mansi Autonomous Okrug, killing all four on board.



An accident which we forgot to add concerns USAF Viper 92-3907/SW of 55th FS, seen here landing at Nellis AFB (NV) on 2 November 2007 when Stephan de Bruijn took this picture. A landing gear failure on 16 July 2013 caused it to skid off the runway at Osan AFB, South Korea, destroying the F-16 and causing minor injuries to the pilot. The jet's landing gear collapsed immediately after touching down for landing after a routine training flight. The aircraft skidded to the right on its nose landing gear and right wing, until it departed the runway. Two seconds later, the aircraft flipped and rolled.



30nov15 RA-23786 Mi-2 **548541024** w/o

During a hard landing at Yelizovo, Kamchatka Krai, this Mi-2 of Purga AON was destroyed and one out of three persons on board did not survive the impact. The other two were injured.

01dec15 VT-EHT G200 **149** dam

A Gulfstream 200 of Emerald Haven Aviation Services was partially submerged by flood waters which entered the runway and tarmac areas of Chennai International Airport. It ended up in the bushes and judging by the mark left behind of the muddy water, the G200 was practically under water at some stage! Time to find out how waterproof the Gulfstream is.

02dec15 D-AIAF A321-211 **6459** dam

An Airbus A321 of Condor Flugdienst was damaged at Berlin's Schönefeld Airport when it hit a light tower. In darkness and light rain, but good visibility, the left wing collided with a light tower. The metal tower lost its stability and tumbled over the forward fuselage resulting in unknown damage to the upper fuselage section. It is not clear how much damage the Airbus received, but at least nobody was injured.

02dec15 15-03065 AH-64E **NM065** w/o

Both crew members died when the US Army 101st Combat Aviation Brigade "Screaming Eagles" Apache crashed in a soybean field at Fredonia community, Montgomery County (TN) and then caught fire. It went down twelve miles south of Fort Campbell (KY), off Gholson Road, while the brand new Apache was performing a routine night training flight. A four-wheel drive mini-pumper from the St. Bethlehem Volunteer Fire Department doused the fire.

03dec15 N546C PA-46-350P **4636626** dam

A Piper Malibu of Golf Whiskey impacted airport terrain shortly after take-off from Mammoth-Yosemite Airport (CA). It sustained substantial damage and one of two occupants on board received minor injuries, the other one was fine. Recorded winds at the time of the event were south-westerly at 25 miles per hour with gusts up to 37mph.

04dec15 VT-SUC DHC-8-402 **4377** dam

Flight SG2458, operated by this SpiceJet Dash 8, sustained damage in a landing accident at Jabalpur Airport, India. The aircraft hit a herd of about thirty to forty wild boars that had strayed onto the active runway. The aircraft suffered a runway excursion and came to rest with the left wing down, indicating a left landing gear collapse and received substantial damage. Three dead boars were recovered from the runway, but there were no injuries among the four crew and 49 passengers.

04dec15 N164WC BAe125-800SP **258072** dam

A Hawker 800 of WC Leasing had to make a gear-up landing at Palm Springs International Airport (CA) after suffering problems extending the landing gear. Only two pilots were on board, according to the Executive Director of the airport, and no one was hurt. After 48 minutes, the plane was removed from the runway and normal traffic was resumed. For a video, see [www.youtube.com/watch?v=\\_yo2w\\_WkcqM](http://www.youtube.com/watch?v=_yo2w_WkcqM).

06dec15 N39AY L-39 **332703** w/o

An Aero Vodochody L-39 Albatros of Jettran experienced a fire during take-off at Apple Valley Airport (CA). The airplane was partially consumed by the fire and subsequent explosion and the two occupants on board, including Red Bull performer Mike Mangold, received fatal injuries. An eyewitness said the small jet got about fifty feet off the ground when it exploded and left a trail of debris behind it, including a 100 feet long line of flames.

07dec15 ZS-DKS EA500 **142** w/o

The Eclipse of Dixco Transport was en route from Lanseria Airport to Cape Town International. As it approached at 36,000ft, it was vectored into the light jet approach via Greyton and Sir Lowrey's Pass and over the sea, where it

would intercept the localiser for Cape Town International. In the vicinity of Greyton in the Western Cape, radio contact with the aircraft was lost. It then proceeded to make a right hand turn followed by a further three right hand turns, while traveling in an easterly direction, and at the same time losing height. While this was happening, ATC tried in vain on all frequencies to make contact with the aircraft. A Gripen jet from the Test Flight and Development Centre, based at AFB Overberg near Bredasdorp, was dispatched to intercept the EA500. The scramble was successful and the fighter came alongside the Eclipse within fifteen minutes. Despite further attempts to make contact with the aircraft, it continued to lose height at a rate of 3,700 fpm and it ended up crashing in an open field south of Swellendam. Hypoxia or pilot incapacitation have been cited as possible reasons for the erratic flight path and lack of response.

08dec15 D-IBEL Ce340A **340A1814** w/o

According to press reports, the private Cessna 340 touched down hard at Augsburg and caught fire. All five occupants were injured; the two pilots suffered severe burns and had to be moved to a fog free area to be airlifted to a specialized hospital in München. At the time of the mishap weather was poor with very low visibility, which most likely will have been a factor.

10dec15 N145JR PA-46-500TP **4697166** dam

During an attempted return to Eppley Airfield (NE), the Piper Meridian of AirSea Charters crashed shortly after take-off, killing the pilot and sole person on board. The airplane came down near mile marker 58 east of Eppley Airfield and north of downtown Council Bluffs. According to an eyewitness driving along Interstate 29, "...Plane was flying on the other side, following the railroad tracks. Cut a hard right. Landing gear dropped. Clipped one of the power lines. Cartwheeled and landed face-first in the dirt." There was no fire but the wreckage was surrounded by fuel.

10dec15 N408FC Bell 407 **53450** w/o

A SkyLife Bell 407 was traveling on a ten minute flight from Fresno to San Joaquin Community Hospital (CA) when it disappeared. A search was started when there was no contact with the aircraft for thirty minutes, according to a local news station. The search was hampered by fog and rain and eventually the wreckage was found in rough terrain north of Sherwood Avenue, off Highway 65. The victims were the pilot, a nurse, a paramedic and a patient.

11dec15 C-FKDL Ce208B **208B0240** w/o

Wasaya Airways flight 127 departed Pickle Lake (Ont.) on a cargo flight to Angling Lake Airport (Ont.), while heavy icing was reported, but never reached its destination. A rescue mission was launched and the airplane was visually located by a Hercules 28 kilometres north of Pickle Lake, a little over four hours after it was reported missing. Rescue efforts were hampered by poor weather conditions in the area. A helicopter was initially unable to reach the site due to heavy icing. Eventually a ground party reached the airplane about 22:50 hours in the evening and they found the pilot, and sole person on board, unresponsive, and sadly he could not be resuscitated.

12dec15 LV-VFF Bell 206B-3 **4248** w/o

A Helijet Bell JetRanger crashed under unknown circumstances near the Potrerillos Dam in the city of Lujan de Cuyo, Argentina, while filming for an MTV reality programme. Both occupants died in the crash. The wreckage lies at a depth of sixty metres.

13dec15 Bell 412EP **dam**

A Bell 412 of the Pakistan Army crashed at Awaran, Baluchistan, under unknown circumstances and received substantial damage. All six on board remained safe with minor injuries.



A day before Christmas (so 24 December 2015) Mahan Air flight W5112, from Tehran to Istanbul-Atatürk and operated by A310 EP-MNP, safely landed on runway 05 and taxied to the apron, stand S6, but failed to stop on the stand. It went about thirty metres past the stand and broke through a concrete barrier, topped by a railing, causing the nose gear to collapse. The nose fell onto the roof of a bus driving along the road underneath following the accident. Passengers reported that the captain announced they had suffered a hydraulic failure resulting in the failure of the brakes. Airport officials commented the crew shut the engines down when the aircraft reached the parking position and encountered the failure of the brakes. (Dusseldorf, 13 February 2015, Kees van Boven)

15dec15 N649SW B737-3H4 **27719** dam

A Southwest Airlines Boeing 737, having performed flight WN31 from Houston-Hobby (TX) to Nashville (TN), had safely landed on Nashville's runway 20C and was taxiing towards the terminal. About five to ten minutes later, when close to the apron and having just crossed the inactive runway 13/31, the aircraft went off taxiway T4 and came to a stop on uneven surface with the right main gear and right engine down a slope. The Boeing was resting on its nose gear, left main gear, tail and right wing tip. The 133 passengers vacated the aircraft via slides during which a small number received minor injuries. The aircraft sustained unknown damage. The NTSB reported they are monitoring the taxiing event, in case the examination identifies substantial damage to the aircraft and puts the occurrence into the accident rating category, the NTSB is going to lead the investigation, and otherwise the FAA is going to continue their investigation.

15dec15 N74317 AS350B3 **4317** w/o

The AS350 Ecureuil of Native Air (which is owned by Air Methods) crashed in mountainous terrain near Sawtooth Ridge, Superstition Mountains, ten miles east of Apache Junction (AZ). There were two fatalities plus one serious injury. It was later reported the accident may have occurred in the early evening but the wreckage was not located until about 20:30 local time. The survivor was seriously injured but was able to signal to rescuers.

16dec15 RA-24402 Mi-8T **98625131** w/o

The crew of this Vityaz Aero Mi-8 apparently rejected the take-off while carrying oil and gas workers. This resulted in a hard landing 77 kilometres from Sobolev, Sobolevsky District, Kamchatka Krai, and the aircraft rolled over. Sadly there was one fatality plus eleven injuries among the 22 occupants. This Mi-8 received substantial damage in an earlier accident, on 8 February 1998 to be exact. At that time the operator was Kamchatavia.

16dec15 424 A-37B **43533** w/o

A Fuerza Aérea Salvadoreña A-37B Dragonfly was practising touch and goes at Comalapa when the crew received a gear unsafe indication. Therefore the crew had to circle for about an hour to diagnose the problem, work the checklist and burn off fuel, in order to make a safe emergency landing. This was eventually done with the two gear up and one gear down, and because of this the Dragonfly left the runway. A small fire broke out but the crew was OK. The Cessna itself was less fortunate and may be a write off.

17dec15 83147 J10SH **J10SH0211** w/o

Both crew members of the PLANAF J10 were lucky to escape with their lives, after it crashed in Zeguo town, Taizhou city, Zhejiang Province. Zeguo town is only a few miles away from Luqiao AB, home of the 12th Regiment the J10 belonged to. Postings on Chinese internet suggested the aircraft's Russian AL-31F engine failed in mid-air.

17dec15 OO-TBM TBM700 **3** dam

During the roll out after landing at Genk-Zwartberg the nose gear of the Avia-Rent Wallonie TBM700 collapsed, causing substantial damage to propeller, engine and nose section of the aircraft. It was not known how many persons were on board.

20dec15 TT-5007 T-50I **w/o**

A T-50I Golden Eagle of the Indonesian Air Force 15sq (Tentara Nasional Indonesia - Angkatan Udara or TNI-AU) crashed during a solo aerobatic display at the air show at Adisucipto Air Base, Yogyakarta. At the time the Golden Eagle was trying to pull out of a dive but came out too low and hit the ground. It took place during the second day of the air show, which is celebrating the 70th anniversary of the Air Force Flight School in Yogyakarta. Sadly both crew members did not survive the impact. Here is a video of the crash: [www.youtube.com/watch?v=yWUUhTHzqpw](http://www.youtube.com/watch?v=yWUUhTHzqpw)



T-50I TT-5007 of the Indonesian Air Force just seconds before impact during its display at Adisucipto on 20 December 2015. Both pilots, including the 15sq commander, were killed on impact. No attempts were made to eject. Note the condensation coming from the LERX, evidence of a high G-load while pulling out of the dive. The smoke indicates a high angle-of-attack. (Roland Adrie)



21dec15 PK-KDC ERJ195LR **1900057** dam  
A KalStar Aviation Embraer, operating flight KD678 from Denpasar to Kupang (Indonesia) with 120 passengers and five crew, overran the end of runway 07 while landing in Kupang. It came to a stop on soft ground about 200 metres past the end of the runway with the right main gear collapsed. The passengers were evacuated via slides. There were no injuries but the aircraft sustained substantial damage.

22dec15 VT-BSA Beech B200 **BB-1485** w/o  
A Super King Air of the Indian Border Security Force was destroyed when it impacted terrain near Delhi-Indira Gandhi International Airport, killing all ten on board. It had taken off from runway 28 when shortly after departure the crew radioed that they wanted to return to land. The aircraft was approaching runway 10 when it impacted terrain.

23dec15 XA-MEX Be400A **RK-396** w/o  
A Mexican Beechjet 400 of Aerolíneas Ejecutivas sustained substantial damage upon impact with an airport snow removal vehicle during landing on a temporarily closed runway at Telluride Regional Airport (CO). The crew landed at Telluride without any prior radio contact with the ground. At that time, the airport was closed to traffic because the runway was snow covered. After touchdown, while rolling at a speed of about 100 mph, the aircraft hit a snowplough. The right wing was sheared off, the aircraft continued for several yards, overran the runway end and came to rest in a snow covered field. All seven occupants, among them five tourists enroute for skiing, were unhurt. The aircraft was written off. It is understood that the snowplough's driver was unhurt as well and did not see the aircraft landing.

23dec15 EC-KSL AS350B3 **4359** w/o  
This Coyot Air Ecureuil crashed under unknown circumstances and burst into flames in a forest near La Roza, Parres, north-west of Asturias. The pilot, the sole occupant on board, was already dead when rescuers arrived at the scene. About 100 wildfires broke out almost simultaneously in Asturias as Spain basked in unusually warm weather for this time of year.

23dec15 DQ-IHI AS350B2 **1903** w/o  
An Ecureuil of Island Hoppers was written off after it collided with trees at Treasure Island, Fiji, after the pilot lost control during landing. All seven occupants walked away alive. A video was made while the helicopter attempted to land at a remote helipad. All seemed to go smoothly until upon touch down the AS350 was caught by a strong gust of wind, which the pilot was unable to counteract in time.

23dec15 Mi-8 w/o  
The Mongolian Armed Forces lost a Mi-8 when it crash landed during a military night training exercise, some fifty kilometres to the east of Ulan Bator. One occupant died, ten were injured. The cause of the crash is unknown although local media reported that the ill-fated helicopter might have been attempting an emergency landing when the incident happened.

24dec15 EP-MNP A310-308 **620** dam  
Mahan Air flight W5112, from Tehran to Istanbul-Atatürk, safely landed on runway 05 and taxied to the apron, stand S6, but failed to stop on the stand. It went about thirty metres past the stand and broke through a concrete barrier, topped by a railing, causing the nose gear to collapse. The nose fell onto the roof of a bus driving along the road underneath. Following the accident passengers reported that the captain announced they had suffered a hydraulic failure resulting in the failure of the brakes. Airport officials commented the crew shut the engines down when the aircraft reached the parking position and encountered the failure of the brakes.

24dec15 9Q-CVH A310-304F **413** w/o  
On 19 August last year a Korongo Airlines Boeing 737 sustained serious damage when loose runway tarmac slabs hit

the stabilizers during take-off from Mbuji-Mayi. The Congolese authorities, the RVA (Régie des Voies Aériennes), inspected the runway on 20 December and concluded it was indeed old but considered it still "practicable". Sadly, four days later a Services Air A310 proved the authorities wrong when it suffered a runway excursion after landing, although it will most likely be attributed to the recent heavy rainfall. The Airbus, with a crew of five, landed on runway 17 but failed to stop on the remaining runway. It continued off the runway and impacted several houses, killing eight persons on the ground with a further nine receiving serious injuries. Houses are located 300m past the end of the paved surface of runway 17, on the extended runway centreline. Witnesses reported the crew had already attempted and aborted two approaches, on the third approach the aircraft touched down about half way down the runway and was unable to stop before the end of the runway.

Someone in the tower at the time of the accident shot this video: [www.youtube.com/watch?v=CAGIQEMyPQA](http://www.youtube.com/watch?v=CAGIQEMyPQA)

24dec15 N891CR PA-46-500TP **4697321** w/o  
Shortly after take-off from Roscoe Turner Airport (MS), the North Mississippi Pulmonology Clinic Piper Meridian experienced an asymmetrical flap condition and impacted residential terrain during an attempted return to the point of departure. The airplane sustained substantial damage and two of the four occupants on board were seriously injured while the other two received minor injuries.

26dec15 TY-ABC AW139 **41347** w/o  
The Société Beninoise des Hydrocarbures AW139, with the Prime Minister of Benin on board, sustained substantial damage in a landing accident at Djougou stadium. Apart from the PM there were also four ministers on board, none of whom received any injuries. One of the rotor blades touched a wall, while at five meters from the ground during landing, and the chopper crashed as a result.

28dec15 GNB7429 Bell 206B **1303** dam  
A Bell 206 of the Guardia Nacional Bolivariana crashed under unknown circumstances at Paraguachón, on the border with Colombia. On board were three persons, who were taken to hospitals 120 kilometres east of where the chopper crashed. The main rotor was sheared off during the crash landing and the tail rotor broke off at an angle of ninety degrees.

28dec15 N9083U PA-46-310P **46-860803** dam  
Ironically a Piper of Fly Safely landed short of the runway and ended up in a ditch, at Stevensville (MO), with the aircraft receiving substantial damage. Not so safe after all...

28dec15 YV3101 Ce402C **402** w/o  
A private Cessna 402C, flying from Porlamar to Caracas for maintenance, ditched a little under two miles short north of the Complex "JOSE" close to Barcelona, Venezuela. All three occupants managed to get out in time.

30dec15 F-16C w/o  
A Bahrain Air Force pilot flying for a Saudi-led coalition battling Shiite rebels in Yemen survived a Viper crash along the kingdom's southern border, hours before the coalition said its forces intercepted a ballistic missile fired toward the same area. It crashed in Jizan province due to a technical failure.

31dec15 F-OMAB AS350B3 **7150** w/o  
Mafate Hélicoptères lost one of their Ecureuils when it crashed under unknown circumstances at Rempart du Maïdo, La Réunion Island. The pilot and sole person on board, did not survive the impact. Weather at the time was not very good with poor visibility and gusty winds (a rare combination).

Credits: ASN, Aviation Herald, J.A.C.D.E.C., Reuters, B3A, CNN, Peter Wilmlink, FAA, John van Boven.

# Scramble Intelligence Service



18 December 2015 was Qatar's annual National Day. This is celebrated with a military parade in Doha. These two AW139s, QA70 and QA75 from 20sq were part of the flypast. (Hassan Sidahmed)

## Upcoming exercises/deployments

### Geilenkirchen tanker schedule 2016 (Germany)

The following U.S. Air National Guard units will provide the tanker duties at Geilenkirchen on the usual two-week rotational basis with the venerable KC-135 Stratotanker.

03jan - 15jan	106th ARS AL ANG
24jan - 05feb	141st ARS NJ ANG
14feb - 26feb	116th ARS WA ANG
28feb - 11mar	126th ARS WI ANG
13mar - 24mar	108th ARS IL ANG
03apr - 15apr	153rd ARS MS ANG
17apr - 29apr	171st ARW PA ANG
08may - 27may	191st ARS UT ANG
05jun - 24jun	121st ARW OH ANG
03jul - 15jul	197th ARS AZ ANG
24jul - 05aug	171st ARS MI ANG
07aug - 19aug	173rd ARS NE ANG
28aug - 09sep	133rd ARS NH ANG
18sep - 30sep	203rd ARS HI ANG
03oct - 14oct	151st ARS TN ANG
16oct - 28oct	132nd ARS ME ANG
06nov - 18nov	174th ARS IA ANG
27nov - 09dec	168th ARS AK ANG
11dec - 23dec	117th ARS KS ANG

### Weapons and Tactics Instructor Course schedule 2016/2017 (USA)

The second Weapons and Tactics Instructor Course (WTI) for fiscal year 2016 (the first one is already underway when you read this...) will be from 18 March until 29 April. Also the dates for the FY 2017 WTI's are known, see below. MCAS Yuma (AZ) and the surrounding area is the place to be, as usual. Marine Aviation Weapons and Tactics Squadron One (MAWTS-1) at MCAS Yuma organises the WTI, that lasts six weeks and comprises two and a half weeks of academic training and three and a half weeks of flying training. The course ends with the final exercise which lasts the entire sixth week. Usually the rotary-wing elements involved in the exercise also practise within the Yuma city limits, one of these areas being Kiwanis Park, a large open grass area.

18mar16 - 29apr16	WTI 16-2	18sep16 - 31oct16	WTI 17-1
24mar17 - 03may17	WTI 17-2		

## Exercises/Deployments

### Trident Juncture (Southwest Europe)

Trident Juncture was the largest NATO-led exercise since 2002. It was one of a series of long-planned exercises to ensure that NATO Allies are ready to deal with any emerging crisis, from any direction, and that they are able to work effectively with partners in tackling any crisis. Over 36,000 personnel from 30 nations took part – that includes NATO Allies as well as seven partner nations (Australia, Austria, Bosnia and Herzegovina, Finland, the former Yugoslav Republic of Macedonia, Sweden and Ukraine). The exercise ran from 3 October until 6 November, the actual 'live' exercise took place from 21 October. Land, sea and air warfare missions were conducted on various ranges in Portugal, Spain and Italy. 140 aircraft were involved, dispersed over a number of air bases in the countries mentioned above. Below is an overview of participants we managed to identify from various logs, blogs and vlogs.

#### Pisa/San Giusto (Italy)

MM62221/46-85	C-27J	98° Gruppo TM
MM62183/46-48	KC-130J	50° Gruppo TM
MM62186/46-51	C-130J	2° Gruppo TM

#### Pratica di Mare (Italy)

MM62229/14-04	KC-767A	8° Gruppo
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#### Trapani/Birgi (Italy)

130339	CC-130H	435sq
057, 069	F-16C	347 Mira
072, 081	F-16C	347 Mira
4064, 4067, 4070	F-16C	10.elit
4072, 4073, 4075	F-16C	10.elit
MM7164/51-40	AMX ACOL	GEA 51° Stormo
MM7170/51-30	AMX ACOL	GEA 51° Stormo
MM7182/51-62	AMX ACOL	GEA 51° Stormo
MM7190/51-57	AMX ACOL	GEA 51° Stormo
MM7196/51-35	AMX ACOL	GEA 51° Stormo
MM81160/9-60	AB212AM	21° Gruppo
MM7294/4-52	F-2000A	904° GEA
MM7293/36-33	F-2000A	936° GEA
MM7313/36-35	F-2000A	936° GEA
MM81800/15-44	HH-139A	82° Centro CSA
MM81803/15-47	HH-139A	82° Centro CSA





TK.10-07/31-52	KC-130H	Ala 31
T.10-08/31-05	C-130H	Ala 31
T.10-10/31-07	C-130H	Ala 31
C.15-15/15-02	EF-18M	Ala 15
C.15-18/15-..	EF-18M	Ala 15
C.15-21/15-08	EF-18M	Ala 15
C.15-22/15-09	EF-18M	Ala 15
C.15-23/15-10	EF-18M	Ala 15
C.15-24/15-11	EF-18M	Ala 15
C.15-25/15-12	EF-18M	Ala 15
C.15-26/15-13	EF-18M	Ala 15
C.15-27/15-14	EF-18M	Ala 15
C.15-28/15-15	EF-18M	Ala 15
C.15-30/15-17	EF-18M	Ala 15
C.15-31/15-18	EF-18M	Ala 15
C.15-32/15-19	EF-18M	Ala 15
C.15-35/15-22	EF-18M	Ala 15
C.15-37/15-24	EF-18M	Ala 15
C.15-38/15-25	EF-18M	Ala 15
C.15-43/15-..	EF-18M	Ala 15
C.15-47/15-31	EF-18M	Ala 15
C.15-64/15-34	EF-18M	Ala 15
CE.15-01/15-..	EF-18BM	Ala 15
CE.15-03/15-..	EF-18BM	Ala 15
CE.15-04/15-73	EF-18BM	Ala 15
CE.15-05/15-74	EF-18BM	Ala 15
CE.15-06/15-75	EF-18BM	Ala 15
CE.15-07/15-76	EF-18BM	Ala 15
CE.15-09/15-77	EF-18BM	Ala 15
HD.21-03/803-03	AS332B	803 Esc
HT.27-05/ET-653	AS532UL	BHELMA III
HT.27-12/ET-660	AS532UL	BHELMA III
76413	Il-76MD	Ukraine AF
99-1433	C-130J-30	143rd AS RI ANG
12-0063, 12-0064	CV-22B	7th SOS
84-00162	C-12U	nn
13-08132, 13-08133	CH-47F	H/1-214th Avn
13-08435, 13-08437	CH-47F	H/1-214th Avn
87-24584, 87-24589	UH-60A(C)	1-214th Avn
13-20591, 13-20592	UH-60M	4-3rd Avn
13-20648	UH-60M	4-3rd Avn
13-20616, 14-20679	HH-60M	4-3rd Avn
04-05426, 04-05453	AH-64D	1-3rd Avn
05-07010, 09-05587	AH-64D	1-3rd Avn

### Shipborne assets

M2	SA316B	40sq
83+04, 83+07	Super Lynx Mk88A	MFG5
MM81083/7-38	AB212ASW	GRUPELICOT 2
19202	Super Lynx Mk95	EsqHelMarinha
S-454	AS532U2	300sq
N-316/316	NH90-NFH	860sq
ZA681	Chinook HC4	Odiham Wing
ZZ382	Wildcat AH1	847NAS
.../YS-20	CH-53E	VMM-162
161383/YS-21	CH-53E	VMM-162
163060/YS-22	CH-53E	VMM-162

### Other/support

177702	CC-177	429sq	support
10+23	A310-304	FBS BMVg	support
10+25	A310-304MRRT	FBS BMVg	support
60+07	P-3C	MFG3	participant
58-0110	KC-135E	101 Filo	support
02-1101, 10-0223	C-17A	437th AW	support
07-7188	C-17A	437th AW	support

C-17A 07-7188 airlifted two of the Pave Hawks to Beja. 02-1101 and 10-0223 were used in the airborne assault of the 82nd Airborne Division.

### Exercise Southern Katipo 15 (New Zealand)

Southern Katipo is the New Zealand Defence Force's (NZDF) major military exercise. It is held every two years in various areas of New Zealand. The joint exercise involves naval, land and air assets and more than 2000 personnel from New Zealand and eight other countries, namely Australia, Canada, Fiji, France, Papua New Guinea, Tonga, the United

Kingdom and the United States. It ran from 19 October until 27 November 2015. The exercise aims to test and evaluate the NZDF's ability to plan and conduct joint operations involving naval, land and air assets. It also offers the NZDF another opportunity to work with its international defence partners, particularly those in the Pacific region. Aircraft involved in the exercise were 3x NH90, 2x A109, 1x Beech 200 King Air, 6x C-130, 2x C-17 and 1x P-3K2 Orion. Of these, the following were noted:

NZ7122	Beech B200	42sq	
NZ7003, NZ7005	C-130H(NZ)	40sq	
NZ3303, NZ3304	NH90-TTH	3sq	
NZ3305, NZ3306	NH90-TTH	3sq	
A97-447	C-130J-30	37sq	
A41-209, A41-210	C-17A	36sq	support
99-0170/AK	C-17A	517th AS	
05-5151/HH	C-17A	535th AS	
74-1691	C-130H	186th AS MT ANG	
89-1184/AK, 89-1185/AK	C-130H	144th AS AK ANG	

### TLP 2015-4 (Spain)

The final TLP for 2015 was held from 9 November until 11 December 2015 at Albacete air base. Noteworthy is the fact that two US Marine Corps MV-22s participated as external assets, as well as the fact that Italy sent two HH-139As to participate as external assets as well.

### Participants

FA57	F-16AM	nn	arr 16nov, dep 11dec
FA69	F-16AM	nn	arr 16nov, dep 11dec
FA98	F-16AM	nn	arr 16nov, dep 11dec
FA114	F-16AM	nn	arr 16nov, dep 11dec
FA128	F-16AM	nn	arr 16nov, dep 11dec
42/2-EY	Mirage 2000-5F	GC01.002	arr 12nov, dep 11dec
56/2-EG	Mirage 2000-5F	GC01.002	arr 12nov, dep 11dec
677/133-JT	Mirage 2000D	EC02.003	arr 10nov, dep 11dec
680/3-XM	Mirage 2000D	EC03.003	arr 10nov, dep 11dec
20	Rafale M	12F	arr 16nov, dep 11dec
23	Rafale M	12F	arr 16nov, dep 11dec
44+64	Tornado IDS	TLG33	arr 12nov, dep 11dec
45+57	Tornado IDS	TLG33	arr 12nov, dep 11dec
46+18	Tornado IDS	TLG33	arr 16nov, dep 11dec
46+24	Tornado ECR	TLG51	arr 12nov, dep 01dec
46+35	Tornado ECR	TLG51	arr 12nov, dep 01dec
46+40	Tornado ECR	TLG51	arr 12nov, dep 01dec
46+44	Tornado ECR	TLG51	arr 12nov, dep 01dec
46+49	Tornado ECR	TLG51	arr 12nov, dep 01dec
46+56	Tornado ECR	TLG51	arr 12nov, dep 01dec
MM7174/51-60	AMX ACOL	GEA 51° St	arr 12nov, dep 11dec
MM7175/51-45	AMX ACOL	GEA 51° St	arr 12nov, dep 11dec
MM7177/51-42	AMX ACOL	GEA 51° St	arr 16nov, dep 11dec
MM7182/51-62	AMX ACOL	GEA 51° St	arr 12nov, dep 11dec
MM7190/51-57	AMX ACOL	GEA 51° St	arr 12nov, dep 11dec
MM7294/4-52	F-2000A	904° GEA	arr 16nov, dep 11dec
MM7295/4-51	F-2000A	904° GEA	arr 12nov, dep 01dec
MM7298/36-24	F-2000A	936° GEA	arr 12nov, dep 11dec
MM7299/4-41	F-2000A	904° GEA	arr 30nov, dep 11dec
MM7307/37-01	F-2000A	18° Gr	arr 12nov, dep 11dec
MM7312/37-06	F-2000A	18° Gr	arr 13nov, dep 11dec
MM7314/36-37	F-2000A	936° GEA	arr 12nov, dep 11dec
MM7298/36-24	F-2000A	936° GEA	arr 12nov, dep 11dec
C.15-26/15-13	EF-18M	Ala 15	arr 16nov, dep 11dec
C.15-28/15-15	EF-18M	Ala 15	arr 19nov, dep 11dec
C.15-37/15-24	EF-18M	Ala 15	arr 16nov, dep 11dec
C.15-64/15-34	EF-18M	Ala 15	arr 16nov, dep 18nov

### External assets

MM81796/15-40	HH-139A	81° Centro AE	arr 03dec, dep 11dec
MM81800/15-44	HH-139A	81° Centro AE	arr 03dec, dep 11dec
C.16-31/14-01	EF2000	Ala 14	25nov
C.16-37/14-04	EF2000	Ala 14	16nov
C.16-38/14-05	EF2000	Ala 14	19nov
C.16-39/14-06	EF2000	Ala 14	arr 19nov, dep 20nov
C.16-42/14-08	EF2000	Ala 14	25nov
C.16-44/14-09	EF2000	Ala 14	arr 25nov, dep 03dec
C.16-49/14-13	EF2000	Ala 14	03dec



C.16-50/14-14	EF2000	Ala 14	16nov
CE.16-11/14-70	EF2000(T)	Ala 14	06dec
TR.20-02/403-12	Ce560	403 Esc	arr 25nov, dep 26nov
168291/EM-03	MV-22B	VMM-261	arr 06dec, dep 11dec
168303/EM-00	MV-22B	VMM-261	arr 06dec, dep 11dec
D-CGFJ	Learjet 35A	GFD	earr 30nov, dep 11dec

#### Transports

CS-TRJ	A321-231	21sq	arr/dep 11dec
CE02	ERJ135LR	21sq	12nov, 16nov
421/F-RADA	A310-304	ET03.060	arr/dep 12dec
0012/F-RBAE	A400M	ET01.061	arr/dep 16nov
133	Falcon 10MER	57S	11nov, 16nov
185	Falcon 10MER	57S	arr/dep 26nov
10+23	A310-304	FBS BMVg	05dec, 11dec
50+38	C-160D	LTG63	arr 10nov, dep 11nov
50+38	C-160D	LTG63	arr 12nov, dep 13nov
50+38	C-160D	LTG63	arr 26nov, dep 27nov
50+49	C-160D	LTG61	arr 12nov, dep 13nov
50+55	C-160D	nn	arr 10nov, dep 11nov
50+59	C-160D	nn	arr/dep 23nov
50+74	C-160D	nn	arr 25nov, dep 26nov
50+79	C-160D	nn	arr 16dec, dep 17dec
50+83	C-160D	nn	arr/dep 26nov
51+03	C-160D	nn	arr/dep 05dec
MM62180/46-45	C-130J	2° Gruppo TM	arr 11nov, dep 12nov
MM62183/46-48	KC-130J	50° Gruppo TM	arr/dep 13nov
MM62186/46-51	C-130J	2° Gruppo TM	arr/dep 03dec
MM62193/46-59	C-130J-30	50° Gruppo TM	12dec, 14dec
MM62196/46-62	C-130J-30	50° Gruppo TM	arr/dep 11dec

#### Visitors

MM7164/51-40	AMX ACOL	GEA 51° St	arr/dep 27nov
168230/EM-01	MV-22B	VMM-261	arr/dep 09dec

### Medousa 2015 (Greece)

From 7 until 11 December, Greece and Egypt conducted the bilateral maritime exercise Medousa 2015. Next to maritime assets, aircraft participated as well. Greece took part with ten F-16s from the Souda-based 115 PM, two Super Pumas from 384 MED (Elefsis) and an EMB145H AEW&C aircraft from 380 Mira (Elefsis). Egypt took part with six F-16s that operated from a base in Egypt and also sent the following four F-16s to Souda air base, Crete:

9953, 9963	F-16C	272 TFB
9853, 9856	F-16D	272 TFB

### Bremerhaven (Germany)

As mentioned in the "Black Hawk on the move" feature in last months Scramble, the US Army sent 26 Black Hawks back to their home base at Hunter Army Air Field, Georgia. Shipped back via Bremerhaven in December 2015 were the following helicopters:

#### HH-60M of C/2-3rd AVN:

13-20615	13-20616	14-20679	14-20680	14-20681	14-20682
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#### UH-60M of 4-3rd AVN:

12-20539	13-20571	13-20572	13-20580	13-20581	13-20584
13-20585	13-20588	13-20589	13-20591	13-20592	13-20648
13-20649	13-20650	13-20651	13-20652	13-20653	13-20654
13-20655	13-20657				

They were replaced in November by 26 Black Hawks from Fort Hood, Texas, under Task Force Spearhead. They will stay in Europe for nine months and be based at Illesheim, Germany. Several helicopter will be detached at Mihail Kogalniceanu, Romania. Six UH-60s were off loaded in Riga in support of operation Atlantic Resolve in Latvia.

#### UH-60A of C/2-227th AVN:

83-23903	83-23927	84-23967	84-23974	87-24616	87-24619
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#### UH-60L of 3-227th AVN:

89-26213	90-26246	90-26263	93-26485	<u>93-26493</u>	93-26506
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94-26578	96-26718	<u>97-26762</u>	<u>98-26800</u>	<u>98-26804</u>	98-26805
98-26823	<u>99-26833</u>	00-26859	05-27052	05-27053	05-27054

Those underlined (plus one more) were offloaded in Riga.

## Special events

### Qatar National Day

On 18 December 2015, Qatar celebrated National Day. A military parade was held on and above the Corniche, Doha's main sea boulevard. The main event started around 08:00AM and to beat traffic one needed to be very early to obtain a good spot. The days leading up to the event numerous rehearsals were held. The parade featured two types ordered by Qatar: Rafales zapped with Qatari flags, and Apaches, which were brought all the way from Texas by C-17A 02-1109 of the 62nd AW to Al Udeid on 13 December.

110/104-IN, 143/104-GV	Rafale C	EC03.030	
QA50, QA51, QA53	Alpha Jet E	11 sqn	
QA70, QA73, QA75	AW139	20 sqn	
QA37	Commando Mk3	8 sqn	flag bearer
A7-MAA, A7-MAA	C-17A	12 sqn	
211/MAH, 212/MAI	C-130J-30	12 sqn	
QA86	Mir.2000-5DDA	7 sqn	
QA92, QA95	Mir.2000-5EDA	7 sqn	
QA350, QA352, QA353	PC-21	nmks	
QA354, QA356, QA357	PC-21	nmks	
QA358, QA363, QA364	PC-21	nmks	
QA366, QA367, QA368	PC-21	nmks	demo c/s
QA03, QA07, QA10	SA342L	6 sqn	
QA13, QA14	SA342L	6 sqn	
03-05354, 08-05542	AH-64D	3/6 CAV	
A7-HBY	Bell 412EP	Gulf Helicopters	flag bearer
A7-GHN, A7-GHQ	AW139	Gulf Helicopters	
A7-GAC	AW189	Gulf Helicopters	
A7-VIP	Bell 206B-3		

## Summary

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

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

### 2016

11jan - 27jan	Wiederholungskurs LtSt 3	e	Dübendorf
11jan - 27jan	Wiederholungskurs LtSt 4	e	Dübendorf
11jan - 29jan	Wiederholungskurs FIST 17	e	Payerne
18jan - 12feb	TLP 2016-1	e	Albacete
20jan - 23jan	World Economic Forum	c	Davos
25jan - 12feb	Red Flag 16-1	e	Nellis
29feb - 11mar	Red Flag 16-2	e	Nellis
29feb - 18mar	Wiederholungskurs FIST 18	e	Sion
29feb - 18mar	Wiederholungskurs FIST 19	e	Sion
18mar - 29apr	WTI 16-2	e	Yuma
04apr - 22apr	Wiederholungskurs LtSt 7	e	Emmen
18apr - 13may	TLP 2016-2	e	Albacete
16may - 27may	NATO Tiger Meet 2016	e	Zaragoza
23may - 10jun	Wiederholungskurs LtSt 6	e	Alpnach
23may - 10jun	Wiederholungskurs LtSt 8	e	Alpnach
30may - 10jun	Anatolian Eagle 2016-1	e	Konya
06jun - 24jun	Wiederholungskurs FIST 8	e	Meiringen
06jun - 24jun	Wiederholungskurs FIST 11	e	Meiringen
11jul - 29jul	Red Flag 16-3	e	Nellis
15aug - 26aug	Red Flag 16-4	e	Nellis
12sep - 07oct	TLP 2016-3	e	Albacete
18sep - 31oct	WTI 17-2	e	Yuma
03oct - 21oct	Wiederholungskurs LtSt 5	e	Payerne
07nov - 02dec	TLP 2016-4	e	Albacete

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# Military News & Updates



On 15 December 2015 the official Alouette 3 farewell was hosted at Gilze-Rijen Airbase. Seen here are A-275 on static and A-292 flying. (Manolito Jaarsma)

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	1(NL) ATF ME	ex 313sq	<b>6D-171</b>	dec15
J-020	1(NL) ATF ME	ex 312sq (322sq mks)	<b>6D-176</b>	nov15
J-055	1(NL) ATF ME	ex 313sq (nmks)	<b>6D-138</b>	nov15
J-866	312/313sq	ex 1(NL) ATF ME	<b>6D-83</b>	nov15

Another Jordan rotation, J-020 and -055 left Volkel 25 November 2015, J-866 returned the 26th. J-015, formerly known as the Orange Lion left 15 December from Leeuwarden for the same destination.

### Belgium

#### Luchtcomponent/Composante Air/Air Component (IAF)

From 1 January 2016, the Belgian Air Force will host four F-16AM out of Ämari Estonia for their turn in the Baltic Air Policing deployment. They will act together with four Spanish Eurofighters operating out of Silauliai. And after completing their duties in the Baltics, the Belgian Air Force will continue in Jordan late June 2016. Here they will replace the Netherlands Air Task Force Middle East deployment.

On 22 December, Minister Vandepuut has announced his

Belgian Defence Review 2030. In this review the outlook and boundaries have been named, revealing indications on the future of the Belgian Ministry of Defence. Highlights for the air force and navy indicate 34 new fighter planes. This is a decrease from the initially desired 48 aircraft. The choice of the new F-16 successor is still under evaluation as manufacturers and the Belgian aviation industry negotiate about return orders. Further six new UAV/RPA platforms are requested, two in 2021 and four in 2030. These unmanned aerial vehicles will replace and enhance the UAV capacity currently filled with the B-Hunters. You might wonder how six UAV's can replace ten B-Hunters? That will be accomplished by upscaling of the category. The new UAVs will be in the MQ-1/MQ-9 Predator/Reaper range and increase on range, endurance, details and mission possibilities.

Another step forward will be made in aerial refuelling. As reported earlier, the Belgian MoD has been keen on gaining aerial refuelling assets and not able on purchasing solo. The Review launched the official task force that will join The Netherlands, Norway and Poland to see where Belgium can join this coalition that could lead to the first Belgian A330MRTT. Given the A330 experience of 21sq, the contribution of Belgium can be very useful for the other nations.

Development of the transportation fleet and SAR fleet: this applies to a template for the use of troop/passenger transport as the remaining Falcon 20 will be withdrawn from use in December 2016 and the Falcon 900 will follow in 2018. The Embraer 135/145 will also face the end of their service life from 2022 and so far no action has been made on replacement



selection. Their role in EATC will also influence this template. For the SAR fleet, civil outsourcing of SAR duties is being evaluated. This is needed, as the current obligation is weighing heavily on the 40sq fleet. The Sea King will remain in service, as the NH90 is taking longer to get ready on the desired equipment level with the side note that the NH90 is far too expensive to be used for SAR and hampers future task fulfilling on board Frigates. The Netherlands are taken as example here where, just like Belgium, SAR was a dedicated military task and where Belgium struggles with the transfer from prime duty, The Netherlands have made this step a few years ago and are pleased with the outcome. Noordzee Helikopers Vlaanderen has expressed to be fully ready and capable to assist the Belgian MoD in their request.

## Austria

### Österreichische Luftstreitkräfte (AF)

LOXL = Linz-Hörsching

#### C-130K

8X-CZ                    std LOXL                    ex RAF XV295                    **4261** dec15

In a surprising move, the Österreichische Luftstreitkräfte bought a former Royal Air Force C-130K Hercules as a spares source. On 10 December 2015, former XV295 was ferried from St.Athan to Linz-Hörsching.

## Croatia

### Policija (PO)

The new AW139 for the Police, that was ordered in February 2015, was noted flying in Italy. This will be the first AW139 in Croatia and replaces an older helicopter following a competitive tender issued by the Croatian Ministry of Interior. The helicopter will be operated mainly in border control operations, including maritime tasks. The configuration includes a high definition latest generation FLIR turret, HD video link system, searchlight, rescue hoist and a cabin mission console. The contract includes a significant training package, including the licensing of six pilots and thirteen technicians.

The project is co-financed with EU Internal Security Funds 2014/2020.

#### AW139

...                    Policija                    o/o                    **31715** dec15

## Bulgaria

### Bulgarski Voenno-Vuzdushni Sili (AF)

On 18 December 2015, the Bulgarian Air Force finally retired its last four MiG-21s with a formation flight of three of the four remaining aircraft. Involved in the ceremony were MiG-21bis 114 (**75094114**) and 243 (**75094243**) and the sole MiG-21UM with serial 28 (**516999375**). Following their last flight, the type remained on QRA until 31 December 2015 and after that they will be kept in reserve and maintained so that they can be returned into service should the need arise. Earlier, in December 2012, the Fishbeds were also grounded but in an unsuspected move, four aircraft comprising of the three mentioned above and MiG-21bis 358 (**75094358**) were resurected in February 2014 following a change in Bulgarian aviation regulations allowing the BVVS to fly more hours on the aircraft.

On 18 February 2014 MiG-21UM 28 was the first aircraft to resume flying, piloted by Major Pavel Dzurov, who was also flying MiG-21bis 114 on its recent ultimate flight. These were followed on 1 April 2014 by MiG-21bis 114 and 358. During their twenty months of extra service, the Fishbeds participated in several exercises and stood QRA alert at Graf Ignatievo. However, the Fishbeds were grounded for several months in early 2015. The final three single seaters were of the MiG-21bis (SAU) Fishbed-N variant, thirty factory fresh of which were delivered as late as 1983/1984. These were followed in 1985 by six additional Fishbed-Ns coming from Soviet AF stocks and 36 MiG-21bis (LASUR) Fishbed-L in 1990. 27 new MiG-21UMs (serials 07-33) were delivered between 1974 and 1982 followed by six former Soviet Air Force aircraft (serials 34-39). MiG-21UM. In addition the BVVS operated numerous other older MiG-21 variants. After 52 years



The Garda Air Support Unit (GASU) also operates this EC135T1 since December 2002. Eric van Rossum captured this helicopter at Baldonnell on 10 December 2015.





Founded in 1997, the youngest unit within the Irish Forces is the Garda Air Support Unit (GASU). Although officially a Garda (civil police) unit and not an IAC unit, the fixed wing aircraft are flown by Air Corps personnel. The BN-2T-4S, 254, is used for border-patrol and other Garda missions and all operate out of Baldonnel. (9 December 2015, Eric van Rossum)



Following the experiences with the French Air Force, the EC725 Caracal has found export deals towards Brasil and Poland. Among the first French is 2626/SD, an EC725R2 of EH01.067 "Pyrénées" operating out of Cazaux.



Newly built Tiger HAD 6015/BJO, still with test registration F-ZKBE behind the window, for the French Army is seen here during a test flight late November 2015.





Taktisches Luftwaffengeschwader 73, better known as TLG73, has decorated Eurofighter 30+47 with a special tail for ten years EF2000. (Manchester, 11 December 2015, Dietman Fenners)

after its induction it is truly the end of an era!

On 27 January 2010, Mi-24V performed the last flight of a Mi-24 in Bulgarian service. In early 2013 the BVVS issued a tender for the overhaul of six Mi-24Vs allowing them to fly for another 1,000 hours or ten years of service. The overhauled helicopters should re-enter service between 2013 and 2016 and remain in service until 2020-2024. After this it became awfully quiet and few people believed that it would really happen. However, on 18 November 2015 the unthinkable happened when Mi-24V 142 (150724) emerged freshly painted from the TEREM facility at Vrazhdebna. An article in a Bulgarian aviation magazine is reporting that the helicopter could remain in service for seven years. However, it seems that 142 will be the only helicopter to be overhauled, as there is no money to overhaul the remaining Mi-24Vs. According to the article the purpose of the overhaul of the helicopter is to retain the tradition and experience of combat helicopters in the Bulgarian Air Force.

## Czech Republic

### vzdušných sil (AF)

The Czech MoD has opened a tender for twelve multi-purpose helicopters to replace the fleet of Mi-24/Mi-35s currently in service. Offered for the Czech requirement are the AgustaWestland AW139M and Bell Helicopters with the UH-1Y. However, additional offers are expected from Sikorsky, offering the UH-60M or the S70i manufactured by PZL Mielec and Airbus Helicopters offering the H225M Caracal. In addition, the Czech MoD would like to purchase two medium size transport aircraft in order to enhance the country's airlift capability.

## Finland

### Ilmavoimat (AF)

On 16 December 2015 the Finnish ministry of defence notified the governments of France, Sweden, the UK and the USA of its intention to seek bids for its fighter replacement programme. Requests for Information (RFI) will be issued by March 2016, which will include the Eurofighter Typhoon, Dassault Rafale, Saab Gripen, Boeing F-18 Hornet, Lockheed Martin F-35 Lightning II and F-16 Fighting Falcon. The replies to the RFI are to be submitted by the end of October 2016, with the contest to be launched in "spring" 2018, followed by a selection in 2021.

## F-18C

HN-449                      HävLLv 31                      ex HävLLv 21                      1478/FNC049                      oct15

## Germany

### Luftwaffe (AF)

Sad news for the German Air Force, as they announced that LTG61 base Landsberg (C-160D) will close down its operations by the end of 2017. The unit will close down one year later. Wunstorf will become the sole A400M operator base.

LTG63 at Hohn will fly a bit longer than LTG61. The German Air Force announced that flight operations of the Transall at LTG63 will continue until 2021, which is three years longer than planned. All remaining Transalls will be concentrated at Hohn until 2021 and the base will finally shut down in 2022.

Airbus Helicopters is currently in the process of putting the last four of forty CH-53s to CH-53GA standard. The remaining 26 helicopters will stay in CH-53G/GS configuration. With this upgrade it was expected that the CH-53GA variant would remain in service till at least 2030 or later. However with the upgrade programme set to conclude in 2016, the German Air Force has now decided to replace the fleet with an entirely new type from 2020 to 2025. As such, the German Air Force has begun the process of selecting a new medium/heavy-lift helicopter.

The German Ministry of Defence announced that they will start with reconnaissance missions in Syria in support of the US lead bombing operation against IS. In this case, six German Air Force Tornado ECR's of TLG51 at Schleswig-Jagel deployed to Incirlik Air Base in Turkey on 8 December 2015.

LEZL = Sevilla, Spain

ETSI = Ingolstadt-Manching

ETNN = Nörvenich

EDPR = Donauwörth

## A400M

54+02	LTG62	ex LEZL	029	dec15
54+03	LTG62	ex LEZL	030	dec15

The second A400M, serialled 54+03 was handed over to the German Air Force in the second week of December 2015. In last week of December, a third A400M is expected at LTG62 in Wunstorf. The German Air Force ordered a total of 53 A400Ms.

## C-160D

50+64	LTG61	ex LTG63	D101	dec15
50+67	LTG61	ex LTG63	D104	dec15

**EF2000**

30+58	TLG73	ex TLG74	<b>GS042</b>	dec15
30+75	TLG74	ex TLG31	<b>GS056</b>	dec15
31+31	TLG31	f/n 27nov15	<b>GS091</b>	nov15
31+35	TLG31	nmks	<b>GS095</b>	dec15
31+36	ETSI	f/n 18dec15	<b>GS096</b>	dec15
31+38	ETSI	f/n 12dec15	<b>GS098</b>	dec15

**EF2000(T)**

30+01	TLG73	ex TLG31	<b>007/GT001</b>	dec15
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**Heeresflieger (AR)****H145M**

76+04	HSG64	ex EDPR	<b>20051</b>	dec15
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Airbus Helicopters delivered the first two of fifteen ordered lightweight military multi-role H145M Helicopters to the German Army. The Helicopters will be used by the Kommando Spezialkräfte (KSK) and will be based at Laupheim. The H145M can be used for a wide range of military operations including utility, reconnaissance, search and rescue, armed scout and medical evacuations. The German Army H145M LUH SOF is equipped with a fast roping system, cargo hooks, hoists, a door gun, ballistic protection, electronic countermeasures system and is night vision capable.

EDPR = Donauwörth

**NH90-TTH**

78+19	HFWS	ex EDPR	<b>1099/TGEA19</b>	oct15
78+33	o/o EDPR	f/n 24nov15		nov15

**Italy****Aeronautica Militare (AF)**

On 21 December 2015, Tecnam announced that it had been selected to provide an Integrated Training System (ITS), including three Tecnam P2006Ts to the Aeronautica Militare. This decision follows an extensive two-year procurement evaluation programme and consists of Tecnam providing not only three P2006T Twin aircraft but also a flight simulator, training for pilots and technicians and maintenance/assistance for a contract period of three years and 3,600 hours in total. The three P2006Ts will fly with military identification marks, once the validation and certification has been achieved.

**F-35A**

MM7332/32-01	32° Stormo	ex FACO Cameri	<b>AL-1</b>	dec15
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On 3 December 2015, the Aeronautica Militare took formal delivery of its first F-35A. The handover took place at Cameri

(NO), where Italy's Joint Strike Fighters are being assembled. F-35A MM7332 (FMS serial 12-5062) is expected to fly across the Atlantic to Luke Air Force Base (AZ) in February 2016, thus marking the first trans-Atlantic F-35 flight. At Luke Air Force Base, Italian pilots will train it under US supervision and are already in training at Luke. In November 2015, two Italian pilots completed initial F-35 training there, making the first F-35 flights under the control of Italian pilots.

**G550 CAEW**

MM62293/14-11	on order	ex N849GA	<b>5429</b>
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**TF-2000A**

MM55092/36-62	936° GEA	ex 4-25/904° GEA	<b>005/IT001</b>	sep15
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**Polizia dello Stato (PO)****A109A**

PS-45	10° RV Venezia	correction f/n date	<b>7161</b>	apr14
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**Guardia di Finanza (PO)****AW109N**

MM81705/GF-316	SA Napoli	c/n update	<b>22537</b>
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**Marina Militare Italiana (NY)**

LIMN = Cameri (NO)

**F-35B**

...	f/n LIMN	on order	<b>BL-01</b>	aug15
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In August 2015, BAE Systems has completed the construction of the first F-35B aft fuselage for the Marina Militare Italiana. The manufacturing of the aft fuselage, designated as **BL-01**, was carried out by its Military Air and Information site at Samesbury, Lancashire. After the completion, it was transported to the final assembly and check out (FACO) facility at Cameri. **BL-01** is part of LRIP-9 and will be delivered in 2017.

**Malta****Air Wing (AF)**

Luqa = LMML

**BN-2B-26**

AS9516	std LMML	ex Air Wing	<b>2159</b>	sep15
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**Bulldog T1**

AS0021	wfu LMML	ex Air Wing	<b>345</b>	sep15
AS0022	wfu LMML	ex Air Wing	<b>358</b>	sep15
AS0023	wfu LMML	ex Air Wing	<b>363</b>	sep15

According to the Air Wing crew spoken with at the recent Malta Airshow, the Bulldogs are not active any more and the three remaining operational examples are withdrawn from use and stored at Luqa.



Two Royal Navy Merlin HC3 visited Amsterdam-Schiphol for a night stop 3 November 2015 while heading for Gdansk, Poland. Ben Uffen pictured ZJ121/E which was parked next to ZJ128.



## NATO

### NAEW&CF (AF)

It appears that the first steps for possible E-3A replacement have been poured in concrete. As the first of five NATO RQ-4B Global Hawk Unmanned Aerial Vehicles (UAVs) conducted a successful first flight in California on 19 December 2015. From Palmdale (CA), the NATO Alliance Ground Surveillance (AGS) UAV aircraft successfully soared to the sky before landing at Edwards Air Force Base 2.5 hours later.

#### Highlights for the NATO AGS:

- \* The AGS system consists of air, ground, mission operations and support elements, performing all-weather, persistent wide-area terrestrial and maritime surveillance in near real-time.
- \* The AGS will be able to contribute to a range of missions, such as protection of ground troops and civilian populations, border control and maritime safety, the fight against terrorism, crisis management and humanitarian assistance in natural disasters.
- \* The AGS system also includes European-sourced ground assets that will provide in-theatre support to commanders of deployed forces.
- \* The AGS system is being acquired by its fifteen Allies and will be made available to the Alliance in the 2017-2018 timeframe.

The AGS system is being acquired by its fifteen allies (Bulgaria, Czech Republic, Denmark, Estonia, Germany, Italy, Latvia, Lithuania, Luxembourg, Norway, Poland, Romania, Slovakia, Slovenia and the United States), and will be made available to the Alliance in the 2017-2018 timeframe. All Allies will contribute to the development of the AGS capability through financial contributions covering the establishment of the AGS main operating base, as well as to communications and life-cycle support of the AGS fleet. Some Allies will replace part of their financial contribution through 'contributions in

kind' (national surveillance systems that will be made available to NATO).

The NATO-owned and -operated AGS core capability will enable the Alliance to perform persistent surveillance over wide areas from high-altitude long-endurance (HALE) aircraft, operating at considerable stand-off distances and in any weather or light condition. Using advanced radar sensors, these systems will continuously detect and track moving objects throughout observed areas and will provide radar imagery of areas of interest and stationary objects.

The main operating base for AGS will be located at NAS Sigonella (Italy), which will serve a dual purpose as a NATO Joint Intelligence, Surveillance and Reconnaissance (JISR) deployment base and data exploitation and training centre.

Just as NATO Airborne Early Warning & Control (NAEW&C) aircraft monitor Alliance airspace, AGS will be able to observe what is happening on the earth's surface, providing situational awareness before, during and, if needed, after NATO operations. AGS responds to one of the major capability commitments of the Lisbon Summit.

KPMD = Palmdale (CA)

#### RQ-4B

NA-1001	o/o	f/n dec15	NA-1
NA-1002	o/o		NA-2
NA-1003	o/o		NA-3
NA-1004	o/o		NA-4
NA-1005	o/o		NA-5

## Norway

### Norske Luftforsvaret (AF)

The *Wolverhampton Aviation Group* (through their website UK serials) showed us the Norwegian AgustaWestland AW101 Mk612 constructor's number and test registration allocation for the sixteen helicopters on order. The test registrations allocated are ZZ100 to ZZ115. Deliveries to Norway will start in 2017 and continue through to 2020. All helicopters will be assembled at AgustaWestland's facility at Yeovil (UK).



The final flight of Sea King HAR3 ZH541 was captured by Tom Svendsen at Kjeller Airport on 9 December 2015 as this helicopter was on its way from the UK to Norway. This helicopter will be used for spares.

ENKJ = Kjeller

### Sea King HAR3A

ZH541 ENKJ ex RAF **WA1007** dec15  
The third Sea King HAR3A was delivered on 9 December 2015 to Kjeller after a non-stop flight from RAF Boulmer (UK).

## Russia

### Voyenno Vozdushnyye Sily (AF)

As could be expected, Russia has deployed Mi-35Ms to the conflict in Syria. It is reported that at least some helicopters now also fly from, next to the Hamameen/Bassel Al-Assad air base south of Latakia, the new paved helipads in the mountains between Latakia and Al-Assad airbase, from Al-Sha'ayrat/T4/Tiyas air base (85km east of Homs) and Khalkhalah air base (60km south of Damascus).

The 22 IAP at Tsentralnaya Uglovaya has received its first three MiG-31BMs (coded 94-96 blue). The three Foxhounds were delivered by the Nizhniy Novgorod 'Sokol' aircraft plant in November 2015. One squadron of the regiment will exchange its current legacy MiG-31B/BS with the upgraded MiG-31BM in 2016. The other squadron is expected to transfer from the Su-27SM/Su-30M2 to the Su-35/Su-30M2.

Halfway December 2015, the first four new MiG-29SMT(P) (type 9-19P) were delivered to the training regiment at Astrakhan. Of two aircraft (coded 20 and 21 blue) photos were published, both wearing the standard Soviet MiG-29 grey/green camouflage. The contract to deliver sixteen new MiG-29SMT(P)s for the Russian air force was signed in April 2014, with eight aircraft planned to be delivered in 2015. At Nizhniy Novgorod the first new MiG-29UB(P), (type 9-53P), code 50 blue was seen test flying. This is part of the order for four MiG-29UB(P)s that complements the order of the sixteen single seat Fulcrums. Also the MiG-29UBP was reported as being delivered to Astrakhan.

### Aviatsiya Voyenno-Morskoye Flota (NY)

The new aircraft carrier training simulator "NITKA" at Yeysk (Krasnodar region) seems about ready. A video was released of the MiG-29K prototype (coded 941) taking off from the NITKA ski-jump deck as part of the acceptance tests. Before the Crimea was taken over from Ukraine, Russia had no NITKA and was forced to rent it from Ukraine, but now holds two such training complexes.

## Poland

In Scramble 433 (Page 67) we reported the selection of the Airbus Helicopters H225M Caracal for the Polish medium-lift utility helicopter requirement. Since the helicopter was selected, the deal is in trouble as PZL Swidnik, offering the AW149, and PZL Mielec, offering the Sikorsky S70i Blackhawk, is preparing a lawsuit as they believe the deal is unlawful. However, since the Caracal was selected, a new government was elected in Poland and the new minister of defence has expressed his displeasure regarding the offset package that was part of the yet to be signed contract. The new government has openly suggested to reopen the tender or even bring down the number of Caracals in favour of an additional number of Blackhawks and AW149s. To be continued.

### Sily Powietrzne (AF)

Two additional Su-22s have emerged from the WZL-2 paint shop at Bydgoszcz. This time they were Su-22M-4 8101 (**38101**) and Su-22UM-3K 509 (**17532366509**). Both aircraft were identified from pictures that appeared in November 2015.

### Lotnictwa Marynarki Wojennej (NY)

The Polish Navy is in the process of upgrading a part of its fleet of M28 Bryza aircraft. The first upgraded aircraft, that was delivered on 13 December 2015 is M28B-1R 1017 sporting the World War II colour scheme worn by a Vickers Wellington bomber of the "Silesian" 304th Bomber Squadron in the

Battle of the Atlantic which was applied in 2003. The upgrade includes the replacement of its old engines with new PZL-10S engines with five-bladed Hartzell propellers, a new ARS-800 radar, new TACAN navigation system and a central refueling point. According to an article in the Polish press, also M28B-1Rs 1008 and 1022 are due to be modernised while also the two An-28Es, serials 0404 and 0405 and two M28B-1TDs assigned to the 43rd BLotM, serials 1117 and 1118, will be fitted with the new engines.

## Spain

### Ejército del Aire (AF)

#### EF2000(T)

CE.16-12/14-71 Ala 14 ex CE.16-10000/- **ST012** nov15

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

#### NH90-TTH

HT.29-04/ET-804 d/d 04dec15 ex Airbus Helicopters **1276** dec15

## Sweden

### Flygvapnet (AF)

#### JAS39D

39822/822 F21 ex Saab Aircraft **39-822** oct15

## United Kingdom

### Royal Air Force (AF)

At RAF Cranwell, 6 Flying Training School (6FTS) was re-activated on 7 September 2015. This organization took over responsibility over the University Air Squadrons (UAS) and Air Experience Flights (AEF) of 3FTS. This is done in preparation of the Military Flying Training System (MFTS) when the Tutor will be replaced under a commercial contract as elementary training aircraft in 2019. It seems that the UAS and AEF will continue to use the Tutor beyond this date, under control of 6FTS.

The structure of both 3FTS and 6FTS look like this at this moment, all mentioned units use Tutor T1 aircraft:

3 Flying Training School (3FTS)	RAF Cranwell
- 16(R)sq	RAF Wittering
- 45(R)sq/D Flt	RAF Cranwell
- 57(R)sq	RAF Cranwell
- 115(R)sq	RAF Wittering
- 674sq	RAF Cranwell
- 703NAS	RAF Cranwell
- Multi Engine Lead-In Flt	RAF Cranwell
6 Flying Training School (6FTS)	RAF Cranwell
- 1AEF	MoD St.Athan
- 2AEF	QinetiQ Boscombe Down
- 3AEF	RAF Colerne
- 4AEF	Glasgow
- 5AEF	RAF Wittering
- 6AEF	RAF Benson
- 7AEF	RAF Cranwell
- 8AEF	RAF Cosford
- 10AEF	RAF Woodvale
- 11AEF	RAF Leeming
- 12AEF	Waterloo Barracks, Leuchars
- Birmingham UAS	RAF Cosford
- Bristol UAS	RAF Colerne
- Cambridge UAS	RAF Wittering
- East Lowlands UAS	Waterloo Barracks, Leuchars
- East Midlands UAS	RAF Cranwell
- East of Scotland UAS	Waterloo Barracks, Leuchars
- Glasgow & Strathclyde UAS	Glasgow
- Liverpool UAS	RAF Woodvale
- London UAS	RAF Wittering
- Manchester & Salford UAS	RAF Woodvale
- Northumbrian UAS	RAF Leeming
- Oxford UAS	RAF Benson





RAF Hawk XX350/D (pictured here), XX158, XX287 and XX236 visited the French mainland on their way back from a training session at Solenzara (Corsica) mid-November 2015 on their way back to RAF Valley.

- Southampton UAS      QinetiQ Boscombe Down
- Wales UAS              MoD St.Athan
- Yorkshire UAS        RAF Linton-on-Ouse
- UAS Standards Flt    RAF Cranwell

**Note 1:** East of Scotland UAS = Aberdeen, Dundee & St.Andrews UAS.

**Note 2:** On 28 September 2015, RAF Leuchars was officially renamed Waterloo Barracks, Leuchars.

While runway construction work at RAF Waddington continues, the flying units are temporary using RAF Coningsby (8sq and 54(R)sq), RAF Mildenhall (51sq) and RAF Cranwell (5(AC)sq and 14sq). Since end-October 2015, 14sq is also using RAF Leeming. It is unclear if they will completely leave RAF Cranwell or if operations will be split between the two RAF stations.

The fourteenth and final Chinook HC6 on order by the Royal Air Force (RAF) was delivered to RAF Odiham on 16 December 2015. Similar to the other thirteen, this Chinook arrived via sea freight at the Liverpool docks and flew out to RAF Odiham after re-assembly. With this delivery, the RAF Chinook fleet counts no less than sixty helicopters: 38 Chinook HC4 helicopters, eight Chinook HC5 helicopters and fourteen Chinook HC6 helicopters. It should be noted that while these words are being written, all eight Chinook HC5 helicopters are undergoing conversion from HC3 to HC5 status at Fleetlands.

- EGDC = Chivenor              EGVP = Middle Wallop
- EGDX = St.Athan              EGXC = Coningsby
- EGDY = Yeovilton            EGXE = Leeming
- EGOS = Shawbury            EGYM = Marham
- EGVO = Odiham

- 33/230sq    33sq + 230sq at RAF Benson
- ADSU      Apache Depth Support Unit at Wattisham
- Airbus Heli. Airbus Helicopters UK at Kidlington
- CMU        Combined Maintenance & Upgrade Programme at RAF Marham
- Gosport    Defence School of Marine Engineering at Gosport/HMS Sultan
- MDMF      Merlin Depth Maintenance Facility at Culdrose
- MFSU      Merlin Fleet Support Unit at Culdrose
- MPSU      Multi-Platform Support Unit at Middle Wallop
- P2MF       Puma HC2 Maintenance Facility at RAF Benson
- TASF(N)    Tornado Aircraft Support Flight (North) at RAF Lossiemouth
- TMU        Typhoon Maintenance Unit at RAF Coningsby
- Vector Aerosp. Vector Aerospace Ltd at Fleetlands
- WCM        Wildcat Contract Maintenance at RNAS Yeovilton

WMF      Wildcat Maintenance Facility at RNAS Yeovilton  
Westland    AgustaWestland Ltd at Yeovil

**AW109SP**

G-ZIOO              for 32(TR)sq as GZ100, del 27nov15      **22347**

This helicopter was delivered to RAF Northolt and will be taken on charge by 32(TR)sq in the near future.

**Chinook HC4**

ZA677/(AF)	EGVO Wing	corr not 28(R)sq	<b>M7012</b>	oct15
ZA680/AH	EGVO Wing	ex Vector Aerosp.	<b>M7024</b>	nov15
ZA705/AN	EGVO Wing	ex Vector Aerosp.	<b>M7030</b>	nov15
ZA714/AV	28(R)sq	ex EGVO Wing/AV	<b>M7005</b>	oct15
ZH891/HF	EGVO Wing	ex Vector Aerosp.	<b>M4454</b>	oct15
ZH892/HG	EGVO Wing	ex Vector Aerosp.	<b>M4455</b>	nov15

**Chinook HC6**

ZK563	EGVO Wing	ex N714UK	<b>M7714</b>	dec15
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**Hercules C1**

XV295	to Austria as 8X-CZ, ex std EGDG	<b>4261</b>	dec15
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**Hercules C3A**

XV214	to C-FNUM	ex std EGDG	<b>4241</b>	nov15
XV303	to C-FNUL	ex std EGDG	<b>4271</b>	nov15

On 22 November 2015, XV303 left for St.John (Canada), it was followed by XV214 on 9 December 2015. Both will be refurbished by IMP Aerospace at Halifax (Canada) and are expected to be delivered to Mexico upon completion.

**Puma HC2**

XW212	33/230sq	ex P2MF	<b>1111</b>	nov15
XW213	see note	ex 33/230sq	<b>1116</b>	nov15
XW220	33/230sq	ex P2MF	<b>1148</b>	nov15
XW224	QinetiQ/ETPS	ex P2MF	<b>1166</b>	nov15
XW232	Airbus Helicopters, ex 33/230sq		<b>1199</b>	nov15
XW235	see note	ex 33/230sq	<b>1212</b>	nov15
ZA936	33/230sq	ex P2MF	<b>1640</b>	nov15
ZJ955	P2MF	ex 33/230sq/P	<b>1363</b>	nov15

ELAS reports Puma XW213 being in use with Airbus Helicopters for trials. The location where these trials are taking place is unknown. Concerning XW232, this helicopter transferred from QinetiQ to 33/230sq in October 2015, but it left these squadrons again on 6 November 2015 when it transferred to Airbus Helicopters at Kidlington. Also XW235 transferred to Airbus Helicopters. Possibly it did not physically leave RAF Benson, but confirmation is required.

**Sea King HAR3A**

ZH541	to Norway	for spares only	<b>WA1007</b>	dec15
ZH542	to Belgium	for spares only	<b>WA1008</b>	nov15

ZH544	std Gosport	ex EGDC	<b>WA1010</b>	nov15
<b>Tornado GR4</b>				
ZA447/019	15(R)sq	ex CMU	<b>235</b>	dec15
ZA449	CMU	ex 9(B)sq/020	<b>240</b>	nov15
ZA463	CMU	ex 15(R)sq/028	<b>273</b>	nov15
ZA472	CMU	ex 15(R)sq/031	<b>295</b>	oct15
ZA473/032	15(R)sq	ex 31sq/032	<b>298</b>	nov15
ZA542/035	31sq	ex CMU	<b>050</b>	nov15
ZA543	CMU	corr not EGYM Wing/036	<b>052</b>	oct15
ZA551	std EGXE	ex 9(B)sq/043	<b>067</b>	oct15
ZA554/046	12(B)sq	ex 9(B)sq/046	<b>071</b>	nov15
ZA559/049	EGYM Wing	ex see note	<b>081</b>	dec15
ZA592/059	12(B)sq	ex std CMU	<b>105</b>	nov15
ZA609/072	9(B)sq	unit confirmed	<b>143</b>	nov15
ZA611/073	EGYM Wing	ex TASF(N)	<b>148</b>	nov15
ZA612	TAFS(N)	ex 15(R)sq/074	<b>150</b>	dec15
ZD744/092	CMU	ex TASF(N)	<b>371</b>	nov15
ZD745/093	EGYM Wing	ex TASF(N)	<b>373</b>	nov15
ZG791/137	31sq	ex 12(B)sq/137	<b>913</b>	nov15
ZD792/100	9(B)sq	ex TASF(N)	<b>402</b>	nov15

It is not clear to us when ZA472 went to the Combined Maintenance & Upgrade Programme (CMU) at RAF Marham, it was last reported active with 15(R)sq in July 2015 and confirmed with CMU by October 2015. After maintenance with CMU, ZA559 flew out to RAF Lossiemouth on 5 November 2015 where it was prepared for deployment by TASF(N). On 3 December 2015, it deployed to RAF Akrotiri (Cyprus) for Operation Shader duties.

#### Tornado GR4A

ZG707/119	12(B)sq	ex 9(B)sq/119	<b>814</b>	nov15
ZG729	std EGXE	ex 9(B)sq/127	<b>836</b>	nov15

Just prior to being retired, ZG729 transferred from 31sq to 9(B)sq.

#### Typhoon T3

ZJ803/BA	3(F)sq	ex TMU	<b>BT004</b>	nov15
ZJ804/BM	29(R)sq	ex TMU	<b>BT005</b>	nov15
ZJ807/BF	29(R)sq	ex TMU	<b>BT008</b>	nov15
ZJ808/BP	29(R)sq	ex XI(F)sq/DW	<b>BT009</b>	nov15
ZK379	TMU	ex 29(R)sq/BB	<b>BT024</b>	nov15

#### Typhoon FGR4

ZJ914	TMU	ex 41(TES)sq/EB-G	<b>BS005</b>	nov15
ZJ916/QO-S	XI(F)sq	ex 3(F)sq/QO-S	<b>BS007</b>	nov15
ZJ917	TMU	ex 29(R)sq/BV	<b>BS008</b>	nov15
ZJ920/QO-A	XI(F)sq	ex 3(F)sq/QO-A	<b>BS011</b>	nov15
ZJ923	XI(F)sq	ex TMU	<b>BS014</b>	nov15

ZJ924/DD	XI(F)sq	ex 3(F)sq/DD	<b>BS015</b>	nov15
ZJ925/DXI	3(F)sq	ex XI(F)sq/DXI	<b>BS016</b>	nov15
ZJ927/BO	XI(F)sq	ex TMU	<b>BS018</b>	nov15
ZJ928/DS	3(F)sq	ex XI(F)sq/DS	<b>BS019</b>	nov15
ZJ929/DL	XI(F)sq	ex 3(F)sq/DL	<b>BS020</b>	nov15
ZJ931/DA	3(F)sq	ex XI(F)sq/DA	<b>BS022</b>	nov15
ZJ935/DJ	XI(F)sq	ex 3(F)sq/DJ	<b>BS026</b>	nov15
ZJ939	TMU	ex 3(F)sq/QO-R	<b>BS032</b>	nov15
ZJ942/DH	XI(F)sq	ex 3(F)sq/DH	<b>BS035</b>	nov15
ZJ947/EB-B	41(TES)sq	ex TMU	<b>BS040</b>	nov15
ZJ949/H	3(F)sq	ex XI(F)sq/H	<b>BS045</b>	nov15
ZJ950/C	3(F)sq	ex XI(F)sq/C	<b>BS047</b>	nov15
ZK301/D	3(F)sq	ex XI(F)sq/D	<b>BS053</b>	nov15
ZK304/FM	3(F)sq	ex 29(R)sq/FM	<b>BS055</b>	nov15
ZK318/ET	3(F)sq	ex TMU	<b>BS079</b>	nov15
ZK323/C	II(AC)sq	ex coded DN	<b>BS084</b>	nov15
ZK340	TMU	ex 1(F)sq/FI	<b>BS101</b>	nov15
ZK341	TMU	ex II(AC)sq/FJ	<b>BS102</b>	nov15
ZK351/BU	29(R)sq	ex i/a EGXC	<b>BS112</b>	nov15
ZK353	i/a EGXC	ex 29(R)sq/BQ	<b>BS114</b>	nov15
ZK354	3(F)sq	ex 29(R)sq	<b>BS115</b>	nov15

#### Voyager KC3

ZZ332	10/101sq	ex 1312Flt	<b>1275</b>	nov15
ZZ334	1312Flt	ex 10/101sq	<b>1033</b>	nov15

#### Army Air Corps (AR)

Since some time the Army Air Corps (AAC) has allocated their Apache helicopters again to individual squadrons. For several years they were only allocated to either 3Regt or 4Regt based on their operational requirements. According to a statement of the AAC, ownership of the individual helicopters will help to increase serviceability numbers by the operational squadrons. This new policy does mean the end of the Wattisham Pool (3/4Regt), although several Apaches are still allocated to this joint pool. From this month onwards we will attempt to reflect the squadron allocations, but since no external unit markings are carried, this will be a difficult task!

#### Apache AH1

ZJ190	664sq	ex 3/4Regt	<b>WAH25</b>	nov15
ZJ213	ADSU	ex 673(AHTU)sq	<b>WAH47</b>	nov15
ZJ216	673(AHTU)sq	ex ADSU	<b>WAH50</b>	nov15
ZJ223	653sq	ex 4Regt	<b>WAH67</b>	nov15
ZJ225	3/4Regt	ex ADSU	<b>WAH59</b>	nov15
ZJ227	3/4Regt	ex 4Regt	<b>WAH61</b>	nov15
ZJ229	3/4Regt	ex 3Regt	<b>WAH63</b>	nov15



Tuesday 24 November 2015 at 12:13hrs, Sea King HAR3A ZH542 (c/n WA1008) from RAF 22sq/A-Flt, touched down at Koksijde for the very last time. It took off from Royal Marines Base Chivenor in the UK for its final flight to Belgium. (Koksijde, 24 November 2015, Wim Houquet)



## Gazelle AH1

XZ320	MPSU	ex 665sq	1613	nov15
XZ345	MPSU	ex 671sq/M	1705	nov15

## Islander AL1

ZG993	std EGVF	ex std EGOS	2202	nov15
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Intended to be put on display at the Museum of Army Flying.

## Lynx AH9A

ZG885	657sq	ex Vector Aerosp.	347	oct15
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## Wildcat AH1

ZZ383	1Regt	ex WCM	502	nov15
ZZ389	WMF	corr not std EGDY	487	oct15
ZZ391	WMF	ex 1Regt	489	nov15
ZZ393	WMF	ex 652sq	491	nov15
ZZ406	std EGDY	ex Westland	476	nov15
ZZ521	WCM	ex Westland	528	nov15

## Fleet Air Arm (NY)

Not yet reported by us, but also not really a surprise, the Ministry of Defence (MoD) has decided to decommission *HMS Ocean*, the sole Royal Navy helicopter carrier. This is planned to take place in 2018, when the role of this ship will be transferred to the new aircraft carriers.

## Lynx HMA8SRU

ZD260/313	815NAS	ex coded	305	nov15
ZD262	std MPSU	ex 815NAS/316	297	nov15
ZF563/312	815NAS	ex 815NAS/339	340	nov15

## Merlin HM2

ZH835	820NAS	ex Westland	RN15	nov15
ZH839	820NAS	ex 829NAS	RN19	oct15
ZH841	829NAS	ex QinetiQ	RN21	oct15
ZH862/(5)85	824NAS	ex MDMF	RN42	nov15

## Merlin HC3

ZJ124/H	845NAS	ex MDMF	50133	nov15
ZJ127	MFSU	ex 845NAS/L	50149	nov15
ZJ132	Westland	ex 846NAS/Q	50177	oct15

## Merlin HC3i

ZJ118/B	846NAS	ex Westland	50049	nov15
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## Sea King HC4

ZA312	std Colsterworth, ex std Gosport	WA916	nov15
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## Sea King HC4+

ZD476	std Colsterworth ex std Gosport	WA931	nov15
ZF118	i/a Plymouth ex std Gosport	WA964	dec15
ZF120	std Colsterworth ex std Gosport	WA967	nov15

The three Sea King HC4/HC4+ helicopters at Colsterworth have been sold to Witham Special Vehicle Services, which has stored them pending resale. The helicopter at Plymouth is now in use for instructions purposes by the School of Maritime Survival.

## Sea King HU5

XZ578	std Gosport	ex 771sq/(CU-8)30	WA846	nov15
ZA137	std Gosport	ex QinetiQ/(CU-8)20	WA898	nov15

Prestwick (Gannett) SAR Flt was the last operator of XZ578 prior to it being withdrawn from use.

## Wildcat MHA2

ZZ375	825NAS	ex Westland	494	nov15
ZZ379	Westland	ex std EGDY	498	nov15

## Ukraine

### Derzhavna Prykordonna Sluzhba Ukrainiyiny (GV)

The State Border Guard Service of Ukraine (DPSU) has received two additional Diamond DA42 and five DA40. The Border Guard already received three factory new DA42MPP Guardians directly from Diamond Aircraft Industries of which one crashed in 2012. The seven additional aircraft, built in 2004, 2009 and 2010, were previously used by the Kirovograd Flight Academy of the National Aviation University and were flown to the Border Guard in Odessa. The new aircraft will be used to strengthen the protection of sea and land borders.

## Africa

This month we are very pleased to announced that we have placed five new African Orbats online. Special thanks goes out to Erwin van Dijkman for his hard work. The next few months we hope to have more and more Orbats and also some new databases online. The Orbats that came online are Cameroon, Cape Verde, Comores, Lesotho and Mauritania. If you have any comments, additions, photos of aircraft or batches we can use, please send an email to [africa@scramble.nl](mailto:africa@scramble.nl)

## Algeria

### Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

URRR = Rostov-na-Donu, Russian Federation

#### Mi-171Sh

SM-55	o/h	at Lyubertsy-Panki	dec15
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This Mi-171 was noted on 11 December at the Mil facility at Lyubertsy-Panki, Moscow, Russia. Except its serial it was not wearing any other markings, like titles, roundels or flags. In the past this machine was noted in a brown and green colour scheme with a grey belly, now it was painted in an overall primer (light brown) looking colour.

#### Mi-28UB

...	o/o as 915	f/n URRR, photo	9015	dec15
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#### MiG-17

226	wfu	f/n DB, photo	1978
FR-53	wfu	f/n DB, photo	

### Al-Quwwat Al-Bahriyya Al-Djazairiya (NY)

#### Super Lynx Mk140

LC-32	o/o	f/n, photo	508	nov15
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The LC-32 was also still wearing serial ZK192.

## Angola

### Força Aérea Nacional de Angola (AF)

UIUU = Ulan-Ude, Russian Federation

#### Mi-171Sh

H-647	o/o	f/n UIUU, photo	nov15
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#### MiG-15UTI

C01	wfu	f/n DB, photo	1977
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### Polícia Nacional de Angola IPOI

#### AS350B3

PN-115	Policia	f/n DB, photo	dec15
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## Benin

### Force Armees Populaire du Benin (AF)

#### AW139

TY-ABC	Gvmt	w/o 26dec15	41347
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## Burkina Faso

### Force Aérienne de Burkina Faso (AF)

#### AW139

XT-MBG	Gvmt	f/n, ex I-EASY	31702
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## Côte d'Ivoire

### Force Aérienne de Côte d'Ivoire (AF)

DIAP = Abidjan/Port Bouet

#### AS365N-2

TU-VHW	ex GAT	std DIAP	6069	nov15
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The Dauphin was noted in November 2015; neglected, dusty, rotorless, with doors open and against the back wall in a military hangar at Abidjan airport. We assume it is no longer operational, but you never know in Africa.

## Egypt

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

In a statement released on 8 December, Russian Helicopters Chief Executive Officer (CEO) Alexander Mikheev said they



The fifth Rafale B for the Egyptian Air Force, with construction number DM05, is seen here in southern France during test flights from Bordeaux late November 2015.

accomplished an agreement with Egypt about providing the retooling and upgrading of the aircraft repair plant at Helwan. The Helwan Factory for Developed Industries (HFDI) will undertake comprehensive maintenance, repair and overhaul works on 41 Mi-8T and three Mi-17 helicopters of the Egyptian Air Force over the next two years. In addition, the company will train Egyptian Air Force aviation technicians and mechanics in the conduct of comprehensive repair and overhaul works on Mi-8T, Mi-17V-5 and Mi-17V-1 models at the Novosibirsk Aircraft Repair Plant in Russia. The Helwan facility, located south of Cairo, will be the second Russian Helicopters MRO center to be set up in Africa. The other one is Denel Aviation in South Africa.

EDVE = Braunschweig (Germany)

LEZL = Sevilla – San Pablo (Airbus Military), Spain

LFMI = Istres-le-Tubé, France

#### Beech 1900C-1

4802/SU-BLA 81sq o/h EDVE **UC-33** dec15

This Beech arrived on the 14 of December. The 4801/SU-BKV, which was first noted at Braunschweig on 16 June 2015, was also still here on 8 December 2015.

#### C295M

... o/o f/n LEZL **147** dec15  
1178/SU-BTA o/o f/n LEZL nov15

Some sources claims that the c/n **147** is the 1178/SU-BTA but we like this to see confirmed. If anybody has a photo of the 1178/SU-BTA please send it to us, so we can compare the colour scheme.

#### Mi-171

3288 ex 533 Brigade w/o 28nov15

#### MiG-21F-13

5843 wfu c/n update **1124**  
5590 wfu f/n, photo early 70s

#### MiG-21M

8330 f/n, photo early 70s

#### Rafale DM

... o/o f/n LFMI, photo **DM05** dec15  
... o/o f/n LFMI, photo **DM06** dec15

## Ethiopia

### Ye Ityopya Ayer Hayl (AF)

HADR = Dire Dawa

#### MiG-17F

1405 wfu f/n HADR, photo 1978  
1407 wfu f/n HADR, photo 1978

#### MiG-21bis

1072 wfu f/n DB, photo

#### MiG-21UM

1003 wfu f/n HADR, photo 1978

## Ghana

### Ghana Air Force (AF)

The Chief of Air Staff of the Ghana Air Force, Air vice Marshal Michael Samson-Oje, revealed to the press, during the 50th anniversary celebration of 4 Squadron at Accra at the beginning of December, that they are in the final stage of concluding the pre-delivery negotiations with the Brazilian aerospace company Embraer Defence, about the delivery of the A-29 Super Tucano. During the Paris Air Show in June 2015 both parties already confirmed the delivery of five of this aircraft, now it was confirmed that the order will be increased to nine. The new contract also covered the provision of logistical support and training from pilots and mechanics.

#### C295M

GHF552 o/o c/n update **146** dec15

## Kenya

### Kenya Police (PO)

#### AW139

... o/o as I-EASZ f/n photo **31717** dec15

The choice of the purchase of the AW139 helicopter for the National Police Service (NPS) of Kenya has raised many eyebrows among aviation and security experts. While the police urgently needed new aircraft for rapid response to emergencies, and to respond to Al-Shabaab terror attacks in high altitude regions like Nairobi, Rift Valley, Northern and Western Kenya, the AW139 is only ideal for low-altitude operations.



According to AgustaWestland the helicopter is limited to an altitude of 8.130 feet (2.478 metres) above sea level. On the wish list of the NPS was one troop carrier and four utility helicopters, but with purchase price of US\$15 million a peace there is probably not much budget any more for some other helicopters.

## Libya

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

#### L-39ZO

9441	act	at al-Watiya AB	<b>931441</b>	dec15
9443	act	at al-Watiya AB	<b>931443</b>	dec15

#### Mi-24P

619/03		serial update		nov15
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#### MiG-21bis

309	pres Tobruk	serial in arabic		dec15
404		c/n update	<b>75066404</b>	dec15

The 309 is going to be a monument somewhere in Tobruk.

The construction number of the 404 is now photoproof confirmed as **66404**. The 404 made an emergency landing on 12 November 2015 damaging the nose. The damage was most likely not significant, because the aircraft was noted flying again around the 25th of December.

#### MiG-21MF

18	spec c/s			dec15
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Several photos of a MiG-21MF, marked as 18, wearing a special colour schema can be found on the internet. Most likely this is the same aircraft that was marked as 18 and was a former Egyptian Air Force aircraft. Why the MiG-21 was given this special colour scheme is, for the moment, unknown to us, but it was noted operational again in this new outfit.

#### MiG-23MLD

26453/453	o/h	f/n, photo	<b>2960326453</b>	feb15
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Photos on the internet show this MiG-23 inside a shelter, while undergoing refurbishing. Looks like it will become operational soon.

#### Mirage F1AD

402	act	at al-Watiya AB		dec15
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Libya had bought sixteen Mirage F1AD fighter bombers from France but due to lack of spare parts, caused by the arms embargo against the country, the first aircraft were placed stored at al-Watiya airbase somewhere in the nineties. After Gaddafi donated a large shipment of spare parts to Iran, so they could maintain their, former Iraqi, Mirage F1s, the pool of available airframes was continuously dwindling. Late nineties and beginning of the 21st century, 1011 squadron was forced to stand down and the entire fleet was placed in storage. At the beginning of 2015 some photos were placed on Facebook showing a Mirage F1AD undergoing heavy maintenance. In December some new photos were found on the internet showing the Mirage F1AD 402 fully operational again. We do not know if the Libyan Air Force, i.e. Libyan National Army, i.e. General Haftar's Air Force (let's give it a name), now has re-established 1011 Squadron for this single aircraft.

#### Mirage F1ED

502	act	at al-Watiya AB		dec15
508	act	at al-Watiya AB		dec15

Like the Mirage F1AD model above, these two ED-models were also noted operational at al-Watiya airbase in December 2015. These two were the ones that defected to Malta at the beginning of the revolution in 2011. Seeing photos of the 502 was a little bit strange because this aircraft was reported as crashed on 12 April 2012 near Kasr El Hamrouniya Ben Gashir, killing the pilot, and damaged beyond repair. Maybe it was another aircraft that crashed that day or the information, which was given by unofficial sources, was incorrect.

#### Su-22UM-3K

16	act	f/n, at al-Watiya AB		dec15
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Another aircraft that became operational at al-Watiya airbase is the Su-22 two-seater. The serial 16, painted in colours of the flag (red, black and green), is only applied on the starboard (right) side of the aircraft. On starboard side they also painted a roundel on the nose, while the port side has a large flag. Its former serial is also partly readable, but unfortunately we can not be 100% sure. Most likely it is 108.

## Morocco

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

#### F-16C

08-8012	EdC 6	ex 445th FLTS	<b>MR-12</b>	dec15
08-8013	EdC 6	ex 445th FLTS	<b>MR-13</b>	dec15

On 13 December 2015, the last two F-16s of Morocco arrived at Ben Guerir. They have been operating with 445th FLTS at Edwards AFB, CA.

## South Sudan

### Sudan People's Liberation Army

#### Mi-24

SPAF-206		f/n		sep15
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This is the sixth Mi-24 that was noted in South Sudan.

## Sudan

### al Quwwat al Jawwiya as-Sudaniva (AF)

Various media reported in 2013 the delivery of a dozen, former Belarus Air Force, Su-24 attack planes to Sudan. However until now only four aircraft have been delivered, 101 till 104. Google Earth, and also some reliable sources, revealed that three aircraft, which were moved end 2014 from the open storage at the 558th Aircraft Repair Plant in Baranovichi, Belarus, to the plant's work area, will be delivered soon. On Google Earth satellite images from February and July 2015 a single Su-24 in a fresh desert camouflage is visible nearby the drive-through maintenance hangar of the 558th ARP.

HSNN = Nyala

HSSS = Khartoum

#### An-12BK

955/ST-AZN	reregistered	as 9955	<b>9346808</b>	
9955/ST-AZN	ex 955		<b>9346808</b>	nov15
9988/ST-KNT	ex RA-11904	f/n HSSS, photo	<b>6344504</b>	nov15

The 9988 was first noted at Rostov-na-Donu, Russian Federation, in September 2015 and only marked as ST-KNT. The operator at that time was Kush Air. In November 2015 it was photographed at Khartoum, still marked as ST-KNT, but also with 9988 on the tail.

#### An-26

7717		c/n update	<b>12606</b>	oct15
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#### II-76TD

1106	reregistered	as ST-AZZ <b>1023408265/82-07</b>	nov15
ST-AZZ	ex 1106	f/n HSSS <b>1023408265/82-07</b>	nov15

It seems that this Ilyushin is changing its identity at least twice a year. Since it joined the Sudanese Air Force in March 2011, it was registered as ST-AZZ at least four time and as 1106 at least three times.

#### Mi-8T

510	i/a	at Wadi Seidna, loc. update	dec15
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We reported this Mi-8 in Scramble 438 - Page 63 as "in derelict condition, possible at some technical school". Thanks to Thomas Thirt we can now give you also the location, Wadi Seidna just south of Wadi Sayyidna air force base. On this location, 15°46'58.68"N, 32°31'50.61"E, is also an F-6 and a Mi-1. On the other side of the main road, an F-5 and a SAFAT 01 or Joker J-300 are preserved. The F-5 is almost certainly the 710.

#### Mi-24

995		f/n HSNN		oct15
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996	f/n HSNN	oct15
<b>Mi-24P</b>		
966	f/n HSSS	oct15
<b>Su-24M</b>		
102	w/o dec15	

## Uganda

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

HUEN = Entebbe

<b>MiG-21bis</b>			
9811	std HUEN	<b>N75089811</b>	nov15
9818	std HUEN	<b>N75089818</b>	nov15

### Police Air Wing (PO)

<b>AW109SP GrandNew</b>			
5X-MAH	del. nov15	ex I-EASX	<b>22342</b> nov15

<b>W-3A</b>			
...	d/d nov15	ex SP-SIP	<b>371009</b> nov15

Both helicopters were handed over to the Uganda Police on 28 November 2015. The W-3A we reported before, see Scramble 436 - Page 79, but the AW109 was new. Unfortunately the serial of the W-3 was not readable on the YouTube video, so if somebody has the serial please let us know.

## Zambia

### Zambia Air Force (AF)

LILN = Varesa-Venegono (Italy)  
ZSCN = Nanchang-Jiang Xi (China)

<b>L-15</b>			
AF-001	d/d 28dec15	f/n ZSCN, photo	dec15

The first Hongdu L-15 Falcon jet trainer out of the order of six aircraft was handed over to the air force of Zambia at the Hongdu Aviation Industry facility in Nanchang on 28 December 2015. The L-15 is the export version of the Chinese JL-10, the YAK-130 or M-346 look-a-like.

<b>SF260TW</b>			
AF545	o/o	f/n LILN, as CSX55178	nov15

## Asia

### Afghanistan

#### Afghan Air Force (AF)

Further information to our last month's report on the transfer of four Mi-25/35 helicopters from India to Afghanistan emerged when photos emerged in the *Khaama Press* of three Mi-25/35 helicopters being airlifted to Kabul IAP somewhere

in third week of December 2015. The fourth helicopter was due for delivery in the fourth week of December. The helicopters were seen aboard an Indian Air Force Boeing C-17A transport aircraft. All photos were released by the office of National Security Advisor, but unfortunately no details in their exact identity could be seen.

<b>Mi-17V-5</b>			
762	f/n		oct15

## Bangladesh

### Bangladesh Biman Bahini (AF)

On 10 December 2015 the Bangladesh Air Force received five new Mi-171Sh helicopters. The order for these helicopters was signed in 2013. Rosoboronexport announced on 24 August 2015 that the air force had ordered another seven Mi-171 helicopters in April 2015 (six Mi-171Sh and one Mi-171E).

After the first delivery of six aircraft on 20 September 2015 to Zahurul Haqua Air Base, the Yak-130 was officially handed over to the air force on 6 December 2015. The sixteen aircraft will be operated by 21 squadron.

In Scramble 435 - Page 77 we reported that the two AW139s were supposed to be delivered before the end of 2015. Both choppers were indeed delivered in time and handed over to the air force on 6 December 2015. They are operated by 1sq.

In 2016 twelve new PT-6 trainers are expected to replace (part of) the existing fleet of the same type.

<b>FT-7</b>			
2430	dump	ex 5/35sq	

A photo reveals that 2430 has been involved in a landing accident and it now dumped at an air base in Bangladesh.

<b>L-410UVP-E20</b>			
3011/S3-AVA	103sq	new	<b>3011</b> apr15
3014/S3-AVB	103sq	new	<b>3014</b> may15
3015/S3-AVC	103sq	new	<b>3015</b> jun15

The three L-410s for Bangladesh have been delivered earlier this year and joined 103 squadron at Bashar AB.

<b>Mi-171Sh</b>			
465	UNO c/s	f/n	2015
469		d/d 10dec15	
508		f/n	dec15

<b>Yak-130</b>			
15102	21sq	d/d 20sep15	<b>130.12.02-0102</b> dec15
15103	21sq	f/f 28may15	<b>130.12.02-0103</b> dec15
15104	21sq	f/f 02jun15	<b>130.12.02-0104</b> dec15



According to local spotters, three more 501 Hikotai RF-4s will be repainted in this F-2 type blue scheme. These will be used to patrol the seas around the disputed islands and probably fly from Naha. For the moment, Hyakuri is the base where 47-6901 is operating from. (4 November 2015, Peter Heeneman)



15105	21sq	f/f	19jun15	<b>130.12.02-0105</b>	dec15
15106	21sq	f/n		<b>130.12.02-0106</b>	dec15
15107	Yak	f/n		<b>130.12.02-0107</b>	dec15
15109	Yak	f/n		<b>130.12.02-0109</b>	dec15

The c/n batch for the full order is **130.12.02-0101** to **0116**.

## China

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

#### H6K

20115	10th Div/28th Reg	f/n	photo
20211	10th Div/28th Reg	f/n	photo

#### II-76MD

27610	o/o	ex 76890	<b>0093498971</b>	photo
76891	o/o		<b>1023410327</b>	photo
76892	o/o		<b>1023410339</b>	

Having arrived at Zhukovsky (Russia) as 76890 in November 2014, the first aircraft started pre-delivery testflights early December with delivery registration 27610 already painted on the aircraft. 76891 made its post modifications testflight end December 2015, with a 276xx series serial under tape. 76892 is still in the modification hangars at Zhukovsky, having arrived in July.

All three aircraft are relatively new former Uzbekistan Airways aircraft that were put on sale in 2005.

#### J10SY

07	1st August	<b>J10SY0311</b>	nov15
09	1st August	<b>J10SY0313</b>	nov15

### People's Liberation Army (AR)

Mid December the first out of four Mi-17s was painted all white in United Nations colours. It is yet unknown which helicopters will be used and where they will be put to use.

#### Mi-171E

LH93761	3rd Brigade	f/n	photo
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#### Z19

LH97981	7th Brigade	f/n	photo
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### People's Liberation Army - Navy (NY)

#### J11BH

81188/18	8th Div/22nd Reg	f/n	photo
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### Manufacturers

#### J10C

2-06	CAC	<b>J10C0203</b>	dec15
2-23	CAC	<b>J10C0223</b>	dec15

Although there is some confusion on the internet about the designation of this new single seat variant, the consensus for the moment is that the first batch of at least 53 aircraft are designated J10B and the current production lot with second batch identification is called J10C.

#### J16D

.... SAC dec15  
18 December saw the first flight of a new version of the twin seat J16, being an electronic attack version that is widely compared on the Internet with the EA-18G Prowler. As such it can be expected that a limited number of this version will be build. Electronic countermeasures are currently employed on JH7A aircraft within the JH7 regiments.

#### J20

2101	CAC	dec15
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The second highlight in the fighter area this month occurred on 26 December when the first Low Rate Initial Production J20 started taxi trials. The aircraft will be the tenth airframe flying.

## India

### Indian Defence (DF)

In December 2015, Saab Aircraft offered to manufacture its fifth generation Gripen fighter aircraft in India. Saab, which had lost out in the Medium Multi Role Combat Aircraft tender in 2011, anticipates that the Indian Air Force will need more

aircraft than the 36 Dassault Rafale fighter aircraft that India is buying.

Saab is not only offering to set up a base in India but also help in the development of aerospace capability in the next 100 years and partner in developing the next version of the Light Combat Aircraft. Beside Saab, Lockheed Martin, Boeing and Dassault Aviation have offered their fighter aircraft in line with the government's push for "Make in India".

### Bharatiya Vayu Sena (AF)

The Indian Air Force started to expand the training role for the Pilatus PC-7 Mk.II training aircraft. With the ageing HJT-16 Kiran training aircraft nearing retirement, the air force has been required to start the intermediate pilot training on the Pilatus PC-7. The air force therefore thoroughly tested the aircraft during the last months with regard to the stage II training syllabus requirements and determined that the aircraft is very capable for deployment in this specific training role. For the stage II training syllabus, the air force originally selected the HJT-36 Sitara, but due to design flaws the Sitara project will most probably be cancelled. See our September issue (Scramble 436 - Page 79) for more information on this aircraft.

Antonov has completed the overhaul, modernisation and service life extension in Ukraine of fourty An-32 transport aircraft to An-32E configuration. Another 64 aircraft will undergo similar upgrade work at India's No.1 BRD (Base Repair Depot) at Kanpur AFS. Two aircraft have already been modernised in India and work on four more is underway. The upgrade was ordered under a contract which was signed on 15 June 2009. In Ukraine, the work on the aircraft was carried out in the State Enterprise Plant No.410 of Civil Aviation at Kiev-Zhulyany.

#### Do228-202K

KD714	f/n at Kanpur AFS	<b>4122</b>	nov15
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The constructor's number of this brand new Do228 was noted during a visit to the Do228 assembly line at Kanpur AFS.

#### Hawk Mk132

A3686	FTS	f/n	dec15
A3688	FTS	f/n	dec15

### Indian Army Aviation Corps (AR)

#### SA315B (HAL)

Z1454	f/n	dec15
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### Indian Border Security Force (GV)

#### Beech B200

VT-BSA	BSF	w/o 22dec15	<b>BB-1485</b>
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## Indonesia

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

On 3 December 2015, Indonesia's president Joko Widodo disapproved a plan to buy three AW101 helicopters for VVIP use. The helicopters had been chosen by the air force as part of the 2015-2019 strategic plan, and were to supplement the fleet of 45sq. The AW101 was chosen because of its high speed, which was deemed essential to cover the large distances in the Indonesian archipelago, and was to be used by the president and other VIPs. However, following a spate of public criticism due to its high cost, the president decided that a locally produced solution, like PT DI's NAS332 Super Puma, or a cheaper solution is preferred. The current fleet of 45sq VVIP/VVIP Super Pumas was received between 2002 and 2004, and all five remain operational. Six AW101s were also planned as heavy transport helicopters. If this plan will continue remains to be seen. In the meantime, four Boeing CH-47Fs are also on the shopping list, possibly to be produced in cooperation with PT DI.

Skadron Udara 14 at Iswahyudi is finally getting a replacement for their aging fleet of F-5E/Fs received in 1980. On 27

November 2015, Indonesia's defense minister finally signed the official document approving to acquire the Sukhoi Su-35 fighter jets to replace the Tiger II, beating the F-16C/D Block 70 in the process. The current budget allows for twelve fully-equipped aircraft.

In the wake of the forest fires in Sumatra and Kalimantan, the TNI-AU wants to buy four Beriev Be-200 multirole amphibious aircraft to be used as water bombers, SAR and surveillance aircraft. On the other hand, in November the Japanese government also gave the green light for the sale of Shin Meiwa US-2 amphibious aircraft to Indonesia.

Late August 2015, Secretary of Defense Ryamizard Ryacudu revealed that up to twelve additional KAI KT-1Bs may be procured to replace the two lost at Langkawi in 2015, and make Team Jupiter a permanent demo team, thus separating the Flight School and Team Jupiter requirements.

<b>A-4E</b>				
TT-0440	Yogyakarta	museum, ex 11sq	<b>13280</b>	oct15
<b>TA-4H</b>				
TL-0416	Yogyakarta	AF Academy, ex 11sq	<b>14079</b>	aug09
<b>EMB314</b>				
TT-3109	SKU21	ex PT-ZOF	<b>31400193?</b>	nov15
TT-3110	o/o	to be delivered	<b>31400194?</b>	
TT-3111	SKU21	ex PT-ZOH	<b>31400195</b>	nov15
TT-3112	SKU21	ex PT-ZOJ	<b>31400196</b>	nov15
TT-3113	SKU21	ex PT-ZOK	<b>31400197</b>	nov15
TT-3114	o/o	to be delivered	<b>31400198?</b>	
TT-3115	o/o	to be delivered	<b>31400199?</b>	
TT-3116	o/o	to be delivered	<b>31400200?</b>	

Four more Super Tucanos reached Indonesia in November 2015. With twelve delivered so far, the final four are expected to reach Skadron Udara 21 at Abdulrachman Saleh in 2016.

<b>Hawk T53</b>				
TT-5309	Yogyakarta	museum, ex SkU15	<b>312256</b>	oct15
<b>OV-10F</b>				
TT-1015	Yogyakarta	museum, ex 21sq		oct15
<b>B737-8U3 BBJ2</b>				
A-001	SKU17	unit confirmed	<b>41706</b>	dec15
<b>C-130H</b>				
A-1331	SKU32	ex SkU31	<b>4789</b>	sep15
<b>C-130H-30</b>				
A-1323	SKU32	ex SkU31	<b>4899</b>	oct15
<b>C295M</b>				
A-2906	SKU2	h/o 23may14, ex EC-001	<b>112</b>	oct15
A-2907	SKU2	h/o 23may14, ex EC-001	<b>113</b>	oct15
A-2908	SKU2	h/o mar15, ex AX-2908	<b>116</b>	oct15
A-2909	PT DI	ex AX-2909	<b>120</b>	sep15

With three aircraft handed over to SkU2 in 2014 and 2015, only one more C295 remains to be delivered by PT DI. So far, AX-2909 has been seen outside the flight-test-hangar in Bandung.

<b>F27-400M</b>				
A-2704	Halim	wfu, ex SKU2	<b>10540</b>	oct15
A-2705	Halim	wfu, ex SKU2	<b>10541</b>	oct15
A-2706	Halim	wfu, ex SKU2	<b>10542</b>	oct15

<b>Harvard IV, CCF</b>				
B-475	Yogyakarta	museum, ex Halim		oct15

<b>AS202/18A3</b>				
LM-2022	Yogyakarta	TNI-AU hosp, ex 101sq	<b>205</b>	oct15

<b>SF-260MS</b>				
LK-2610	Bandung	Univ. Nurtanio, ex SKU2	<b>1307</b>	jun14
LK-2612	Bandung	SESKO GAB, ex SKU2		aug09

<b>H225M</b>				
(H-72)01	PT DI	ex HX-7216	<b>(2956)/IPT001</b>	dec15
(H-72)02	PT DI	ex HX-7217	<b>(2958)/IPT002</b>	dec15
(H-72)03	PT DI	ex HX-7220?	<b>(2960)/IPT003</b>	dec15
(H-7204)	Marseille	ex F-ZWDD	<b>2962/IPT004</b>	apr15

(H-7205)	Marseille	ex F-ZWDF	<b>2964/IPT005</b>	apr15
(H-7206)	Marseille	ex F-ZWDJ	<b>2966/IPT006</b>	apr15

PT Dirgantara Indonesia has completed the outfitting of three H225M Caracal CSAR helicopters produced by Airbus Helicopters. Three more are to be completed. All six will be delivered to Skadron Udara 9 in early 2016. This is a new squadron to be located at Suryadarma airfield near Subang.

<b>NAS332C1</b>				
H-3216	SKU6	h/o 24feb15	<b>NS2245/NSP21</b>	oct15
H-3217	PT DI	ex HX-7218	<b>NSP22</b>	nov15

A new Super Puma was handed over by PT DI at Atang Senjaya in February 2015. At least one more (H-3217) has been completed using the airframes present since 1998. **NSP23** was seen uncompleted and in primer in December 2015, and **NSP24** to **NSP27** were seen by the author in 1998 and 2000. Strange that PT DI now uses HX-72xx factory registrations on these Super Pumas.

### Pusat Penerbangan Angkatan Darat (AR)

<b>AC680FL</b>				
A-2004	Bandung	Politeknik, ex 2sq	<b>1517-98</b>	jul14

<b>AS550</b>				
HS-7196		d/d nov14		oct15

Twelve Ecureuils are on order, to be assembled at PT DI. The first one was already delivered in November 2014. No others have been seen so far.

<b>Beech 390 Premier 1</b>				
A-9208		ex PK-TWL	<b>RB-56</b>	oct15

This small business jet was received in January 2015.

<b>Bell 412EP</b>				
HA-5163	SKUAD21	serial confirmed		oct15
HA-5168		serial confirmed		oct15
HA-5173	SKUAD21	serial confirmed		15
HA-5174		f/n database		dec14
HA-5175		f/n database		dec13
HA-5176		f/n database		oct15
HA-5177		f/n database		dec13
HA-5179		f/n database		dec15
HA-5180		f/n database		oct15
HA-5181		f/n database		oct15
HA-5183		f/n database		oct15
HA-5184		f/n database		nov15
HA-5187		f/n database		oct15
HA-5188		f/n database		oct15

Deliveries of Bell-Canada produced model 412EPs have continued through 2014. The Indonesian military has received over thirty examples through PT DI; one by the police, three by the navy and up to thirty by the army. Tie-ups with exported construction numbers remain elusive.

<b>Mi-17V-5</b>				
HA-5160	SKUAD31	w/o 09nov13		

### Dinas Penerbangan Angkatan Laut (NY)

The first of eleven Airbus Helicopters AS565 MBe Panther Anti-Submarine helicopters are expected to arrive in 2016. They will reform Skuadron Udara 100 at NAS Juanda, Surabaya, a former Fairey Gannet unit. Deliveries are to be completed by late 2017, with PT DI as final stop for assembly/outfitting.

Two additional AS365N3+ Dauphin SAR helicopters for BASARNAS were ordered in June 2015 for delivery in 2016. These helicopters will be reassembled, tested, qualified, completed and customized by PT DI. Mission equipment will include hoists, flotation systems, direction finder, an electronic optical system, and casualty evacuation devices.

<b>Beech G58</b>				
L-230	SkwU200	ex N2449M	<b>TH-2449</b>	dec15
L-231	SkwU200	ex N2450J	<b>TH-2450</b>	dec15

Two new Beech G58 Barons arrived at NAS Juanda on 5 December 2015. They were accepted by training unit RON200 on 23 December. Please note; in navy slang the designation





The Naha SAR unit (Naha Kyunantai) has three UH-60Js of which two, including 98-4588, can be fitted with a refuelling probe. It looks like some UH-60Js are being upgraded during IRAN at Nagoya and can also be fitted with this equipment. The last batch of the old UH-60Js as well as the new version have this feature as standard. (Naha, 13 December 2015, Reinier Schreurs)

for squadron or Skwadron Udara (SkwU) is usually shortened to RON.

**CN235-220-AMCOS**

P-861	SkwU800	h/o 12mar14	<b>N61</b>	oct15
P-862	SkwU800	h/o 17sep14	<b>N62</b>	oct15

Two new arrivals we forgot to mention, both handed-over by PT DI at NAS Juanda in 2014.

**GAF N22B**

P-807	Bandung	Politeknik, ex RON800	<b>85M</b>	jul14
P-822	Juanda	wfu, ex RON800	<b>40M</b>	aug09
P-823	Juanda	wfu, ex RON800	<b>47M</b>	aug09
P-828	Juanda	wfu, ex RON800	<b>65M</b>	aug09
P-829	Juanda	wfu, ex RON800	<b>131</b>	aug09

**GAF N22SL**

P-813	Juanda	wfu, ex RON800	<b>110M</b>	aug09
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**SA318C**

NV-421	Puncak	monument, ex RON400	<b>1889</b>	aug09
NV-423	Bandung	Politeknik, ex RON400	<b>1893</b>	jul14

**Japan**

At the December 2015 Naha open house, several aircraft had extra markings referring to 9 Wing, so it looks like 83 Kokutai, the parent unit of 204 Hikotai, was officially upgraded to Wing status and was renamed 9 Kokudan, all this in anticipation of the arrival of 304 Hikotai from Tsuiki. Our correspondent bought a 304 Hikotai patch, marked Heisei 28/1, meaning the move will be in January 2016.

Lockheed Martin was again awarded a contract to procure materials and parts to continue low rate production of the F-35A and among the eighty aircraft planned, six are for the JASDF. Meanwhile, at Nagoya, the first F-35A to be assembled in Japan started the mating process and this aircraft, dubbed AX-5, will be ready for delivery in 2017. F-35As AX-1 to AX-4 are currently being built in Forth Worth, TX and the first will be delivered in 2016.

The year 2016 will now see the first flight of the ATD-X, new schedule says January.

March 2016 will see the retirement of the last LR-1s of the JGSDF, 22019 and 22020, both coded 'LR' are presently operating from Kisarazu.

In the updates below, the 'active' refers to aircraft in our

database with status active.

RJCJ = Chitose	RJFA = Ashiya
RJFN = Nyutabaru	RJFU = Omura
RJFY = Kanoya	RJFZ = Tsuiki
RJNA = Nagoya/Komaki	RJNG = Gifu
RJNH = Hamamatsu	RJNK = Komatsu
RJSK = Akita	RJSN = Niigata
RJST = Matsushima	ROAH = Naha
ADC = Shien Hikotai	ADTW = Hiko Kaihatsu Jik.
AGG = Hiko Kyodogun	ARS = Kyunantai
ARTS = Kyunan Kyoikutai	ATS = Kyoiku Kokutai
FTW = Hiko Kyoikudan	
SW-ADF= Nansei Shien Hik.	
TS = Jyutsuka Gakko	nmks = no tail unitnumber

**Nihon Koku-Jieitai (AF)**

**C-1**

48-1004	ADTW	60th ann. mks	<b>8004</b>	dec15
68-1018	o/h RJNG	ex 402 Hikotai	<b>8018</b>	nov15
78-1022	402 Hikotai	will be wfu FY2015	<b>8022</b>	nov15

All active C-1s were seen during 2015.

**C-2**

08-1201	ADTW/TRDI	at Kawasaki/RJNG	<b>1</b>	nov14
18-1202	ADTW/TRDI	for mod. to ELINT	<b>2</b>	dec15

As reported earlier, problems arose around the fuselage of the C-2 and at the moment, 201 is being fitted with a (new?) strengthened main body fuselage. When this is ready, 202 will get the same treatment but it will be further modified into ELINT configuration. The JASDF will receive two new C-2s in FY2016 and four more in FY2017, all scheduled to go to Miho with 403 Hikotai.

**C-130H**

85-1086	401 Hikotai	at RJNG for IRAN?	<b>382-5435</b>	nov15
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Two C-130Hs were not seen during 2015, these are 075 and 076, perhaps also at Gifu.

**F-2A**

13-8513	6 Hikotai	ex 8 Hikotai	<b>1013</b>	dec15
13-8518	6 Hikotai	ex nb, exIRAN	<b>1018</b>	dec15
13-8519	ex 6 Hikotai	nb, for IRAN?	<b>1019</b>	nov15
43-8526	3 Hikotai	ex 8Hik? ex nb/IRAN	<b>1026</b>	nov15
53-8531	8 Hikotai	ex nb/IRAN	<b>1031</b>	dec15
53-8532	6 Hikotai	ex nb/IRAN	<b>1032</b>	dec15
63-8541	6 Hikotai	ex 8 Hikotai	<b>1041</b>	dec15
83-8544	6 Hikotai	ex 8 Hikotai	<b>1044</b>	dec15

It looks like 6 Hikotai is already anticipating on the extra space it will get when 304 Hikotai moves to Naha, five extra F-2As and only one leaving the unit. F-2A 519 was seen departing Tsuiki without badge, probably to Nagoya for IRAN, but we have no confirmation it actually arrived. 526 was supposed to go to 8 Hikotai after IRAN, however no sightings as such.

Two F-2As were not seen during 2015, 514 should be with 1 TS and 516 with 8 Hikotai, last note October 2014, so more likely at Nagoya for IRAN.

#### F-2B

63-8101	ADTW	60th ann. mks	<b>3001</b>	dec15
33-8116	21 Hikotai	ex 3 Hik? ex nb/IRAN	<b>3016</b>	dec15
33-8118	21 Hikotai	ex 8 Hik? ex nb/IRAN	<b>3018</b>	dec15
33-8121	o/h RJNA	nb, repaired/test	<b>3021</b>	dec15
43-8129	o/h RJNA	nb, IRANtest, ex 6Hik	<b>3029</b>	dec15
83-8133	o/h RJNA	nb, ex 3 Hikotai	<b>3033</b>	nov14
83-8134	8 Hikotai	nb, dep. after IRAN	<b>3034</b>	nov15

Again two F-2Bs seen with 21 Hikotai badge, both were supposed to go to another Misawa unit after IRAN. 121 is tsunami victim number five repaired, so eight more to go. Very late update for 133, arriving at Nagoya late November 2014!

Except for the remaining tsunami victims, all other F-2Bs were seen or are accounted for during 2015.

#### F-4EJ Kai

87-8404	o/h RJNA	nb, ex 302Hik	<b>M104</b>	dec15
87-8407	302 Hikotai	ex nb/IRAN	<b>M107</b>	dec15
97-8425	301 Hikotai	ex nb/IRAN	<b>M125</b>	dec15

We have 57 F-4EJ Kais as being active in the database, including thirteen confirmed at Nagoya for possible IRAN, only 390 and 438 were not accounted for during 2015.

#### RF-4EJ Kai

77-6392	o/h RJNA	nb, IRAN/test	<b>M092</b>	dec15
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Thirteen RF-4s of all types are in the database as active, three confirmed as getting IRAN at Nagoya, only 47-6905 was not accounted for during 2015 but is probably with Mitsubishi as well.

#### F-15DJ

02-8073	ADTW	nb, dep. after IRAN		dec15
12-8074	ex 304 Hikotai	to other unit/IRAN		apr15
12-8075	o/h RJNA	nb, ex 23 Hikotai		nov15
32-8060	o/h RJNA	nb, ex 305 Hikotai	<b>821?</b>	nov15
32-8082	204 Hikotai	ex nb/IRAN		nov15

32-8083	AGG	nb, dep. after IRAN		dec15
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With an almost day-to-day coverage of Tsuiki movements, we can safely assume F-15DJ 074 is no longer at this base, most probably at Nagoya for IRAN.

Only 32-8057 was not seen during 2015, possibly at Nagoya for overhaul.

#### F-15J

22-8814	o/h RJNA	nb, ex 1 TS	<b>014</b>	dec15
32-8822	304 Hikotai	8th + 9th WG mks	<b>022</b>	dec15
32-8823	203 Hikotai	ex 201 Hikotai	<b>023</b>	dec15
32-8826	23 Hikotai	ex nb/IRAN	<b>026</b>	dec15
42-8834	201 Hikotai	not 203 Hikotai	<b>034</b>	dec15
62-8864	203 Hikotai	nb, IRANdep, ex 303Hik	<b>064</b>	dec15
62-8871	203 Hikotai	ex 201 Hikotai	<b>071</b>	dec15
72-8882	23 Hikotai	ex nb/IRAN	<b>082</b>	nov15
02-8920	306 Hikotai	ex nb/IRAN	<b>120</b>	dec15
42-8946	204 Hikotai	nb, ex IRAN, at RJFZ	<b>146</b>	nov15
52-8952	ex 204 Hikotai	nb, at RJFZ to IRAN?	<b>152</b>	dec15
52-8955	204 Hikotai	9th Air Wing mks	<b>155</b>	dec15
62-8959	o/h RJNA	nb, IRANtest, ex 306Hik	<b>159</b>	dec15
72-8962	201 Hikotai	ex 306 Hikotai	<b>162</b>	dec15

At the Naha open house, 304 Hikotai F-15J 822 was covered with all sorts of extra markings commemorating the (very near) future move from Tsuiki to Naha. Correction on Scramble 437 – Page 57, 834 has been operating continuously for 201 Hikotai since August 2013. Tsuiki is often used as intermediate stop to and from Naha, 946 going to Naha from Nagoya and 952 in the opposite direction two weeks later. 962 had been transferred to Chitose already by May 2015.

All active F-15Js, including the “Kai”, were seen or accounted for during 2015.

#### F-15J Kai

92-8912	306 Hikotai	ex nb/IRAN	<b>112</b>	dec15
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#### UH-60J

18-4551	ex RJCJ ARS	at RJST	<b>2002</b>	jul14
18-4553	ex RJFN ARS		<b>2003</b>	dec14
28-4556	RJSN ARS	ex IRAN, not RJNK?	<b>2006</b>	sep15
68-4565	RJST ARS	ex IRAN	<b>2015</b>	jun15
98-4569	ARTS	ex RJNK	<b>2019</b>	mar15
18-4575	RJSK ARS	ex RJSN? ex ARTS	<b>2025</b>	sep15
18-4576	RJST ARS	ex o/h? ex RJAH	<b>2026</b>	may15
58-4581	RJFA ARS	refuelling probe cap.	<b>2031</b>	nov14
58-4582	RJSN ARS	ex RJSK, RJCJ	<b>2032</b>	dec15



Nansei Shien Hikohan T-4 16-5801 used to be based at Ashiya with 13 Hiko Kyoikudan in the red/white colours. During IRAN at Gifu it was repainted in the standard grey scheme and was recently delivered to the HQ flight at Naha. (Naha, 13 December 2015, Reinier Schreurs)





The special colour theme at the December 2015 Naha air show was the celebration of the establishment of 9 Kokudan. The old 83 Kokutai was upgraded to wing status in anticipation of the arrival of 304 Hikotai in January 2016. (Naha, 13 December 2015, Reinier Schreurs)

98-4589 ex ROAH ARS at RJNH **2039** oct15  
 08-4591 RJFN ARS ex RJNK **2041** dec15  
 18-4592 RJFN ARS ex RJNK **2042** dec15

As the UH-60Js do not carry the unit base/name anymore, all units are surmised. Because of this, we are contemplating on skipping the Kyunantai base/name in the unit field altogether and just give the unit as Koku Kyunandan (Air Rescue Wing) with the base where it was seen in the remark field. But for now, we try to give you the exact unit. A search on the net produced most updates. All "ex base ARS" in the list above are probably no longer with that given unit because three other UH-60Js were seen more recently operating with the SAR unit. 551 and 553 could even be wfu as the upgraded variant is being produced in numbers. 556 was seen numerous times at Niigata, so maybe only visited Komatsu in November 2014.

Of the active UH-60Js in our database, 08-4570 is the one which has been out of view the longest, last note April 2010. Anyone with info on its current status?

#### T-4

66-5603 ADTW ex nb//IRAN **1003** dec15  
 36-5707 ex 304 Hikotai to other unit//IRAN **1107** jan15  
 36-5709 13 FTW ex nb//IRAN, grey c/s **1109** nov15  
 46-5712 201 Hikotai ex nb//IRAN **1112** nov15  
 56-5740 SW-ADF 9th Air Wing mks **1140** dec15  
 86-5762 6 Hikotai ex IRAN?, ex ADC **1162** dec15  
 16-5801 SW-ADF ex IRAN, 13 FTW **1201** dec15

T-4 712 had joined 201 Hikotai by June 2015. 801 used to be red/white, re-painted standard grey.

T-4 76-5760 is the only active one not seen during 2015.

#### T-7

26-5901 12 FTW ex nb//IRAN, ex 11 FTW **1** nov15  
 46-5912 12 FTW no prop, inside **12** jun15

A photo on the net showed T-7 912 inside a hangar at Hofu, full 12 FTW mks but no propeller.

Only 26-5902 was not seen in 2015, last note was June 2013. Current status anyone?

#### U-125A

52-3002 ? ARS ex IRAN/RJNH **258247** dec15  
 52-3003 RJSK ARS ex ROAH, at RJFN **258250** dec15  
 72-3005 ROAH ARS ex IRAN **258288** dec15  
 82-3009 ex ROAH ARS with other unit **258333** nov15  
 92-3010 RJSN ARS ex nb//IRAN, at RJFN **258341** dec15  
 92-3012 ex RJNK ARS with other unit//IRAN **258360** jan15

12-3016 ex RJSN ARS? ex ARTS, other unit? **258427** aug15

Two other U-125As were seen more recently operating with the Naha SAR unit so 009 has left Okinawa, it was seen at Nagoya/Komaki in November. Also Komatsu U-125A 012 probably is with another unit, probably in with Fuji HI for IRAN. At the December Nyutabaru open house, the SAR demo was performed by an Akita U-125A, the name was confirmed from the sticker below the ARW badge. Akita seems an odd base to provide a U-125A, Ashiya is located on the same island. A week later, a Niigata example was also noted at Nyuta, this base name was confirmed at Misawa a few days before. And another one seen at Nyutabaru was 002, this one without unit name sticker, freshly out of overhaul so could be new for the local SAR unit. 016 is (was?) operating with Niigata since at least June 2014, however we now have four aircraft in the database as operating with Niigata and most probably 016 is now with another unit.

#### YS-11P

02-1158 403 Hikotai active, not wfu! **2150** dec15

Although it was seen at Miho without props in May, it is fortunately active again and was part of the static at the Naha open house.

All YS-11s were seen during 2015.

#### Rikujo Jieitai (AR)

#### AH-1S

73478 VATH ex IATH **78** nov15  
 73487 IVATH ex IIATH **87** dec15

#### UH-1B

41545/NH removed ex store Futaba a/p **MH46** oct10  
 41570 removed? ex Gotemba-shi **MH71** nov10  
 41580/NEH Gotemba-shi JGSDF Takigahara **MH81** apr14

#### UH-1H

41644/V Narashino-shi i/a, only cabin **44** nov15  
 41655/MH Kitakyushu preserved or i/a **55** nov15  
 41689/NH Gotemba-shi JGSDF camp Itazuma **1H89** nov15  
 41700/EH Gotemba-shi Inno, Mori park **1H100** nov15  
 41711/MH Kitakyushu preserved or i/a **1H111** nov15

JG-1644 was stored at Kasumigaura and now located inside JGSDF camp Narashino.

#### UH-1J

41811 MH/III? unit nn Yao, ex WH? **1J11** nov15  
 41835 MH/III? unit nn Yao **1J35** nov15  
 41866 IX ex I **1J66** nov15

**OH-6D**  
31151/SU removed ex store Futaba a/p **6452** oct10  
31280/IX 9 Hikotai ex SU **6592** nov15

**OH-6J**  
31086/III removed ex std Futaba a/p **6390** oct10  
31099/II removed ex std Futaba a/p **6403** nov12  
31101/VII removed ex std Futaba a/p **6405** nov12  
31106/XIII removed ex std Futaba a/p **6410** nov12  
31108/X removed ex std Futaba a/p **6412** nov12

**UH-60JA**  
43116 XVH ex no unit code **4016** dec15  
43119 XVH ex XV (aug12) **4019** dec15

**AH-64DJP**  
74512 Fuji HI f/n, for IIIATH **JP012** oct15

**CH-47J**  
52904/V Narashino-shi i/a, ex HGPIII **M4006/5006** nov15  
Located inside JGSDF camp Narashino.

**CH-47JA**  
52970 unit nn ROAH l/n as WH oct12 **5078?** nov15  
52982 HGPV ex Kawasaki **5097?** nov15  
52983 KawasakiHI f/n, for HGPVI **5098?** dec15

### Kaijo Jieitai (NY)

**SH-60J**  
8250 wfu RJFU ex 22 Kokutai **1050** apr12  
8252 wfu RJFY ex 211 ATS **1052** apr12  
8282 21 Kokutai ex 25 Kokutai **1073** dec15  
8287 21 Kokutai ex IRAN/24Kok **1211** dec15

SH-60J 8249 is the oldest of the type still active, it was seen at Kanoya in April.

**SH-60K**  
8409 211 ATS ex nmks/IRAN **5009** dec15

**TH-135**  
8814 211 ATS ex AirbusHel. d/d 15dec15 dec15  
8815 211 ATS ex AirbusHel. d/d 15dec15 dec15

**P-3C**  
5019/"043" o/h Nippi nmks? ex 51 Kokutai **9016** nov15  
5037 o/h Nippi 3 Kok mks, no engines **9034** nov15  
5038 5 Kokutai **9035** dec15  
5040 o/h RJNG nmks? ex 5 Kokutai **9037** nov15  
5047 1 Kokutai ex nmks **9044** dec15  
5051 o/h Nippi nmks **9049** nov15  
5052 5 Kokutai ex IRAN? **9049** nov15  
5053 1 Kokutai ex nmks **9050** dec15  
5055 3 Kokutai ex nmks/ex o/h? **9052** dec15  
5056 3 Kokutai ex Nippi/5 Kokutai **9053** nov15  
5057 o/h Nippi nmks, ex 3 Kokutai **9054** dec15  
5059 5 Kokutai nmks Naha **9056** dec15  
5072 1 Kokutai ex nmks/5 Kokutai **9069** nov15  
5087 2 Kokutai ex 3 Kokutai **9084** dec15  
5091 5 Kokutai ex nmks **9088** dec15  
5093/"042" o/h Nippi nmks? ex 1 Kokutai **9090** nov15  
5094 o/h Nippi nmks, ex 2 Kokutai **9091** dec15  
5097/"041" o/h Nippi nmks? ex 3 Kokutai **9094** nov15  
5099 5 Kokutai **9096** dec15  
5101 o/h Nippi nmks, ex 1 Kokutai **9098** nov15

Four different Atsugi reports came our way, covering the months of November and December, however as each sender used his own way of noting things, not everything is that straightforward. 5019 was last seen active in August, noted with rework code 043. Seems a bit odd it is in for rework as it is now the oldest active Orion in the JMSDF fleet. 5037 still had 3 Kokutai mks but missing all engines. 5038 was reported with Nippi, but seen a few days later active at Naha, so possibly only parked on the east-side of Atsugi. 5056 was reported without tail unit-number halfway November, but with 3 Kokutai end-November. 5093 and 5097 were also reported with a rework code. 5099 was also reported with Nippi, however photos on the net for October through December showed it also at Naha with 5 Kokutai, so probably also only parked near Nippi. For the record, we now have nine Orions

reported with Nippi Industries for rework/overhaul, only one at Gifu with Kawasaki.

### Kaijo Ho'an-chō (CG)

**Bell 212**  
JA9566/MH566 ex JCG reg taped over RJSS **31187** nov15  
JA9930/MH930 JCG wfu, last flight 11dec **31302** nov15  
Outsmarted by Google translate! The remark in last month's issue was not for JA9930 but for JA9566. JA9930 made the last Bell 212 flight for the Japanese Coast Guard, almost forty examples served with the various Regions.

### Kazakhstan

#### Sil Vozdushnoy Oborony Respubliki Kazakhstan (AF)

Sources in Russia claim that Kazakhstan will order another seven Su-30SM. The contract should be signed before the end of 2015. In 2015 Kazakhstan already received its first four Su-30SM.

### Myanmar

#### Tamdaw Lay (AF)

**Mi-17**  
6609 f/n, photo dec15  
6617 f/n, photo dec15  
6619 f/n, photo dec15

These Mi-17 helicopters, subtypes not noted, were seen on photos on the aviation forum at Key Aero Network during some sort of ceremony at an unknown location. The photos were tagged as 24 December 2015.

### Nepal

#### Nepal Army (AR)

**Mi-17-V5**  
NA-056 11th Brigade d/d 09jun15  
NA-057 11th Brigade d/d 09jun15

Two Mi-17s were delivered to Nepal on 9 June and brought into operation on 22 June 2015. These are the two Hips that were mentioned in Scramble 406 - Page 75 and Scramble 417 - Page 65.

### Pakistan

#### Pakistan Fiza'ya (AF)

The US Government is intending to sell another eight F-16C/D aircraft to Pakistan. The Pakistan Air Force already operates a fleet of eighteen F-16C/D aircraft from Shahbaz Air Base. When the first batch was 'sold', an option for another eight-teen aircraft was already in place.

In September 2015 no. 2 squadron at Masroor officially inducted the JF-17, replacing its F-7Ps. Not including the CCS, this is the third squadron to operate the JF-17.

**F-16A**  
92731 d/d jul15 **DG-10**

**F-16B**  
92622 d/d jul15 **DH-10?**

At the end of July two Pakistan Air Force F-16s passed through Lajes (Azores, Portugal). Although the F-16B still needs confirmation these are probably the two F-16 originally intended for Pakistan but still in use with the USAF at Edwards AFB as 92-0407 and 92-0456. With these two all embargoed Pakistani F-16s that first ended up with USAF have now been delivered to Pakistan after all.

**F-7PG**  
01-816 20sq f/n sep13  
02-840 20sq f/n sep13

**FT-7PG**  
03-689 20sq w/o 24nov15

**JF-17**  
15-201 f/f 09feb15 **2P01/FC10201** jun15  
This is the first JF-17 block 2 aircraft.



**Mi-17**  
15-016 w/o 06aug15

### **Pakistan Fauj (AR)**

On 19 August 2015 the deal between Russia and Pakistan for the first four Mi-35s was signed. Eventually up to twenty Mi-35s are on the Army's wish list. Meanwhile Bell Helicopter Textron has been awarded a contract that includes Foreign Military Sales funds for the government of Pakistan. Therefore the potential sale of fifteen AH-1Z Vipers to the Pakistan Army (Scramble 433 - Page 87) has apparently been concluded.

**AS350B3**  
2814 c/n update **7165**

### **Pakistan Bharia (NY)**

**ATR72-212A**  
... **808**

This former 9H-AGI will be the third ATR72 for the Pakistan Navy. ATR-72s of Pakistan Navy will be given the cutting edge Meltem-III ASW upgrade in Turkey.

**Z-9EC**  
21 222sq f/n photo **Z9-0352**  
24 222sq f/n photo **Z9-0356**

## **Philippines**

### **Pilipinas Hukbong Himpapawid (AF)**

**AW109E**  
On 5 December six AW109Es were formally accepted by the air force for use by 15th Strike Wing at Sangley Point/Danielo Atienza Air Base. As reported earlier the helicopters include serials 815, 816, 819, 821, 822 and 823. The first helicopters had arrived in the Philippines in December 2014 already.

**C295M**  
142 d/d 11dec15 ex EC-001

The third and last ordered Airbus arrived at Clark AFB on 11 December on delivery having left Sevilla 4 December. It will take some weeks before the official handover will take place.

## **Taiwan**

### **Chung-Hua Kong Jun (AF)**

**AT-3**  
0851/77-6051 Air Force Academy w/o 22sep15

**F-5E**  
5153/50326 wfu Hsinchu **V1053** mar15  
5171/00344 wfu Hsinchu **V1071** mar15  
5221/(61616) wfu Hsinchu **V1121** mar15  
5307/(10014) wfu Hsinchu **VG1034** mar15  
5311/10018 pres Caotun ex 7th TFW **VG1038** oct14

**F-CK-1C**  
1443/85-8064 9rd TFG/1st TFW ex F-CK-1A **A-46** nov15  
1449/85-8070 9th TFG/1st TFW ex F-CK-1A **A-52** nov15

### **Chung-Hua Lu Jun (AR)**

**UH-1H**  
353/62-2053 to Paraguay as H-0439  
398/65-2098 to Paraguay as H-0434

**UH-60M**  
905/27279 602nd AirBgd f/n nov15

### **Chung-Hua Hai Jun (NY)**

The Republic of China Navy is hoping to procure eight to ten MH-60R helicopters to replace the MD500 helicopters. A formal announcement of the potential deal, worth up to \$800 million, is expected soon.

### **National Airborne Service Corps (GV)**

**UH-1H**  
NA-503 wfu ex NASC  
NA-511 wfu ex NASC

The exact status of these two is not known but they have been withdrawn from use. The next ones to undergo the same fate are NA-509, NA-510, NA-515 and NA-520.

**UH-60M**  
NA-7./27292 Stuart (FL) f/n dec15  
NA-7./27284 Stuart (FL) f/n dec15  
NA-701/27278 NASC d/d 18dec15  
NA-702/27280 NASC d/d 18dec15  
NA-703/27282 NASC d/d 18dec15

The first three UH-60M for the NASC were delivered on 18 December 2015.

## **Thailand**

### **Royal Thai Air Force (AF)**

The air force has bought another two Saab 340s for use in the ELINT and COMINT role. In addition to two passenger versions the air force already uses two Saab 340s, locally officially known as B.K1.



Exotic visitors come to Woensdrecht every now and then to receive some maintenance. This brand new Thai air force B737 with temporary registration N780BJ, easily falls in this exotic category. It is at Woensdrecht for interior upholstery work. (19 October 2015, Johan Havelaar)

**SSJ100-95LR**

95014 f/f 14dec15 **95095**  
 A week after the first flight, the aircraft went to Zhukovsky (Russia) for painting. The aircraft is expected to be delivered in September 2016 after interior fitting.

**IAI101**

TL7-1/22/40204 wfu **0056** dec15  
 This Arava made its final flight for the Thai Air Force when it was delivered from 402sq to the RTAF museum at Don Muang. With TL7-3 damaged earlier, it can be assumed that the third aircraft TL7-2 is also withdrawn from use.

The decommissioning provides a great opportunity to identify the delivery year as initially it was thought that it happened in 2525 (1982), but later reports now suggest 2022 (1979) is the delivery year.

**N22B**

L9-4/25/46122 wfu **N22B-134**18dec15  
 The second airplane type that is no longer operational within the Thai military is the GAF Nomad. L9-4 made its last flight to Don Muang on 18 December and like the Arava will also be put on display at the RTAF museum.

**Royal Thai Army (AR)****AW139P**

41399	d/d 8dec15	ex N401JZ	<b>41399</b>
41413	d/d 8dec15	ex N265MH	<b>41413</b>

Both helicopters were delivered to U-Tapao by An-124 RA-82088. In contrast to the two AW139Ps delivered earlier these serials start with a digit 4 to indicate that they were produced on the Philadelphia (USA) production line.

**Mi-17-V5**

6404	GSAB	d/d 26nov15
6405	GSAB	d/d 26nov15

Both helicopters were delivered to U-Tapao by An-124 RA-82078

**Turkmenistan**

In Scramble 395 we already reported about two camouflaged AW139 for Turkmenistan on delivery through Bucharest on 14 June 2011. It was reported that Turkmenistan ordered five AW139 and two AW101 at Agusta Westland. The AW101 Merlins have long been delivered in a civil looking white/green colour scheme with Turkmenistan titles and are used for civilian VIP transport. It now seems Turkmenistan has also taken delivery of at least one camouflaged AW109E Power. We have no further information about the operator or home base.

**Latin America****Argentina**

This month we are catching up with some older stuff that was not in our database yet. Details come from some web resources like the Aviación Militar Argentina site. Most last noted dates are derived from the excellent World Military Out of Service by Andy Marden, a must-have for the serious aircraft spotter.

**Fuerza Aérea Argentina (AF)**

MNA = Museo Nacional de Aeronáutica, Morón, BA  
 SADM = Morón, BA  
 SAME = Mendoza-El Plumerillo, Mza

Local aircraft manufacturer Fabrica Argentina de Aviones (FAdeA) has proudly presented the first modernized Pucará. Most significant and visible are the two PT-6A-62 turbo-prop engines. As you may know, the IA-58 normally uses the Astazou engine, giving the aircraft a very distinctive sound. After the upgrade, the aircraft will be tasked with border control and will last another twenty years according to the manufacturer. Although budget-stricken, the air force hopes to proceed with upgrading nineteen Pucarás to this latest

standard.

**Br170A-1**

TC-310	wfu	c/n corr, not 12752	<b>12754</b>
TC-330	pres MNA	ex T-33 not T-30	<b>12751</b>
T-35	wfu	c/n corr, not 12760	<b>12764</b>
T-36	wfu	c/n corr, not 12764	<b>12760</b>

**C-47**

T-13	LADE	ex LV-AFE, s/n update	<b>6176</b>
T-51	dbr oct53	c/n update, ex NC86565	<b>4516</b>
T-53	w/o 28jul59	c/n update, ex NC68219	<b>6181</b>

**C-47A**

T-02	to Bolivia	not T-26, as TAM-31	<b>19344</b>
T-03	wfu	upd, ex T-52, NC30016	<b>9774</b>
T-04	LADE	not T-09/TC-11	<b>13150</b>
T-09	LADE	ex LV-ABZ	<b>13473</b>
T-14		not T-04(2), ex LV-AGD	<b>9162</b>
T-18	w/o 28nov47	ex LV-XEP, not XEO	<b>20406</b>
T-20		c/n update, ex LV-XFP	<b>20479</b>
T-26	to Bolivia	not T-40, as TAM-32	<b>19395</b>
T-40	wfu	not T-02	<b>18968</b>
T-50	wfu	c/n update ex NC88726	<b>13056</b>
TC-31	w/o 07aug71	ex LV-XEO, not XEP	<b>19659</b>
TC-33	pr Baradero	c/n corr, not 20013	<b>20093</b>

The website [www.amilarg.com](http://www.amilarg.com) provided a C-47 list that conflicts and amends the Air Britain 70 years Dakota book on several counts. We have mostly followed the indigenous source but note the diversions from previous tie-ups above (and in the non-visible memo-fields of our database). One example of a Gordian knot:

[www.amilarg.com](http://www.amilarg.com) gives:  
 T-40 **18968** 42-100505 > LV-XFY, T-49, T-01, T-40  
 T-02 **19344** 42-100881 > LV-XFW, T-48, T-02, TAM-31  
 T-26 **19395** 42-100932 > LV-XFX, T-26, TAM-32  
Air Britain 70 years Dakota book gives:  
 T-02 **18968** 42-100505 > LV-XFY, T-49, T-02, TAM-33?  
 T-26 **19344** 42-100881 > LV-XFW, T-26, TAM-31  
 T-40 **19395** 42-100932 > LV-XFX, T-48, T-01, T-40, TAM-32

**Canberra B62**

B-101	ex WJ616, G-27-111, G-AYHO	<b>HP-183B</b>
B-102	ex WJ713, G-27-112, G-AYHP	<b>71233</b>
B-103	ex WJ714, G-27-113	<b>71234</b>
B-104	ex WH913, G-27-114	<b>SH.1656</b>
B-105	ex WH702, G-27-127	<b>71165</b>
B-106	ex WJ609, G-27-165	<b>HP-176B</b>
B-107	ex WH727, G-27-162	<b>71203</b>
B-108	ex WH886, G-27-164	<b>SH.1613</b>
B-109	ex WJ609, G-27-163	<b>SH.1632</b>
B-110	ex WJ619, G-27-166	<b>HP-186B</b>

**Canberra T64**

B-111	ex WT476, G-27-121	<b>71416</b>
B-112	ex WJ875, G-27-122	<b>71371</b>

After a fruitful discussion on AB-IX with crucial contributions by Doug Revell and especially Martin Kaye, we can now at last solve some long standing queries on the Canberras. For completeness sake, we listed them all above.

**DHC-2**

P-01	1GA Antártico	w/o 1965	<b>1437</b>
P-02	1GA Antártico	w/o jan66	<b>1438</b>
P-03	1GA Antártico	w/o 1969	<b>1480</b>
P-04	1GA Antártico	w/o 1969	<b>1494</b>
P-06	1GA Antártico	w/o 1969	<b>1508</b>

That these were lost was known, the dates/years were not in our database yet though.

**IA-58H**

AX-561	FAdeA	ex IA-58A CEV	nov15
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The former bio-fuel testbed was used as prototype.

**Lincoln B2**

B-002/B-004	pres MNA		nov15
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Various sources contradict each other but we have reason to believe that the Lincoln that was painted as 'B-010' and





Seen at Paramaribo is this relatively new Satena ATR FAC-1194, showing off its colours against the backdrop of a typical tropical down pour. It also sports the civilian marks HK-5130-X. (Paramaribo-Johan Adolf Pengel, 1 December 2015, Danny de Kiewit)

recently 'B-004' is in actual fact B-002! It was always thought to be B-004.

#### Mirage 3EA

I-011 pres MNA ex G6C dec15

#### Mirage 3DA

I-002 pres MNA ex G6C dec15

After the official withdrawal of the Mirage from air force service on 29 November 2015, this couple was transferred to the national aviation museum where it duly arrived 11 December.

#### MS760A

E-232 pres SADM ex std SAME 20A nov15

This one is behind the huge INAC's school buildings here at 34°40'9.30"S, 58°38'7.00"W.

#### SA315B

H-63 (1) GA4 w/o 09jun76 not 09jan66 2299

#### Comando de Aviación de Ejército Argentino (AR)

We have listed the known serials for the Army Dakotas. Please note that the prefixes are used as both EA and AE. In one case even using the same serial: EA-8T and AE-8T! Please be aware that this is not that strange as the Argentinians constantly were changing prefixes, the Army used ME, MG, EA, ETA, settling on the current AE- prefix... Meanwhile, they almost immediately lost their Dakotas to the air force in 1960 before they even streamlined their serial system!

#### C-47A

EA-1T	to Air Force	ex PP-ANF, as T-39	19438
AE-7T	to Air Force	ex PP-YPV, as T-22	12190
EA-8T	to Air Force	ex PP-YQA, as T-27	13621
AE-9T	to Air Force	ex PP-YQB, as T-36	12025
EA-10T	to Air Force	PP-YQJ, as T-28	13783/25228

#### C-47B

AE-12T to Air Force PP-YQM, as T-30 14426/25871

#### C-53

EA-4T to Air Force ex PP-AVI, as T-29 4825

#### C212-200

AE-266 ex N529WA del 21dec15 260 dec15

Also ex D.3B-5, Spanish Air Force, but de-converted to a regular transport aircraft.

#### DC-3-228

AE-11T to Air Force ex PP-YQL, as T-20 2012

#### DC-3A-345

AE-6T to Air Force ex PP-NBJ, as T-30 4957

#### R4D-1

AE-2T to Air Force ex PP-ANM, as T-32 4365

AE-8T to Air Force ex PP-ANS, as TC-27 4280

EA-5T to Air Force ex PP-AVW, as T-19 4754

#### Comando de Aviación Naval Argentina (NY)

ESSA = Escuela de Suboficiales de la Armada, Puerto Belgrano, BA

SAAI = Punta Indio, BA

#### DHC-2

IAA-01 w/o 10may70 129

#### MB326GB

0616/4-A-104 EA41 w/o 21apr79 6457/198

#### MB326GC

(0782)/4-A-137 i/a ESSA ex stored SAAI 79157400 apr13

(0783)/4-A-102 pres Luque, CD ex stored SAAI 79151394 jun13

Please note that the Argentinians refer to them as MB326GC rather than EMB326GC or Xavante. Within the petty officer school in Puerto Belgrano (ESSA) is the mechanical training branch. It took over the traditions from its predecessor, the Escuela de Mecánica de la Armada (ESMA), formerly in Buenos Aires and associated with human rights violations of the junta back in the old days. That painful location is now a museum for human rights. The aircraft in Luque is at 31°38'45.26"S, 63°20'43.28"W since 2011.

#### SE3160

0641/2-H-1 EA1H w/o 15oct76 not 14may 1616

0642/3-H-102 i/a ESSA ex EA1H 1623 apr13

#### SA316

0648/4-H-4 Essla Hel./EA4 w/o 18sep70 not 07sep 1730

#### Prefectura Naval Argentina (CG)

#### SA330J

PA-11 (2) PNA ex D-HAX\_ 2006

We always had this down as being repaired after it ditched 20 March 2000, and sank to the bottom of the sea from which it was later recovered. However, local sources state that a second hand German BGS example was sourced and used together with parts of the original in the refurbishment and subsequent certification. Photos of PA-11 #2 match perfectly, configuration-wise, with the German choppers. So, which is that other airframe used and what construction number was adopted for this re-incarnation or 'Franken-Puma'? Is it the exported-to-unknown-destination D-HAXO perhaps?

#### Chile

The story on the Neiva Universal in Chilean service is both complex and confusing. Here is what we know:

Ten were delivered to the Chilean Army, Construction numbers were **133 to 142**; These received serials 101 to 110, likely in order; Of these, 104 perished in a crash in 1976; The nine survivors went to the Air Force in 1980; These were serialled 250 to 258, not in order; In 1981, 250 was reregistered as 259; Of these:

253 crashed 05jan78,  
254 crashed, and  
258 was damaged;

Five of the survivors were donated to Paraguay: 252 (**133**), 255 (**134**), 256 (**135**), 257 (**138**), and 259 (**140**) These became FAP 0125 to 0129 in order; All but 0128, that crashed 1983, were checked.

### Fuerza Aérea de Chile (AF)

Bram Risseuw again provided us with some excellent research finds, this time on some Chilean exports to Paraguay q.v. Other identity tie-ups were also taken from various laws that allowed the donation of these former air force aircraft.

#### C-45H

488 pres Gorbea ex 52-10567 **AF-497**

#### Ce182

420 to CC-PNA,LHI tie-up corr. **33560**  
421 to CC-PDU tie-up corr. **33376**

We had these Cessna tied up the other way around. In the decree donating them to the *Centro de Ex Cadetes y Oficiales de la Fuerza Aérea de Chile*, they are listed as above however.

#### G-IV

912 Grupo 10 f/n, ex N75CC **1182** dec15  
This was cancelled from the US register 12 November.

#### UH-12E

H-60 to Paraguay as H-55 **2046** feb81  
This one, and not H-61, went to Paraguay.

#### T-25 (Neiva 621)

252 to PRY as 0125 c/n update **133**  
255 to PRY as 0126 c/n update **134**  
256 to PRY as 0127 c/n update **135**  
257 to PRY as 0128 c/n update **138**  
259 to PRY as 0129 c/n update, ex 250 **140**

Two departures from what many publications have are, that the ones that went to Chile were construction numbers **133 to 142** (not **132 to 141**), and that the nine air force serials were 251 to 259 (not 250 to 258). Many mistakes were made in reasoning backward from assumed tie-ups using either the wrong range or the assumption that everything always runs neatly in order....

#### T-41D(F)

201 to CC-PNV tie-up update **172-52972** oct84  
203 to CC-PNJ tie-up update **172-53155** jan83  
205 to CC-PNE tie-up update **172-53161** jan83  
206 to CC-PNV tie-up update **172-53165** jan81  
207 to CC-POD tie-up update **172-53216** oct84  
208 to CC-PQD tie-up update **172-53220** jan81

These were listed as T-41A in the various decrees.

### Comando de Aviación del Ejército de Chile (AR)

SCRG = Rancagua/La Independencia

#### C212M-100

E-211/Vn Llaima to CC-APB ex std SCRG **106** nov15  
E-213/Vn Villarica to CC-APC ex std SCRG **117** nov15  
E-214/Vn Tacora to CC-APD ex std SCRG **118** nov15

These were finally sold off after having been put up for sale on 17 April 2014. These registrations were taken up 30 November, but cancelled 9 December reportedly because they were sold in the USA.

#### SA330L

H-255 std Holmbush ex std Kemble (UK) sep15  
It has been at a paintball range West of Crawley in West Sussex (UK) since late 2014, 51°05'44.33"N, 00°14'55.22"W.

### Colombia

#### Fuerza Aérea Colombiana (AF)

#### ATR42-600

FAC1194 HK-5130-X d/d 02dec15 **1203**

#### Ejército de Colombia (AR)

#### Ce208B

EJC1137 to N20325 spares recovery **208B-2407** nov15

#### Armada República de Colombia (NY)

#### ATR42-320

ARC703 GATAF d/d 03dec15 **315**

Delivered in all-white c/s as F-WNUA to Bogota.

#### Policía Nacional de Colombia (PO)

Following on the Chinook purchase, the PNC may receive six Chinooks as part of a US Department of State package for counternarcotics operations. The helicopters would be owned by the DOSAW and operated for the PNC. Apparently, the logistics (read: size) of the helicopters is preventing the deal from being finalized.

The PNC ordered an additional Bell 407 mid-December, slated for delivery mid-2016.

### Cuba

#### Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

#### Mi-8MTV-1

CH-H1457 f/n, Aerogaviota c/s nov12



Ecuador operates three C295Ms, all were delivered in 2014 and are operated by Escuadrón 1112. This Quit-based unit celebrated its 45th anniversary last August. (Guayaquil-José Joaquín de Olmedo Intl, 28 October 2015, Lucien Blok)





India built the Chetak-version of the Alouette III and Surinam uses three of them. The acquisition process started already in 2009, but the first two were handed over in India early 2013, only to arrive in Surinam late 2014 and the first two being fully assembled in March 2015. This third one, with registration 303 taped over the former H003, was performing test flights. (Paramaribo-Zorg en Hoop, 7 December 2015, Ronald Huizer)

## Dominican Republic

### Fuerza Aérea de República Dominicana (AF)

#### Ce172S

1508 f/n dec15

Five of these have been delivered in the last few months.

### Ejército Nacional (AR)

#### R22

1845 1er ECA w/o 05dec15 3103

Apart from this Beta II, the army also lost the EN-prefix on its helicopters. Confirmed are all Beta IIs (1846, 1847 and 1848 being the others) and OH-58C 1903. They received a stunning splinter c/s and look quite the part with their large yellow titles and serials.

## Ecuador

For each part of the armed forces, an insurance policy was tendered. Below are the aircraft that were insured for another 365 days starting 05 October 2015.

### Fuerza Aérea Ecuatoriana (AF)

The fleet worthy of insurance numbers 82 aircraft with a total insurance value of \$602,206,919.60, just so you know...

A-29B	FAE-1010 to 1015, 1017 to 1027
Beech 350i	FAE-1141
Bell 206B-III	FAE-414, 415
B727-200	FAE-620
B737-236	FAE-630*
C-130/L-100	FAE-892*, 893
C295M	FAE-1030, 1031, 1032
Ce206	FAE-1040
Cheetah C	FAE-1347, 1354*, 1359, 1362, 1365, 1366, 1371, 1377
Cheetah D	FAE-1860*, 1862*
DA20C-1	FAE-1056, 1060 to 1068, 1070, 1071
DHC-6-300	FAE-448*, 451, 452
Dhruv	FAE-602*, 606*, 607*
ERJ135BJ	FAE-051/001
Falcon 7X	FAE-052
Fox Vextor V-6	FAE-110
Gavilan UAV	FAE-1381, 1501
TH-57A	FAE-401, 408, 410
Kfir CE	FAE-901*, 902*, 906*, 908*, 909*, 914*, 915*
Kfir TC2	FAE-930*
PA-34	FAE-524
Sabre 40	FAE-043, 047
T-34C-1	FAE-016, 018, 019, 022, 024, 034

The ones marked \* were non-flyable as of October 2015, most

due to scheduled maintenance, but the Kfir and Dhruv fleet is stored obviously. The Fox Vector is an ultralight and the UAVs are home-grown examples.

### CIDFAE Gavilán

FAE-1381 f/n oct15

FAE-1501 f/n oct15

These unmanned aerial vehicles were developed locally a couple of years ago by the *Centro de Investigación y Desarrollo FAE*.

### StarFox Fox Vector V6

FAE-110 f/n oct15

Ultralight of Brazilian origin from the company formerly known as Starlight, rebranded StarFox. It appeared in the 2015-16 insurance list.

### Aviación del Ejército Ecuatoriana (AR)

Forty-five aircraft were on strength with the army as of October 2015, detailed below. Please note that all fixed wing aircraft have the three digit prefix and the helicopters the single 'E', at least on paper. In the real world they use it the other way around too; so many exceptions do exist on the fleet's actual aircraft. What is actual worn on the aircraft, were known, can be found in the remarks column of our online database.

AS332B	E-461, 464*, 465, 466*
AS350L1/B2	E-321*, 322*, 323, 324
AS550C3	E-381 to 386
Beech B200	AEE-102
C212-400	AEE-301*, 302*
CN235M	AEE-502*, 503
Ce172S	AEE-161, 162, 163
CeTU206G/H	AEE-165*, 170, 178
Ce550	IGM-628
IAI101/201	AEE-204, 206, 207*
Mi-171/171E	E-480, 481*, 482, 484*, 485, 486
Mi-171E	E-487, 488
SA315B	E-315*, 318
SA330C	E-458*
SA342L	E-349, 350*, 355, 374*

The ones marked \* were non-flyable as of October 2015, most due to scheduled maintenance. Lama 315 was damaged in a crash 13 May 2014 but is insured nonetheless. The very limited number of Gazelles is an indication that the Ecureuils and Fennecs have all but replaced them.

### AS550C3

E-385 d/d oct15

E-386 d/d oct15

After being noted at Airbus Helicopters in June and September 2014, these have been delivered by 2015.

### Aviación Naval Ecuatoriana (NY)

Lastly, the navy has to make do with just 27 airframes.

CN235M	AN-202, 204
Beech 200 srs	AN-231*, 232, 233, 235, 236, 237
T-35B	AN-211, 213, 214
Bell 206B/B-3	HN-301*, 307, 319
Bell 230	HN-401
Bell 430	HN-405, 407, 409, 411
TH-57A	HN-311, 315, 317
IAI Heron	AN-241, 242
IAI Searcher	AN-253, 254, 255

The ones marked \* were non-flyable as of October 2015, likely due to scheduled maintenance.

More research yields thanks to Bram Risseeuw, this time on the older Ecuadorian navy aircraft.

#### Bell 47G

ANE-351	f/n dbase
ANE-355	d/d 07nov73, f/n dbase

#### Ce172

AN-203	w/o 03jun73	del 19nov69
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#### Ce177A

AN-201	w/o 14feb70	<b>177-01158</b>
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#### CeT337G

AN-204	w/o 02oct75	also f/n dbase	
AN-206	reregistered	as ANE-206	<b>T337-0089</b>

Not all of the early serials were used, while some were used with both An and ANE prefixes, like 206.

#### T-41D

ANE-107	to HC-BKY	tie-up conf.	<b>R172-0560</b>
AN-206	was a Ce337	delete from dbase	

## El Salvador

### Fuerza Aérea Salvadoreña (AF)

#### A-37B

424	ECyB	w/o 16dec15	<b>43533</b>
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## Honduras

### Fuerza Aérea Hondureña (AF)

#### Ce208B

020	ex N3046B	d/d 08dec15	<b>208B-5223</b>
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## Guatemala

### Fuerza Aérea Guatemalteca (AF)

#### Beech 200

704	ex R704	f/n	<b>BB-78</b> dec15
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## Mexico

### Fuerza Aérea Mexicana (AF)

#### B737-8MC

3526	ex EI-RUS	d/d 20nov15	<b>44437</b>
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#### Beech 350i

5213		d/d 04dec15	
5214		d/d 04dec15	
....	N1015A	canx 24nov15	<b>FL-1015</b>
....	N926KA	canx 24nov15	<b>FL-1026</b>

N926KA and 5213 were noted together at Wichita (KS) on 6 November 2015.

#### UH-60M

....	d/d 02dec15	..-27339	
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Delivered through Corpus Christi (TX).

#### T-6C+

2013		d/d 21jul15	<b>PM-62?</b>
2014		d/d 21jul15	<b>PM-63?</b>
2015	ex N2830B	d/d 03sep15	<b>PM-64?</b>
2016	ex N2851B	d/d 13oct15	<b>PM-65?</b>
2017		d/d 13nov15	<b>PM-66?</b>
2018		d/d 24nov15	<b>PM-67?</b>
2019		d/d 16dec15	<b>PM-68?</b>
2020		d/d 16dec15	<b>PM-69?</b>
2021		d/d 18dec15	<b>PM-70?</b>

Catching up with T-6C+ deliveries, 33 have been delivered so far. Above were all delivered via/to Chihuahua (Chih.).

### Procuraduría General de la República (PO)

#### DHC-6-300

XC-ALA	to C-FMRI	<b>368</b> dec15
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## Paraguay

### Fuerza Aérea Paraguaya (AF)

#### C-131D

2001	dumped	Asunción, cockpit	<b>322</b> 2013
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After many years of lingering at Asuncion airport and vanishing from there around 2006, presumed scrapped, the nose section was rediscovered. It is in a scrap/salvage yard somewhere in Asunción.

#### PA-23-160

0220	i/a	Escuela Infanteria	<b>23-1916</b> nov13
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Although its wings remain at Ñu Guazú, the hulk has been used as disaster training aid since at least august 2011 by the infantry school. This is situated at Remansito, Villa Hayes North West of Asuncion. Last photographic evidence is from November 2013 and we have not found the airframe on Google Earth yet!



Paramaribo is one of the very few places where you can encounter Venezuelan military aircraft outside of that country. But even this army M28 Skytruck is rather special for Paramaribo. The significance of the colourful badge is not known to us. (26 November 2015, Danny de Kiewit)





The Venezuelan national guard, or military police, uses the M28. Visiting Paramaribo, this GNB-96109 has construction number AJE0001-07 applied. That is one zero too many, so maybe the painter was not paying attention? (26 November 2015, Danny de Kiewit)

<b>T-25</b>				
0125	del 22apr83	c/n update, pr. Ñu Guazú	<b>133</b>	
0126	del 22apr83	f/n dbase, scrapped	<b>134</b>	
0127	del 22apr83	c/n update, pr. Ñu Guazú	<b>135</b>	
0128	del 22apr83	f/n dbase, w/o 1983	<b>138</b>	
0129	del 22apr83	f/n dbase, scrapped	<b>140</b>	

Tie-ups with the Chilean serials are mentioned under that caption, as well as the disclaimer...

#### Aviación Naval Paraguaya (NY)

<b>UH-12E</b>				
H-55	wfu	ex CHL H-60, <u>not</u> H-61	<b>2046</b>	

#### Peru

##### Fuerza Aérea del Perú (AF)

<b>C-27J</b>				
330	Esc844	ex Alenia, del 13dec15		dec15

Mentioned last month and already delivered! It departed Turin (Italy) on 9 December.

<b>Ce172SP</b>				
468	EDACI	f/n, del 10dec15		dec15
477	EDACI	f/n, del 10dec15		dec15
478	EDACI	f/n, del 10dec15		dec15
479	EDACI	f/n, del 22dec15		dec15
N641TA	Textron Avn Inc	canx 25nov15	<b>172S11641</b>	nov15

The remainder of the seven Skyhawks have been delivered in December; we still need to tie them up though. The seventh cancellation N641TA may be tied to aircraft 479 but then again, it may not... The factory fresh aircraft occupy a sequential construction number block: **11636** to **11642**.

<b>KT-1P</b>				
426	SEMAN	f/n, or/wh c/s		dec15
433	SEMAN	f/n, camo c/s		dec15

<b>Zenair CH2000</b>				
448	Grupo 51	f/n		nov14

Although assembled by SEMAN, this is a Canadian kit plane.

##### Ejército del Perú (AR)

<b>F28F</b>				
EP-913	is an R44	delete from database		
EP-914	is an R44	delete from dbase, not w/o		

This means that EP-914, a crashed Enstrom according to the 2011 insurance tender, was actually an R44. So, both EP-913 and 914 that were mentioned in the 2010 tender and vanished from 2011 onward were R44s all along! This solves these double entries in our database.

<b>F280FX</b>				
EP-918	EAE	f/n, ex N547BE	<b>2144</b>	dec15
EP-919	EAE	f/n, ex N547DC	<b>2145</b>	dec15

The two Sharks we mentioned last month have been delivered; see Scramble 439 – Page 79. Thanks to some photographs on Facebook we have ascertained the tie-ups too!

<b>Mi-171Sh-P</b>				
EP-681	BAT811/821	del 27nov15 plus three		nov15
EP-684	Ulan Ude	o/o, f/n photo		
EP-685	Ulan Ude	o/o, f/n photo		
EP-690	Ulan Ude	o/o, f/n photo		

Uncle Sam's long reach prevented delivery of the Mi-171Sh-Ps planned for August because of Executive Order 13662 was enforced to stop Russian weapons exports. Deliveries to the army have totalled eleven so far, EP-667 to EP-677. The remaining thirteen are in the process of being delivered. Five of these were already insured for 2015 (EP-678 to EP-682). The first foursome from the resumed deliveries, arrived 27 November on board an An-124 and among those was EP-681 (so likely, EP-677 to EP-681). Further deliveries are expected as recent shots show newer serials being ready for delivery at Ulan Ude. All are delivered in a gloss dark green colour scheme, although some of them have received a pixelated paint scheme overlay. EP-690 should normally be the 24th and last from the first order.

<b>R44</b>				
EP-914	w/o 11oct11	not an F28F!		

The type was falsely mentioned as F28F in insurance tender documents, the original press statement of the army on the crash had it down as an R44 all along.

#### Venezuela

**Aviación Militar Nacional Bolivariana (AF)**  
 SVBM = Barquisimeto/Base Aerea Landaeta Gil  
 SVBS = Maracay/Base Aerea Mariscal Sucre  
 It seems that the seven remaining Do228-212NG on order will never be delivered. The Bolivarian worker's paradise did not meet its financial obligations. With the opposition gaining a majority in Parliament, spending on all kinds of presidential follies will almost certainly be derailed.

<b>DHC-3</b>				
2250	GAT 5	to N778L	<b>83</b>	

Used from the early seventies, by Grupo 10 and later Grupo 5 until 11 December 1983 when it was transferred to the government of San Martín Island. As it crashed 13 February 1986

in Puerto Rico, we are not quite sure if it wore a YV-registration in between.

#### EMB-312A

2820 pr Museo AMBV ex std SVBS **312177** sep15  
It was transported to the museum on 15 September 2015.

#### NF-5B

1721 pres gate SVBM ex std SVBM **4002** mar15  
Thanks to FAV-club detailing the history of the F-5 in Venezuelan service, we know now the identity of the all silver dual F-5 at BALANDA's gate. Sister ship 2111 was preserved in town but was vandalised.

#### TH-480B

61753/AI Grupo 19 f/n nov15

#### Armada Nacional Bolivariana (NY)

#### Bell 412EP

AT-09591 Esc Apoyo Tact ex ARBV-6xx nov15  
The Navy is gradually adopting the five digit serial system too. The prefix denotes the role of the aircraft, 'Apoyo Táctico' (combat support) in this case, whereas the army and air force use that as code.

#### CeT206H

AB-0505 oct15  
New aircraft, its lineage is not known.

#### Guardia Nacional Bolivariana (PO)

One of the M28s, GNB-96109, visited Paramaribo and sported an extra '0' in its construction number. This is likely miss painted after it was repainted with its new prefix because it has been checked previously with just two zeros!

#### Bell 206B

GNB-7429 CR-3 w/o 28dec15 **1303**  
This is also a prefix update, it was GNBV- before.

#### Gobierno Bolivariano de Venezuela (GV)

#### AS365N3

YVO201 PDVSA f/n oct15  
This is operated by the State-owned oil company.

## Middle East

### Israel

#### Heyl Ha'Avir (DF)

#### A-4N AyitM

102	102sq/FTS	ex 332	<b>14383</b>	dec15
302	102sq/FTS		<b>14439</b>	dec15

303	Hatzerim AB	wfu		dec15
306	102sq/FTS		<b>14441</b>	dec15
307	Hatzerim AB	museum store		apr13
309	102sq/FTS		<b>14500</b>	dec15
310	102sq/FTS		<b>14352</b>	dec15
311	Hatzerim AB	museum store		apr13
320	Hatzerim AB	wfu		dec15
324	102sq/FTS		<b>14348</b>	dec15
327	Hatzerim AB	wreck by sep10		oct12
329	102sq/FTS		<b>14505</b>	dec15
336	102sq/FTS		<b>14378</b>	dec15
340	102sq/FTS		<b>14396</b>	dec15
342	102sq/FTS		<b>14507</b>	dec15
343	102sq/FTS		<b>14508</b>	dec15
345	102sq/FTS		<b>14436</b>	dec15
357	102sq/FTS		<b>14510</b>	dec15
387	102sq/FTS		<b>14517</b>	dec15
389	102sq/FTS		<b>14446</b>	dec15
391	102sq/FTS		<b>14518</b>	dec15
398	102sq/FTS		<b>14455</b>	dec15
399	102sq/FTS		<b>14445</b>	dec15
401	102sq/FTS	w/o 31may07		
411	102sq/FTS		<b>14452</b>	dec15
421	102sq/FTS		<b>14458</b>	dec15

#### TA-4H AyitM

542	Hatzerim AB	museum store	<b>14081</b>	apr13
544	102sq/FTS		<b>14083</b>	dec15
545	Hatzerim AB	wfu	<b>14080</b>	dec15
547	Hatzerim AB	museum store	<b>14107</b>	apr13

#### TA-4J AyitM

701	102sq/FTS			dec15
702	102sq/FTS			dec15
703	102sq/FTS			dec15
704	102sq/FTS			dec15
705	102sq/FTS			dec15
706	Ovda AB	stored		oct15
708	102sq/FTS		<b>14308</b>	dec15
710	Hatzerim AB	museum		oct15
712	102sq/FTS		<b>14409</b>	dec15
715	Ovda AB	stored		oct15
716	Ovda AB	stored		oct15
719	Ovda AB	stored		oct15
720	Hatzerim AB	wfu		dec15
721	Hatzerim AB	wfu	<b>14474</b>	dec15
723	102sq/FTS		<b>14410</b>	dec15
725	Ovda AB	stored		oct15
730	102sq/FTS		<b>14476</b>	dec15
745	Ovda AB	stored		oct15

It is done....On 13 December 2015, the Israeli Air Force finally



No snow yet in Switzerland either, but exotic PC-21s in abundance. Seen here is a PC-21 for the Royal Saudi Air Force (sn 201, 7703, HB-HXU), coming back from a pre-delivery testflight. At that time, 46 aircraft have been delivered, out of a total of 55. So, both the Saudi and Qatari orders approaching the end.





Stopping for a fuel stop during its delivery flight at Bologna was this 8009, one of a couple of RSAF Typhoons to do so. (Bologna-Guglielmo Marconi, 17 December 2015, Lucio Alfieri)

retired its venerable workhorse, the A-4 Skyhawk or Ayit. 102sq at Hatzerim launched twenty A-4Ns and TA-4Js for a final goodbye. A total of 26 A-4Ns, four TA-4Hs and eighteen TA-4Js were upgraded several years ago, and formed a pool of 48 A-4 AyitMs for 102sq. Six TA-4Js were retired to Ovda by October 2015, and the other survivors may follow soon. The list above shows all modified AyitMs and their status as of 13 December 2015. All survivors are now for sale. Also note that there is a discussion about A-4 construction numbers at hand, so these may change in the future. Next to retire will be the F-16A/B Netz, the sole users being 116sq at Nevatim and 115sq at Ovda (with aircraft detached from Nevatim).

#### M346i

121	102sq	ex CSX55187, d/d by jun15	jun15
122	102sq	ex CSX55188, d/d jun15	jun15
125	102sq	ex CSX55189, d/d by aug15	aug15
127	102sq	ex CSX55190, d/d by aug15	aug15
128	102sq	ex CSX55191, d/d by aug15	aug15
130	102sq	ex CSX55192, d/d by dec15	dec15
131	102sq	ex CSX55193, d/d 23sep15	sep15
133	102sq	ex CSX55194, d/d by dec15	dec15
136	102sq	ex CSX55195, d/d by dec15	dec15
138	102sq	ex CSX55196, d/d by dec15	dec15
141	102sq	ex CSX55197, d/d by dec15	dec15

The A-4 replacement; the M346i Lavi, now number 22 aircraft delivered with eight more to go.

#### Jordan

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

#### AT-802i

1581	15sq	ex UAE 2281	<b>802-4003</b>	nov15
1583	15sq	ex UAE 2284	<b>802-4006</b>	nov15
1584	15sq	ex UAE 2286	<b>802-4008</b>	nov15
1585	15sq	ex UAE 2289	<b>802-4010</b>	nov15

These are four of the six former UAE Group 22 Joint Aviation Command Air Tractor Block 1 Border Patrol Aircraft (BPA) AT-802i donated in 2013. They are operated by 25sq that was formed at 21 June 2015 (not 15sq as we stated last month by mistake). They have been regulars at Amman Marka but will move to King Abdullah II Air Base.

#### Hawk Mk63

1722	17sq	ex UAE		dec15
1723	17sq	ex UAE		dec15
1724	17sq	ex UAE 1009	<b>312292/242</b>	dec15
1725	17sq	ex UAE		dec15
1727	17sq	ex UAE		dec15
1731	17sq	ex UAE		dec15

Jordan has received thirteen former UAE AF&DF Hawk trainers. 17 squadron, fighter lead in training squadron, has disposed nearly all the F-5E and F-5F aircraft. It looks like the serial batch runs from 1720 to 1732. The 1724 is a Hawk Mk63A for completeness sake.

#### M28

356 3sq ex SP-DGV **AJE 003-40** dec15  
The second Skytruck for Jordan left Mielec, Poland, on 17 December 2015 and routed via Cyprus.

#### Public Security Air Wing (PO)

#### Bo105CBS-4

P01 to ZK-IBP **S-797**  
The Bo105 was sold to Oceania Aviation and not IPB.

#### Royal Jordanian Government (GV)

#### AW139

EMS-1	AAC	ex JY-RSB	<b>41214</b>	nov15
EMS-2	AAC	ex JY-RSC	<b>41218</b>	nov15

Above AW139s belong to the Air Ambulance Centre (AAC).

#### Kuwait

##### al Quwwat al-Jawwiya al-Kuwaitiya (AF)

The contract for the Italian defence group Finmeccanica to sell 28 Eurofighter jets to Kuwait has been delayed till after first week of January 2016. Finmeccanica had originally expected to complete the deal in November, but that target was put back to mid-December due to details over pilot training and specialised personnel. The deal is worth up to 4 billion euros to Finmeccanica. It is also still unclear whether the country is still looking to pursue a contract with Boeing for the F/A-18E/F Super Hornet, which would operate in conjunction to the country's future Typhoon fleet.

#### Qatar

##### Qatar Emiri Air Force (AF)

The contract for Dassault Aviation with Qatar for the purchase of 24 Rafale aircraft became a reality with the first down payment on 17 December 2015. The 24 aircraft order for the Qatar Emiri Air Force is split between eighteen single-seat and six twin-seat Rafales. There is also an option in the contract for purchase of twelve or 24 additional aircraft. The contract includes the training of 36 Qatari pilots and hundred technicians by the French military. The weapons included in the deal comprise MBDA missiles, SCALP/Storm Shadow cruise missiles, Meteor air-to-air missiles and Exocet anti-ship missiles. The whole deal is worth up to 6.3 billion euros.



Two-seat Ayres S-2R-T600 Turbo Thrushes are used for close air support and are capable to deliver quite some goodies. They look a bit ungainly though. Former registration N803KH was still visible. (2362, Dubai-World Central, 7 November 2015, Rene Bremer)



Not all CH-47Fs are pale green, the UAE's ones are painted (very) dark green. Peculiar detail, the silver foil covers in the cockpit windows have the serial number 2510 on them. (Dubai-World Central, 7 November 2015, Jan Gerrits)



Legacy Pilatus PC-7s are still used along side the slick fast paced UAE PC-21s. This 928 was parked on the static of the Al Ain air show, which happens to be its home-base too. Shukran, Hassan! (17 December 2015, Hassan Sidahmed)





This anonymous looking Pacific Aerospace P-750 XSTOL aircraft was delivered in the second half of 2015 to the UAE. The former ZK-KCP is based in Abu Dhabi and seems to be part of the GHQ SAR Wing. (4000, December 2015, Mike Johnson)

## Saudi Arabia

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

**A330-202MRTT**  
 2406/MRTT032 24sq ex EC-337 **1516** jun15  
 This tanker Airbus was delivered on 15 June 2015

### Royal Saudi Land Forces (AR)

**AH-64D**  
 90341 2nd Av Batt w/o 21aug15 **SR005/PV757**

## United Arab Emirates

### United Arab Emirates Air Force & Defence Force (AF)

**AW139**  
 UAE-361 GHQ SAR Wing ex I-EASS **31599** dec15  
 This newly identified unit is located at Al Bateen Air Base but some of the eleven the rescue helicopters are also used by a flight at Minhad Air Base.

**Hawk Mk63A**  
 1009 to Jordan as 1724 **312292/242**

Thirteen old Hawk trainers have been transferred to the Royal Jordanian Air Force. This is the sole example identified so far.

**MB339NAT**  
 .../CSX54550 Alenia ex MM54550 **6609/016** dec15  
 A new batch of at least two old AMI Aermacchi jet trainers are being converted at Varese – Venegono, Italy, for the Al Fursan team. The former MB339A MM54450/61-115 was last noted at the dump of Lecce-Galatina, Italy, in 2008.

**P-750 XSTOL**  
 4000 GHQ SAR Wing ex ZK-KCP **191**dec15  
 A sole new all while Pacific Aerospace P-750 XSTOL aircraft with a large canoe type cargo pod under the fuselage has been noted in Abu Dhabi recently. The registration ZK-KCP was entered with an effective date 16 June 2014 in the New Zealand civil aviation register as a P-750XL. Since Pacific Aerospace has rebranded the aircraft type as P-750 XSTOL. The aircraft was delivered in the second half of 2015.

### Joint Aviation Command (JF)

**AH-64D**  
 057 Group 10 ex 06-06491 **AE027/PV856** nov15  
 069 Group 10 ex 06-06490 **AE026/PV868** dec15  
 Two further AH-64A conversions have been identified. Of the 30 Apache helicopters only 058 and 068 still have not been noted as AH-64D's. These two are 06-06489 AE025 and 06-06493 AE029 but the tie up is unknown so far.

**AT-802i**  
 2281 to Jordan as 1851 **802-4003**  
 2284 to Jordan as 1583 **802-4006**  
 2286 to Jordan as 1584 **802-4008**  
 2289 to Jordan as 1585 **802-4010**

These four a part of the six Air Tractor Block 1 aircraft that have been transferred to Jordan.

**Thrush S2R-T660**  
 2363/N804KH Group 23 ex Iomax USA **T660P-104DC** dec15  
 (2364)/N805KH Iomax USA ex Air Tractor **T660P-105DC** dec15



With its conformal fuel tanks much in evidence in this shot, UAE F-16E turns tightly during the Dubai air show at Dubai-World Central. The UAE AF&AD received no less than 82 F-16E/Fs. (F-16E 3080, 7 November 2015, Rene Bremer)



Although being last year's demonstrator aircraft and painted in this commemorative colour scheme with dual code YO-H on starboard and VO-H on port side, it has not featured in Scramble yet. We make up for that in this new year! (188761, North Kingstown-Quonset State, 31 May 2015, Roger Janssen)

(2365/)N806KH	Air Tractor	flying	<b>T660P-106DC</b>	nov15
(2366/)N808KH	Air Tractor	registered	<b>T660P-108DC</b>	
(2367/)N809KH	Air Tractor	registered	<b>T660P-109DC</b>	

N804KH crossed the pond routing St. Johns, Canada, towards Santa Maria Island, Azores, on 7 December 2015.

#### Bell 407GX

2885	Group 28	f/n Al Maktoum	<b>54423</b>	nov15
2886	Group 28	f/n Al Maktoum	<b>54397</b>	nov15

#### CH-47F

2508	Group 25	f/n Al Maktoum		nov15
2510	Group 25	f/n Al Maktoum	<b>M7439</b>	nov15

The 2510 is former 11-07439.

#### UH-60M

2666	Group 26	f/n Al Ain	<b>70-3927</b>	dec15
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#### UAE Government (GV)

##### AW139

360	NSRC	f/n Al Maktoum	<b>31596</b>	nov15
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A new government unit, the National Search and Rescue Center, has been established and uses brand new AgustaWestland rescue helicopters. It will have AW139s on alert at Al Ain, Al Bateen, Minhad and Sarfan.

## North America

### United States

#### Joint US Forces (JF)

On 21 December 2015, the US Naval Air Systems Command (NASC) awarded Lockheed Martin with an advanced acquisition contract valued at \$1,171,206,489. The contract involves the procurement and the planned production schedule for F-35s within the low rate initial production Lot 11, comprising a total of 91 aircraft. Lot 11 includes eighty F-35As (28 for the USAF; six for Norway; four for Turkey; eight for the Netherlands; eight for Australia; ten for Israel; six for Japan and ten for South Korea); seven F-35Bs (six for the USMC; and one for the United Kingdom) and four F-35Cs for the US Navy. The massive contract also includes an undefinitized contract action for production of two F-35As for the US Air Force and F-35Cs for the US Navy. There is also an initial funding of \$847,929,604 released that combines the purchase for the USAF, USN, USMC, non-US Department of Defence partners and the FMS programme. A second contract awarded to Lockheed Martin by NASC, valued at \$84,434,012, covered procurement of production non-recurring items for Lot 9 F-35 aircraft. These items include special tooling and special test equipment items that are critical to meeting current and

future production rates. This award combines purchase for the USAF, USN, USMC AND non-US DoD participants.

The Department of Defence accepted its 45th F-35 delivery for 2015, meeting the programme production goal for the year. With this delivery, Lockheed Martin has already delivered a massive 154 operational Lightning IIs to the DoD and partner nations since programme inception.

The 45 F-35s deliveries during 2015 include:

- 26x F-35A - US Air Force.
- 2x F-35A - Royal Norwegian Air Force
- 1x F-35A - Aeronautica Militare, manufactured by Alenia
- 8x F-35B - US Marine Corps
- 8x F-35C - US Navy/US Marine Corps.

And they are assigned to the following installations:

- 17x Luke AFB (AZ) including all international jets (except the Italian)
- 8x MCAS Beaufort (SC)
- 8x Eglin AFB (FL)
- 5x Hill AFB (UT)
- 7x Nellis AFB (NV)

Boeing received a contract from the US Navy to upgrade three P-8A Poseidon test programme aircraft. The aircraft involved are known as T-4 (167952 c/n **40594/3324/T4**), T-5 (167955 c/n **40595/3426/T5**) and T-6 (167956 c/n **40596/3522/T6**). The threesome, currently assigned to VX-1 *Pioneers* at NAS Patuxent River (MD) as JA-952, JA-955 and JA-956, will be modified up to the production standard of Low-Rate Initial Production Lot 4 for the cost of US\$15.5 million. According to a spokesman for Naval Air Systems Command, the upgraded Poseidon's will remain as test aircraft in their new configuration. They are not counted in the P-8A programme of record of 117 aircraft for the US Navy. The contract work is expected to be completed by January 2017.

#### United States Air Force (AF)

On 26 October 2015 the USAF released a request for information to industry for ten commercial off-the-shelf aircraft to be adapted for military use, though the service is quiet on the possible mission of the aircraft. According to the RFI, the aircraft would need a cockpit for two crew members, and a cabin for a minimum of five workstations along with a jump seat. The cabin must have a minimum of 664 cubic feet, and a primary mission equipment weight of 13,000 feet, states the RFI. The aircraft would need to be able to loiter for a minimum of 3.5 hours at 41,000 feet mean sea level. Air Force



Materiel Command is “prohibited from mentioning any USAF mission or aircraft associated with this RFI.” The request “is absolutely not a solicitation and merely represents market research. The information received could be used on several programmes or none at all according to an AFMC statement.

On 17 December 2015 no less than seven Boeing built BTX-1 aircraft, were reserved for the USAF. At the moment we do not know what kind of aircraft these are, we presume it has to do with the T-X trainer aircraft programme. The T-X programme has been established to enable the USAF to buy a new two-seat jet trainer for fast-jet training to replace the Northrop T-38 Talon. In this programme, Boeing is cooperating with Saab and is competing with Alenia Aermachi (M-346), Northrop Grumman, KAI (T-50) and Textron Airland. Registrations of the seven aircraft can be found in the updates.

Lockheed Martin Aeronautics Corporation has been awarded a \$969M contract from the US Department of Defence on 10 November 2015 for seventeen C-130J Hercules over a multi-year production. The contract covers the following configurations: 6x C-130J-30, 1x HC-130J, 9x MC-130J, 1x KC-130J (USMC). Work will be performed at Marietta, Georgia, and is expected to be complete by April 30, 2020.

The air force recently awarded a \$120 million contract extending its EQ-4B and E-11A Battlefield Airborne Communications Node (BACN) platforms through June 2016. The service is looking to further lengthen the mixed fleet’s deployment in support of combat operations in Southwest Asia through January 2017. BACN enables ground forces to communicate and pass data in rugged terrain, such as Afghanistan, and is currently flown on a combined fleet of four Bombardier E-11A aircraft, and three EQ-4B Global Hawk remotely piloted aircraft. The BACN programme office is currently weighing long-term options to acquire the fleet beyond the 2017 extension.

The air force will retire the MQ-1 Predator fleet in 2018, consolidating to the MQ-9 Reaper for remotely piloted armed intelligence, surveillance, and reconnaissance. To reach this, the USAF is in the process of transitioning MQ-1 sorties to an all MQ-9 force by 2018. The air force is developing and testing extended endurance versions of the Reaper and is evaluating automatic takeoff and landing systems since the MQ-9

program is expected to operate for at least the next 20 years.

### United States Air Force Unit News

The 36th AS/374th AW at Yokota AB, Japan, is preparing to begin swapping its legacy C-130Hs for new-build C-130J Super Hercules aircraft. First C-130Js are expected to arrive in 2017.

The 1st FW activated the 71st FTS as a stand-alone unit to provide T-38 Talon adversary support to the wing’s F-22 Raptors at JB Langley-Eustis (VA) in a 21 August ceremony. The wing’s first T-38s arrived in 2011 and were flown on a rotating basis by 1st FW and Virginia Air National Guard 192nd FW F-22 pilots, sharing the 27th FS stable with the Raptors. The newly minted 71st FTS boasts a fleet of 17 Talons for its dedicated adversary mission. The 71st FS “Ironmen” previously flew the F-15C/D Eagle from Langley for more than 30 years prior to the squadron’s inactivation in 2010 as part of Langley’s transition to the F-22.

The 427th RS “Spartans” inactivated in a 20 November 2015 ceremony at Beale AFB (CA), completing Air Combat Command’s divestiture of the MC-12W Liberty. A Beale cadre is helping stand up the new MC-12W schoolhouse at Will Rogers ANGB, Okla., where Guard crews will begin training next year.

### United States Air Force Air National Guard Unit News

For the second time in its history, the 192nd AS/152nd AW of the Nevada Air National Guard has upgraded its entire fleet of C-130 Hercules aircraft. By early 2016, the 152nd AS, known as the “High Rollers”, will have acquired each of its six C-130H-3 and two H2.5 models. These models are about a decade newer with 10,000 fewer flight hours than the unit’s previous C-130 H2 models. First serials can be found in the updates.

### United States Air Force Air Force Reserve Corps Unit News

The 13th RS operating RQ-4Bs out of Beale AFB (CA), will be reassigned from the 940th OG in 4th AF to the 726th OG under 10th Air Force in February 2016.

#### A-10C

78-0598/FT	74th FS	ex IN/163rd FS	<b>A10-0218</b>	nov15
80-0167/OS	25th FS	ex DM/358th FS	<b>A10-0517</b>	oct15

#### A-29

13-2007	81st FS	f/n nov15	<b>31400207</b>	nov15
13-2009	81st FS	f/n nov15	<b>31400209</b>	nov15
13-2011	81st FS	f/n nov15	<b>31400211</b>	nov15
13-2012	81st FS	f/n nov15	<b>31400212</b>	nov15



Sleek looking B-1B is seen in a banking turn during the Dubai air show. Ellsworth sent 86-0121/EL over to perform this routine. (Dubai-World Central, 8 November 2015, Rene Bremer)



Strike Eagles can take quite a payload, look at all those empty hardpoints... Captured with a nice blurry background, 91-0600/MO from 391st FS was placed at the static of last year's Dubai air show. (Dubai-World Central, 7 November 2015, Rene Bremer)

13-2013	81st FS	f/n nov15	<b>31400213</b>	nov15	<b>C-130H-3</b>				
<b>B767-2C</b>					93-7311	192nd AS	ex 187th AS	<b>382-5374</b>	dec15
11-46001/N461FT	418th FLTS	ex Boeing	<b>41273/1065/VH001</b>	nov15	93-7313	192nd AS	ex 187th AS	<b>382-5379</b>	dec15
<b>BTX-1</b>					<b>C-130J-30</b>				
N381TX	USAF	rr 17dec15	<b>00001</b>		13-5784	61st AS	d/d 17dec15	<b>382-5784</b>	dec15
N382TX	USAF	rr 17dec15	<b>00002</b>		<b>AC-130J</b>				
N791TX	USAF	rr 17dec15	<b>00003</b>		11-5729	1st SOG det.2	ex LMTAS	<b>382-5729</b>	nov15
N792TX	USAF	rr 17dec15	<b>00004</b>		<b>HC-130J</b>				
N793TX	USAF	rr 17dec15	<b>00005</b>		12-5773/FT	71st RQS	d/d 11dec15	<b>382-5773</b>	dec15
N794TX	USAF	rr 17dec15	<b>00006</b>		13-5782/FT	71st RQS	d/d 11dec15	<b>382-5782</b>	dec15
N795TX	USAF	rr 17dec15	<b>00007</b>		13-5785/FT	71st RQS	d/d 18dec15	<b>382-5785</b>	dec15
<b>C-5A</b>					<b>HC-130N</b>				
69-0006	309th AMARG	ex 68th AS	<b>500-37</b>	dec15	69-5824/FL	309th AMARG	ex FL/39th RQS	<b>382-4372</b>	oct15
<b>C-5B</b>					<b>HC-130P</b>				
85-0006	Marietta	ex 337th AS C-5M conv	<b>500-92</b>	nov15	64-14855/FL	309th AMARG	ex FL/39th RQS	<b>382-4055</b>	oct15
85-0009	Marietta	ex 337th AS C-5M conv	<b>500-95</b>	apr15	<b>MC-130J</b>				
86-0019	Marietta	ex 337th AS C-5M conv	<b>500-105</b>		13-5777	17th SOS	d/d 26oct15	<b>382-5777</b>	oct15
may15					13-5778	67th SOS	d/d 27oct15	<b>382-5778</b>	nov15
86-0021	Marietta	ex 337th AS C-5M conv	<b>500-107</b>	jul15	13-5783	1st SOG det.2	d/d 11dec15	<b>382-5783</b>	dec15
86-0023	Marietta	ex 337th AS C-5M conv	<b>500-109</b>	sep15	The latter will be converted to AC-130J.				
87-0033	Marietta	ex 337th AS C-5M conv	<b>500-119</b>	dec15	<b>C-146A</b>				
87-0038	Marietta	ex 337th AS C-5M conv	<b>500-124</b>		13-3085	Centennial	d/d 28aug15	<b>3085</b>	aug15
aug15					<b>E-3B mod</b>				
<b>C-5M</b>					80-0137/OK	960th AACs	ex AK/962nd AACs	<b>22829/946</b>	dec15
84-0060	22nd AS	d/d 23oct15, 31st C-5M	<b>500-84</b>	oct15	<b>F-15C-22-MC</b>				
86-0016	22nd AS	d/d 09dec15, 32nd C-5M	<b>500-102</b>		78-0509/JZ	122nd FS	ex 114th FS	<b>494/C042</b>	nov15
dec15					78-0520/JZ	122nd FS	ex 64th AGRS	<b>507/C053</b>	nov15
<b>RC-26B</b>					<b>F-15C-23-MC</b>				
91-0504	130th AS	ex 194th FS	<b>DC-803M</b>	sep15	78-0523/TY	Panama City (FL)	ex Tyndall AFB	<b>511/C056</b>	aug15
<b>C-27J</b>					<b>F-15D-38-MC</b>				
07-27011	to USCG	as 2702	<b>4138/JCA2</b>	dec15	84-0046/LN	493rd FS	ex ET/40th FLTS	<b>942/D054</b>	nov15
08-27014	to USCG	as 2705	<b>4151/JCA5</b>	nov15	<b>F-16A-10-CF</b>				
09-27022	to USCG	as 2713	<b>4169/JCA13</b>	nov15	79-0363/AL		scrapped nov14	<b>61-148</b>	nov14
<b>C-130H</b>					80-0504	Latham	ex pres Syracuse	<b>61-225</b>	nov15
74-1690	309th AMARG	ex 186th AS	<b>382-4682</b>	nov15	<b>QF-16A-15-CF</b>				
74-2133	309th AMARG	ex 118th AS	<b>382-4730</b>	nov15	81-0806/AZ	Cecil Field	ex 309th AMARG	<b>61-487</b>	nov15
78-0807	309th AMARG	ex 758th AS	<b>382-4817</b>	oct15	82-0993/AZ	Cecil Field	ex 309th AMARG	<b>61-586</b>	nov15
78-0808	309th AMARG	ex 758th AS	<b>382-4818</b>	oct15	83-1087/AZ	Cecil Field	ex 309th AMARG	<b>61-640</b>	nov15
78-0810	309th AMARG	ex 758th AS	<b>382-4820</b>	oct15	<b>F-16C-30-CF</b>				
80-0320	309th AMARG	ex 158th AS	<b>382-4900</b>	nov15	87-0332/AL	100th FS	not 134th FS	<b>5C-593</b>	nov15
80-0321	309th AMARG	ex 158th AS	<b>382-4902</b>	dec15	<b>QF-16C-30-CF</b>				
80-0325	309th AMARG	ex 158th AS	<b>382-4908</b>	oct15	85-1455	Cecil Field	ex 82nd ATRS F-16C	<b>5C-235</b>	nov15
92-0548	158th AS	ex 169th AS	<b>382-5335</b>	nov15					
92-0549	192nd AS	ex 187th AS	<b>382-5337</b>	dec15					



<b>F-16C-52</b>				
12-0012	Fort Worth	f/n as IQAF 1615	<b>RA-09</b>	nov15
12-0013	Fort Worth	f/n as IQAF 1616	<b>RA-10</b>	dec15
<b>F-16CM-40-CF</b>				
88-0431/ED	309th AMARG	ex ED/416th FLTS	<b>1C-33</b>	oct15
<b>F-16D-30-CF</b>				
87-0373/ED	309th AMARG	ex ED/416th FLTS	<b>5D-68</b>	oct15
87-0377/ED	416th FLTS	ex rd/wh/bl c/s	<b>5D-72</b>	sep15
<b>F-35A-2B</b>				
12-5057/WA	16th WPS	ex LF/61st FS	<b>AF-68</b>	nov15
<b>F-35A-3I</b>				
13-5066/LF	62nd FS	d/d Q3 2015	<b>AF-72</b>	dec15
13-5070/LF	62nd FS	f/n sep15	<b>AF-76</b>	sep15
13-5074/OT	422nd TES	d/d 29oct15	<b>AF-80</b>	dec15
13-5075/HL	34th FS	f/n sep15	<b>AF-81</b>	sep15
13-5076/LF	62nd FS	f/n oct15	<b>AF-82</b>	nov15
13-5077/HL	34th FS	d/d 03dec15	<b>AF-83</b>	dec15
13-5078/LF	Fort Worth	f/n nov15 for 62nd FS	<b>AF-84</b>	dec15
13-5079/HL	Fort Worth	f/n nov15, for 34th FS	<b>AF-85</b>	nov15
13-5080/LF	Fort Worth	f/f nov15, for 62nd FS	<b>AF-86</b>	nov15
13-5087	62nd FS	for Norway as 5087	<b>AM-1</b>	nov15
13-5088	62nd FS	for Norway as 5088	<b>AM-2</b>	nov15
<b>UH-1N</b>				
74-59188	1st HS	not fy73	<b>31664</b>	sep15
<b>MQ-1B-10</b>				
06-3164	432nd Wing	w/o 01mar15	<b>P164</b>	mar15
07-3213	432nd Wing	w/o 26oct14	<b>P213</b>	apr14
<b>MQ-9A</b>				
11-4120/NY	138th ATKS	f/n dec15	<b>PB-120</b>	dec15
11-4144	432nd Wing	w/o 12dec14	<b>PB-144</b>	dec14
<b>T-38A-55-NO</b>				
64-13269/FF	71st FTS	ex HO/7th FS	<b>N5698</b>	dec15
<b>T-38C-50-NO</b>				
63-8164/RA	435th FTS	ex XL/434th FTS	<b>N5511</b>	nov15
<b>U-28A</b>				
08-0718	319th SOS	ex AFSOC Det Misawa	<b>718</b>	dec15
<b>CV-22B</b>				
10-0053	8th SOS	not c/n D1029	<b>D1030</b>	dec15

### United States Army (AR)

A few months ago, an interesting document about Beech 300/350 aircraft was published by the Federal Aviation Administration (FAA) on the internet. The document was written in December 2014 and in one of the appendix, various military model designations were shown with their factory model and serial numbers (= construction numbers in this context). Combined with our database, we can present the following information concerning the United States Army aircraft. There still are quite some gaps, so any additional information will be most welcome!

**Beech 350ER EMARSS** These Beech 300 aircraft are referred to as EMARSS (Enhanced Medium Altitude Reconnaissance and Surveillance System) aircraft. Even though the FAA document does not list the tail numbers, it is almost certain that these are 11-00265 until 11-00268. All four are designated MC-12S by the US Army and are assigned to B/224th MI Bn at Hunter AAF, Fort Stewart, Savannah (GA). They were confirmed active with this unit in November 2015.

**FL-731** ex N81461 (reg jul10/canx 14feb13), to Boeing for EMARSS upgrade in jun11, to US Army in feb13, probably 11-00265 but tie-up is unconfirmed. 11-00265 was assigned to B/224th MI Bn by sep15

**FL-734** ex N80704 (reg jul10/canx 14feb13), to Boeing for EMARSS upgrade in jun11, to US Army in feb13, probably 11-00266 but tie-up is unconfirmed. 11-00266 was assigned to B/224th MI Bn by sep15

**FL-736** ex N81336 (reg jul10/canx 14feb13), to Boeing for EMARSS upgrade in jun11, to US Army in feb13, prob-

ably 11-00267 but tie-up is unconfirmed. 11-00267 was first assigned to Aviation Flight Test Directorate (AFTD) at Redstone AAF, Redstone Arsenal (AL) in apr15, to B/224th MI Bn by sep15

**FL-738** ex N81478 (reg jul10/canx 14feb13), to Boeing for EMARSS upgrade in jun11, to US Army in feb13, probably 11-00268 but tie-up is unconfirmed. 11-00268 was assigned to B/224th MI Bn by sep15

**Beech 350 Constant Hawk** Most likely these aircraft are also designated MC-12S, but confirmation is required. Constant Hawk development started during the early 2000s under control of the Department of Energy. It was intended to monitor the nuclear proliferation. In 2005 control was handed over to the United States Army which further developed this so-called wide-area persistent (video) surveillance system to monitor larger areas. The camera and other sensors are used to detect patterns in the collected images to detect for example roadside bombs or ambushes. Not much is known about these particular aircraft. The following is what we currently know about these particular aircraft:

**FL-388** ex N4488H (reg 22dec03), ex N15EW (reg 21jun04/canx 07aug13), to L3 Communications in jul09, to US Navy in aug12 and assigned to the Naval Air Warfare Center, to US Army as ...

**FL-416** ex N6116N (reg 27aug04/canx 12may14), to L3 Communications in jun09, to US Navy in jun13 and assigned to the Naval Air Warfare Center, to US Army as 12-00279

**FL-449** ex N6179X (reg 27may05), to N73WW (reg dec06), L3 Communications in jun09, to N374CH (reg aug09/canx 12jun13), to US Navy in aug12 and assigned to the Naval Air Warfare Center, to US Army as ... Note: Initially the US Army also operated the aircraft as N374CH and strangely as such it visited Prestwick (Great Britain) on 3 June 2014 as such (almost one year after this N-registration being cancelled off the FAA register!). In 2013/2014, this aircraft was used for trials and development work by the I2WD Flight Activity (Intelligence & Information Warfare Directorate) at NAS Lakehurst, JB McGuire-Dix-Lakehurst (NJ).

**FL-450** ex N6150U (reg 27jun05), ex C-GCGB (aug05), to N45AJ (reg aug09/canx 12jun13), to L3 Communications in aug09, to US Navy in aug12 and assigned to the Naval Air Warfare Center, to US Army as ...

**FL-456** ex N316W (reg 24jun05), to L3 Communications in jul11, to US Army in jun12, CoA expired on 31aug15. Initially the US Army used this aircraft as N316W for trials and development work at the Aberdeen Proving Ground (MD).

**Beech 350 VADER** Two Beech 300 aircraft were modified with the Vehicle And Dismount Exploitation Radar (VADER). Work was carried out by Lockheed Martin, but the radar is developed and produced by Northrop. It is intended to detect and track both vehicles and dismounted personnel from a long range and offers a high-resolution image. Both aircraft are used by B/3-214th AVN TF ODIN.

**FL-663** Beech 350, ex N63563 (reg 17jun09), to N472UX (reg nov09), to Sierra Nevada Corp in apr10, temp to Straight Flight Nevada Commercial Leasing LLC (02apr12/17dec12), returned to Sierra Nevada Corp on 17dec12, sold 14jun13, to US Army as 13-00283 in dec13

**FL-797** Beech 340ER, ex N81487 (reg 07dec11), to Sierra Nevada Corp in 14jan13, sold 08may13, to US Army as 13-00282 in dec13

**Beech 350 MARSS** MARSS is an acronym for Medium Altitude Reconnaissance Surveillance System. The system provides Full Motion Video, Communication Intelligence and Signals Intelligence capabilities for the US Army. Two aircraft were

purchased via the United States Air Force (USAF) Liberty Bell programme and thus designated MC-12W. Hawker Beechcraft produced the aircraft and the MARSS modification was carried out by Boeing.

**FL-737** Beech 340ER, ex N8007U (reg 09jul10/canx 15aug11), del to Boeing for MARSS modifications in jun11, to US Army as 10-00737 in aug11, del by mar12, used by Aviation Flight Test Directorate (AFTD) at Redstone AAF, Redstone Arsenal (AL) for trials (mar12/dec12), current allocation unknown but re-registered as N8007U on 08aug12 (registered owner: United States Army PM-ARES office at Aberdeen Proving Ground, MD).

**FL-751** Beech 350i, ex N6351V (reg 04jan11/canx 01aug11), del to Boeing for MARSS modifications, to US Army as 10-00751, re-registered as N6351V on 08aug12 (registered owner: United States Army PM-ARES office at Aberdeen Proving Ground, MD).

**Beech 350 TACOP** Another acronym, TACOP is short for Tactical Operations. Actually the full abbreviation is TACOP-LiDAR which stands for Tactical Operations - Light Detection and Ranging. Three aircraft with this modification are in use by the US Army. Not many details for these aircraft are known, possibly military tail numbers are assigned but no details are known. Also their unit assignments are not known but all three are still registered with the FAA, with PM-ARES at the Aberdeen Proving Ground (MD) as owner.

**FL-716** Beech 350, ex N6461F (reg. mar10), to L3 Communications in mar11, to US Army as N6461F in dec11, assigned to B/224th MI Bn by aug14 but not reported with this unit in 2015.

**FL-757** Beech 350i, ex N8107F (reg. apr11), to US Army as N8107F in jul11

**FL-758** Beech 350i, ex N8148S (reg. apr11), to US Army as N8148S in jul11

**Beech 350i** The US Army designated this aircraft as C-12S and it is listed in the FAA document as 12-00277. Actually this aircraft is mentioned twice in the FAA report, once as regular C-12S and once as ATSCOM modified aircraft. ATSCOM is short for Air Traffic Services Command. In the official US Army Weapons Systems Handbook it is indeed stated that a single such aircraft is on strength. This particular Beech has not yet been reported to us, but it did show up recently in radio logs in the Huntsville (AL) area.

**FL-769** ex N8119N (reg. apr11/canx 10apr13), to US Army as 12-00277

**King Air 300LW** Eleven aircraft are listed in the FAA document under this header and with the remark that they do not have a "Military Model Designation". That does not mean that these Beeches did not undergo extensive mission specific modifications. It only means that as far as the FAA is concerned, they fall under the basic Beech 300 certification requirements. Upon transfer to the US Army, all these aircraft were entered into the FAA register with the US Army Communications Electronics Command at Fort Monmouth (NJ) as owner. This based however was slated to be closed in the Base Realignment and Closure (BRAC) 2005 rounds and it actually closed on 15 September 2011. All eleven aircraft were re-registered to a new owner: United States Army at Aberdeen Proving Ground (MD). Apart for some testing assignments with various units, these Beeches have been allocated to B/3-214th AVN TF ODIN for most of their career. For a long time they were known to only carry their civil N-registrations. However, recently some of these aircraft have emerged with military registration numbers: ..-61009, ..-61013 and 07-61016 have been reported. Of these only 07-61016 has a known tie-up (**FA-90**).

**FA-44** ex N48HB (reg. mar85), ex N48EB (reg jul90), to N20KW (reg 02jan91), reg to US Army as N20KW on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications in '08, del 13nov09, B/3-214th AVN TF ODIN

**FA-57** ex N7231Z (reg. 27may85), ex N75MC (reg 20apr86), to N75ME (reg 02feb93), reg to US Army as N75ME on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications by 25apr09, del by '10, B/3-214th AVN TF ODIN

**FA-90** ex N917BH (reg. 07feb86), ex N817BH (reg sep86), ex N38H (reg dec86), ex N38HL (reg jun89), ex N77PA (reg 22sep92), ex N77PZ (ntu), ex N111M (by aug04), ex HP-1382 (ntu), ex N1115 (reg 15sep04), ex N544PS (reg 14dec04), to N898RJ (reg 31oct06), reg to US Army as N898RJ on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications on 10dec08, del 12jun09, B/3-214th AVN TF ODIN, to 07-61016 by nov15 but also still registered to the US Army with the FAA as N898RJ.

**FA-117** ex N22985 (reg. 10apr87), ex N80X (reg. 12feb88), to N80BZ (reg 16apr09), reg to US Army as N80BZ on 16apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications, del 19oct09, B/3-214th AVN TF ODIN

**FA-144** ex N3085D (reg. feb88), ex N950JM (reg. 22mar89), ex N333DV (reg 06nov95), ex N111EL (by sep07), ex N2800 (by jul08), to N28EL (by aug08), reg to US Army as N28EL on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications on 28sep08, del '09, B/3-214th AVN TF ODIN

**FA-147** ex N3085Z (reg 19apr88), ex N860CC (reg mar95), ex N11GS (reg 14apr00), ex N990L (reg 23feb07), to N166BA (reg 04aug08), reg to US Army as N166BA on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications, del 22aug09, B/3-214th AVN TF ODIN

**FA-152** ex N7251V, ex D-IMMB (reg mar89), ex D-CIMB (reg dec97), ex N20EW (reg 17dec97), to N535PN (reg 16sep08), reg to US Army as N535PN on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications, del 19jul09, B/3-214th AVN TF ODIN

**FA-177** ex N1555N (reg 08jun92), ex N25CN (ntu), ex N350CD (ntu), ex N300RC (reg 19apr99), to N906EA (reg 19feb08), reg to US Army as N906EA on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications on 05oct08, del 17feb10, B/3-214th AVN TF ODIN

**FA-191** ex N1541Q (reg 02aug89), ex N801AR (reg 31oct97), ex N881AR (ntu), ex N914JF (reg 18apr06), to N914JA (reg dec08), reg to US Army as N914JA on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications in '09, del 10oct09, B/3-214th AVN TF ODIN

**FA-195** ex N1554U (reg 23aug89), to N195AE (reg 12jun02), reg to US Army as N195AE on 16apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications by mar09, del 09feb10, B/3-214th AVN TF ODIN. Crashed near Bagram AB (Afghanistan), killing all three on board. The aircraft crashed close to three km from the runway, shortly after take-off. Investigation showed that it took-off less than two minutes after an USAF C-17A and entered wake turbulence. The pilot lost control and the plane crashed at high speed, with a high angle of impact.



FA-217 ex N8115M, ex N911RB (reg 31jan92), ex D-IEBM (reg 13nov99), ex N675P (reg 27jul05), ex N544JC (reg 11dec05), ex N507P (reg 22dec06), ex N79CB (reg 09mar07), to N507P (reg oct08), reg to US Army as N507P on 15apr09, to Sierra Nevada at Hagerstown RAP (MD) for Reconnaissance, Surveillance, Targeting and Acquisition (RSTA) modifications by apr09, del '09, B/3-214th AVN TF ODIN.

For the sake of completeness, two additional aircraft were mentioned but with the remark "contracted": FA-85 (N907DB, registered to ACC Integrated Services at Milwaukee, WI) and FA-135 (N540CB, registered to Five-Forty Charlie Bravo LLC at Huntsville, AL).

King Air 350 The last group of aircraft mentioned is a bit confusing. Similar to the King Air 300 without a "Military Model Designation", five King Air 350 aircraft are listed. All five however were already mentioned previously in the same document with specific modifications. The aircraft listed are: FL-388, FL-416, FL-449, FL-450, FL-456 and FL-797.

Concluding this run down, we also have the following Beech 300 and 350 as being operated by the US Army. They however were not mentioned in the FAA document, or at least could not be traced back to a construction number mentioned in this document. In the case of the former USAF MC-12W aircraft, they were mentioned in the document but still as owned and operated by the USAF. In 2014, it was decided to transfer a large portion of the MC-12W fleet from the USAF to the US Army, but so far only three aircraft have been confirmed as transferred.

10-00729 MC-12W FL-729 Del to USAF as 10-0729 by jan12, transferred to US Army in '14 and confirmed in use with Aviation Flight Test Directorate (AFTD) at Huntsville IAP (AL).

10-00739 MC-12W FL-739 Del to USAF as 10-0739 by jan12, transferred to US Army in '14 and confirmed in use by B/224th MI Bn at Hunter AAF, Fort Stewart, Savannah (GA) in November 2015

10-00742 MC-12W FL-742 Del to USAF as 10-0742 by feb12, transferred to US Army in '14 and confirmed in use by B/224th MI Bn at Hunter AAF, Fort Stewart, Savannah (GA) in November 2015

11-00286 MC-12S FY unconfirmed (marked: 10286), confirmed in service in April 2015 when it visited Wiesbaden AAF (Germany).

11-00287 MC-12S FY unconfirmed (marked: 10287), confirmed in service with E/305th MI Bn in November 2014.

11-00289 MC-12S FY unconfirmed (marked: 10289), confirmed in service in February 2015 when it visited Tucson (AZ).

14-00841 Beech 300C FM-12 Ex N132TJ (reg 24jun05), ex N148AA (reg may07), to US Army as 14-00841 but also still registered with the FAA as N148AA with Raystown LLC at Dover (DE) as owner. Passed through Europe in August 2014 marked as 14-00841.

15-01584 Beech 350 Confirmed in service in May 2015 when it passed through RAF Mildenhall (Great Britain) in a civil style c/s but with military registration.

### United States Army Unit News

In November 2015 the first HH-60L Black Hawk was delivered to the Puerto Rico National Guard (PR ARNG) for a yet to be established medevac detachment at AASF Isla Grande Airport, San Juan (PR). The unit designation was not established, but it is intended to stand up in January 2016. Also interesting is that this first helicopter is a converted UH-60A

(83-23867).

At Barstow Daggett AHP (CA), the 2-916th AVN has decreased its compliment of UH-72A Lakota helicopters over the last year. The helicopters were re-allocated to training duties at Fort Rucker (AL). In return, C/2-916th AVN received a number of UH-60L Blackhawk helicopters by mid-2015. This are former UH-60A helicopters which have been converted to UH-60L standard. Despite this unit being a medevac company, not all Blackhawks carry the famous red cross markings. What they do carry is a full colour National Training Center badge. This is a triangle shaped batch with a small yellow circle in the middle. The triangle has three colour: yellow at the top, red in the right lower part and blue in the left lower part. Below the triangle is a yellow bar with in black "National Training Center". This batch is painted on the cabin doors for the helicopters without red cross markings, and on the engine cowling for the ones with red cross markings.

Several unit designation changes took place over the last months as part of the US Army Aviation Restructuring Programme. The Army refers to these designation changes as "reflagging". With thanks to the Apache Research Group we can provide you with the following information. Of course we have also updated our on-line United States Army Order of Battle on [www.scramble.nl](http://www.scramble.nl) accordingly.

All twenty-one OH-58D Kiowa Warriors assigned to 2-17th CAV performed their farewell flight at Sabre AHP, Fort Campbell (KY) back on 9 April 2015. What we did not yet confirm was the re-activation of 2-17th CAV as AH-64E Apache Guardian unit. This was done by reflagging 3-101st AVN at Campbell AAF, Fort Campbell (KY) on 10 September 2015.

Another former Kiowa Warrior unit which has been re-activated as Apache unit is 7-17th CAV. This unit was de-activated at Sabre AHP, Fort Campbell (KY) in March 2015. At that point in time it was assigned to 159th Combat Aviation Brigade (CAB). The regiment has now been re-activated by reflagging 4-227th AVN at Hood AAF, Fort Hood (TX). Due to this, the unit is now assigned to 1st Air Cavalry Brigade (CAB).

We already reported 1-501st AVN being reflagged to 3-6th CAV in March 2015. This unit is housed at Biggs AAF, Fort Bliss (TX) and another change took place during a ceremony on 17 September 2015. On this date the second Apache unit reporting to 501st AVN was reflagged. This was 4-501st AVN, which is now designated 1-501st AVN.

At Butts AAF, Fort Carson (CO), Apache unit 1-4th AVN was reflagged to 6-17th CAV on 16 October 2015. In the past 6-17th CAV used to be a Kiowa Warrior unit assigned to 16th Combat Air Brigade (CAB) at Ladd AAF, Fort Wainwright (AK). Their last assignment was a none-month deployment to South Korea, where they temporary were assigned to 2nd Combat Air Brigade (CAB). This came to an end in February 2015, and the unit was deactivated shortly after. With this recent re-flag action the unit now is assigned to 4th Combat Air Brigade (CAB).

Another unit which was recently reflagged was the United States Army Europe Apache unit 2-159th AVN at Ansbach AHP, Katterbach (Germany). On 8 October 2015, this unit changed its designation into 1-3rd AVN.

The last change which we can report concerns 1-6th CAV at Marshall AAF, Fort Riley (KS). Mid-June 2015, this unit seized Kiowa Warrior operations but it was not de-activated. Recently the first five AH-64D Apaches were delivered to this cavalry unit. These were former Army National Guard helicopters, as previously reported the Army Reserves and Army National Guard will transfer all its Apaches to the regular army in exchange for UH-60L Black Hawk helicopters.

KEYV = Middletown-Summit Airport (DE)



The painter really splashed out on this one... Richly coloured legacy E-2C of VAW-115 is seen during its landing at NAS Fallon (NV). Normally, CVW-5/NF is based at Atsugi, Japan, but was temporarily based at Fallon during its carrier swap, from USS George Washington to USS Ronald Reagan. (166505, Fallon, 12 August 2015, Stephan de Bruijn)



VFA-22 explains their nick-name, Fighting Redcocks, as the nose of the 166806/NA-102 is filled with a massive chart of five large, four medium and 62 small bomb-markings! The squadron belongs to CVW-17 and, if not deployed to the USS Carl Vinson, is based at NAS Lemoore (CA). Here it can be seen during a steep dive to the NAS Fallon runway. (NAS Fallon, 12 August 2015, Stephan de Bruijn)



Growlers are great to photograph, mainly due to their massive jamming pods underneath their wing and fuselage. EA-18G 168774/AJ-502 of VAQ-131, assigned to CVW-8, took part in last summer's Red Flag. (Nellis, 19 August 2015, Stephan de Bruijn)



KMDQ = Huntsville-Madison County Executive Airport (AL)  
 PPHI = Wheeler AAF, Schofield Barracks (HI)  
 USAREUR = United States Army in Europe

**Beech 300**

12-00279 nb ex N6116N **FL-416** dec15

This Beech (MC-12S?) used to be assigned to the United States Navy (Naval Air Warfare Center - Aircraft Division) but it was returned to Beechcraft by November 2013. Registration N6116N was cancelled in the Federal Aviation Administration (FAA) register on 12 May 2014. This aircraft was heard on the radio in CONUS in September 2015, but its visit to Prestwick (United Kingdom) was as far as we know the first confirmed report of this aircraft.

**C-12D-1**

83-24149 Det.6 OSACOM, ex det.27 OSACOM **BP-38** oct15  
 The old mount for Det.6 OSACOM CT ARNG was C-12T-3 84-00172 which has been seen undergoing maintenance at Denton MAP (TX) in June 2015 and in September 2015.

**CH-47D**

90-00182 to N160BE ex std KEVY **M3334** dec15  
 91-00258 to N160BB ex std KEVY **M3407** dec15

**CH-47F**

06-08023 B/2-227th AVN ex nb **M8023** oct15  
 07-08744 B/1-52nd AVN ex B/7-101st AVN **M8477** dec15  
 09-08072 B/1-52nd AVN ex B/5-101st AVN **M8072** dec15  
 10-08075 B/2-1st AVN ex B/7-101st AVN **M8075** nov15  
 10-08079 Det.1 B/1-169th AVN, ex nb **M8079** nov15

**OH-58D**

11-01338 std 309th AMARG, ex 1-230th CAV? dec15

**OH-58D(I)**

91-00564 std 309th AMARG, ex 1-230th CAV **43277** dec15  
 92-00583 std 309th AMARG, ex 1-230th CAV **43298** dec15  
 92-00591 std 309th AMARG, ex 1-230th CAV **43305** dec15  
 93-00998 std 309th AMARG, ex nb **48554** nov15  
 93-01006 std 309th AMARG, ex 1-230th CAV **48562** dec15  
 93-01008 std 309th AMARG, ex 1-230th CAV **48564** dec15  
 94-00059 std 309th AMARG, ex nb **43366** nov15  
 94-00152 std 309th AMARG, ex 1-230th CAV **48403** nov15  
 95-00038 std 309th AMARG, ex 1-230th CAV **48425** dec15  
 97-01327 std 309th AMARG, ex 1-230th CAV **48433** nov15

**OH-58D(R)**

95-00026 std 309th AMARG, ex 1-230th CAV? dec15  
 95-00033 std 309th AMARG, ex 1-230th CAV nov15  
 95-00036 std 309th AMARG, ex 1-230th CAV nov15  
 95-00083 std 309th AMARG, ex 1-230th CAV **43383** nov15  
 96-00025 std 309th AMARG, ex 1-230th CAV **48633** dec15  
 96-00126 pres PPHI ex 2-6th CAV **43401** oct15  
 96-00113 std 309th AMARG, ex nb **43388** nov15

**UH-60A**

80-23439 to N626LA ex std KMDQ **70-197** nov15  
 80-23451 to N160CU ex std KMDQ **70-209** dec15  
 80-23507 to N160CD ex std KMDQ **70-265** dec15  
 81-23617 to N236AA ex std KMDQ **70-339** dec15  
 82-23736 to N160CQ ex std KMDQ **70-559** dec15  
 83-23895 A/2-238th AVN ex nb **70-720** oct15  
 85-24441 to N244AA ex std KMDQ **70-930** dec15  
 86-24520 to N160AX ex std KMDQ **70-1020** dec15

**UH-60A+**

82-23755 to N160AU ex std KMDQ **70-578** dec15  
 83-23927 C/2-227th AVN ex nb **70-752** nov15

**UH-60L**

80-23436 C/2916th AVN ex UH-60A **70-194** dec15  
 81-23567 A/3-142nd AVN ex A/1-111th AVN **70-288** oct15  
 81-23616 A/3-142nd AVN ex nb **70-338** oct15  
 84-23940 A/3-142nd AVN ex nb **70-765** oct15  
 85-24419 C(-)/2-149th AVN, ex B/1-108th AVN **70-898** jun15  
 86-24513 A/3-142nd AVN ex A/3-238th AVN **70-1012** oct15  
 87-24651 A/7-158th AVN w/o 23nov15 **70-1193**  
 89-26139 A/2-135th AVN ex UH-60A **70-1367** jul15  
 89-26213 3-227th AVN ex nb **70-1464** nov15  
 90-26263 3-227th AVN ex 3-501st AVN **70-1492** nov15

92-26455 A/3-142nd AVN ex nb oct15  
 93-26485 3-227th AVN ex A/2-227th AVN nov15  
 93-26501 A/3-142nd AVN ex nb oct15  
 93-26506 3-227th AVN ex A/2-227th AVN nov15  
 94-26538 C(-)/3-2nd AVN ex C(-)/2-149th AVN sep15  
 94-26578 3-227th AVN ex A/2-227th AVN **70-2098** nov15  
 95-26642 3-4th AVN ex 5-158th AVN **70-2167** oct15  
 96-26713 3-227th AVN ex nb nov15  
 98-26805 3-227th AVN ex A/2-227th AVN nov15  
 02-26973 A/3-142nd AVN ex A/1-111th AVN oct15  
 05-27052 3-227th AVN ex nb nov15  
 05-27053 3-227th AVN ex nb nov15

**HH-60L**

83-23867 PR ARNG ex UH-60A **70-692** nov15

**HH-60M**

13-20595 C/3-25th AVN f/n, FY unconfirmed oct15  
 13-20597 C/3-25th AVN f/n, FY unconfirmed dec15  
 13-20598 C/3-25th AVN f/n **70-4234** oct15  
 14-20684 C/2-3rd AVN f/n, FY unconfirmed nov15

**MH-60M**

05-20010 C/3-160th SOAR, ex UH-60M sep15

**UH-60M**

09-20190 2-158th AVN f/n sep15  
 09-20217 2-158th AVN ex nb apr15  
 10-20221 2-158th AVN ex 2-82nd AVN oct15  
 10-20223 2-158th AVN ex 2-82nd AVN oct15  
 10-20289 2-82nd AVN f/n, FY unconfirmed dec15  
 11-20428 3-1st AVN f/n, FY unconfirmed dec15  
 12-20439 2-25th AVN f/n **70-4203** oct15  
 12-20529 2-25th AVN f/n oct15

**AH-64D**

03-05354 3-6th CAV ex 1-10th AVN **PVD534** dec15  
 07-05517 3-17th CAV ex 1-82nd AVN **PVD517** nov15  
 07-05518 3-17th CAV ex 1-3rd AVN **PVD518** nov15  
 07-07046 3-17th CAV ex 1-3rd AVN **DUS046** nov15  
 08-05542 3-6th CAV ex 4-501st AVN **PVD542** dec15  
 08-05562 A/4-2nd AVN w/o 23nov15 **PVD562**  
 08-07048 3-17th CAV ex 1-3rd AVN **DUS048** nov15  
 09-05582 4-4th AVN ex 1-82nd AVN **PVD582** oct15

**AH-64E**

14-01009 Boeing at Mesa (AZ), not FY14! **NB009** aug15  
 14-01010 Boeing at Mesa (AZ), not FY14! **NB010** aug15  
 14-03034 1-101st AVN f/n **NM034** aug15  
 14-03036 1-101st AVN f/n **NM036** apr15  
 15-03065 2-17th CAV w/o 02dec15 **NM065**

**UH-72A**

14-72332/32M 1-223rd AVN f/n, FY unconfirmed oct15

**United States Navy (NY)**

On 3 December 2015, the US Navy announced that it has started a programme to replace the F/A-18A/B/C/Ds of the US Navy flight demonstration team Blue Angels with the F/A-18E/F Super Hornets. Boeing received a contract to draw up the engineering plans needed to convert the Super Hornet into a configuration specific to the Blue Angels role. The so-called legacy or baby Hornets served the Blue Angels since 1986, but these airframes, although swapped several times, are showing their age. Initially the A/B's took over the demonstration tasks from the A-4 Skyhawk, in 2010 the C/Ds arrived in the squadron. Boeing will remove the Super Hornets gun and missile launchers and will install flight auxiliary fuel pumps that can operate in sustained inverted manoeuvres and inserting an oil pump in the tail to emit smoke. Also, a spring is added to the control stick for better handling in formation and inverted flight. The introduction of the Super Hornets mark an unexpectedly large change for the team, as the Rhino is 25% larger and weighs substantially more, the execution of the flight displays must be recalculated in detail, and it is not sure all manoeuvres could continue in the future.

**United States Navy unit news**

This month, we sum-up the complete 2016 Carrier Air Wing situation and the units assigned to the Commander Wings.

During the last months, multiple changes were reported so we think a review could be very helpful to our readers! A few squadrons could not be placed yet, any information in this is more than welcome!

#### Commander Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

Behind every squadron a letter in <sup>superscript</sup> is used for its home-base: <sup>J</sup> = NAS Jacksonville (FL), <sup>L</sup> = NAS Lemoore (CA), <sup>M</sup> = NAS Mayport (FL), <sup>N</sup> = NAS Norfolk (VA), <sup>O</sup> = NAS Oceana (VA), <sup>PM</sup> = NAS Point Mugu (CA), <sup>WI</sup> = NAS Whidbey Island (WA)

#### Carrier Air Wing 1, USS Theodore Roosevelt (CVN-71), AB

In 2016, Helicopter Anti-Submarine Squadron (HS) 11 will make the transition from SH-60F/HH-60H to MH-60S. The squadron then receives the Helicopter Sea Combat Squadron (HCS) designation when assigned operational on the most-modern Seahawk. Marine Fighter Attack Squadron (VMFA) 251 continues to serve with CVW-1. Their Hornets are normally based at MCAS Beaufort (SC).

VFA-11 <sup>O</sup>	Red Rippers	F/A-18F	1xx
VFA-211 <sup>O</sup>	Fight' Checkmates	F/A-18F	2xx
VFA-136 <sup>O</sup>	Knighthawks	F/A-18E	3xx
VMFA-251	Thunderbolts	F/A-18C	4xx
VAQ-137 <sup>WI</sup>	Rooks	EA-18G	50x
VAW-125 <sup>N</sup>	Tigertails	E-2D	6xx
HS-11 <sup>J</sup>	Dragon Slayers	SH-60F/ HH-60H	61x
HSM-46 <sup>M</sup>	Grandmasters	MH-60R/ MQ-8B	HQ-4xx
VRC-40/Det.3	Rawhides	C-2A NP	xx

#### Carrier Air Wing 3, USS Harry S. Truman (CVN-75), AC

Our latest information indicates that VAW-126<sup>N</sup> Seahawks (former 'AC-6xx') was transferred to another wing. The E-2C-2000NP squadron is replaced by VAW-123. Several E-2Cs of VAW-126 were seen in October 2015 without a tailcode.

VFA-32 <sup>O</sup>	Swordsmen	F/A-18F	1xx
VFA-86 <sup>L</sup>	Sidewinders	F/A-18E	2xx
VFA-131 <sup>O</sup>	Wildcats	F/A-18C	3xx
VFA-105 <sup>O</sup>	Gunslingers	F/A-18E	4xx
VAQ-130 <sup>WI</sup>	Zappers	EA-18G	50x
VAW-123 <sup>N</sup>	Screwtops	E-2C-2000NP	6xx

HSC-7 <sup>N</sup>	Dusty Dogs	MH-60S	61x
HSM-74 <sup>J</sup>	Swamp Foxes	MH-60R	7xx
VRC-40/Det.4	Rawhides	C-2A NP	xx

#### Carrier Air Wing 7, USS Dwight D. Eisenhower (CVN-69), AG

VFA-143 <sup>O</sup>	Pukin'Dogs	F/A-18F	1xx
VFA-103 <sup>O</sup>	Jolly Rogers	F/A-18F	2xx
VFA-83 <sup>O</sup>	Rampagers	F/A-18C	3xx
VFA-25 <sup>L</sup>	Fist of the Fleet	F/A-18E	4xx
VAQ-140 <sup>WI</sup>	Patriots	EA-18G	50x
VAW-117 <sup>PM</sup>	Wallbangers	E-2C-2000NP	6xx
HSC-5 <sup>N</sup>	Night Dippers	MH-60R/S	61x
HSM-72 <sup>J</sup>	Proud Warriors	MH-60R	7xx
VRC-40/Det.2	Rawhides	C-2A NP	xx

#### Carrier Air Wing 8, USS George H.W. Bush (CVN-77), AJ

Tactical Electronics Warfare Squadron (VAQ) 131 replaced VAQ-134 *Garudas* (former 'AJ-5xx'). The *Garudas* were the last EA-6B user and eventually started transition to EA-18G late 2014, early 2015. VAQ-134 will join the Commander, Electronic Attack Wing Pacific as a Joint Expeditionary Squadron in 2016. It will not be sea-based for the upcoming future.

We lost track on VFA-15 O Valions (ex 'AJ-3xx'). We think the squadron left CVW-8 as modern F/A-18Es of VFA-87 were also seen with the 3xx modex. VFA-15 was deployed to Joint-Base Elmendorf AFB (AK) early November 2015 for a two-week exercise with F-22A Raptors of 90th FS and 525th FS. The squadrons F/A-18C Hornets still carried tailcode/modex AJ-3xx during the exercise.

VFA-31 <sup>O</sup>	Tomcats	F/A-18E	1xx
VFA-213 <sup>O</sup>	Black Lions	F/A-18F	2xx
VFA-87 <sup>O</sup>	Golden Warriors	F/A-18E	3xx
VFA-37 <sup>O</sup>	Bulls	F/A-18C	4xx
VAQ-131 <sup>WI</sup>	Lancers	EA-18G	50x
VAW-124 <sup>N</sup>	Bear Aces	E-2C-NP	6xx
HSC-9 <sup>N</sup>	Tridents	MH-60S	61x
HSM-70 <sup>J</sup>	Spartans	MH-60R	7xx
VRC-40/Det.1	Rawhides	C-2A NP	xx

Assigned to Commander, Strike Fighter Wing Atlantic is Fleet Replacement Squadron (FRS) VFA-106<sup>O</sup> *Gladiators* ('AD-1xx') flying the F/A-18C/D and F/A-18E/F from NAS Oceana (FL).



Brutal, that is how an MH-53E mine-sweeper looks from this angle. HM-15 frequently deploys to the Middle East, and is therefore a familiar visitor to air shows in the region. (162507/TB-07, Dubai-World Central, 7 November 2015, Rene Bremer)





The US Navy uses this Beech Kingair, dubbed T-44, for training duties. They are based at NAS Corpus Christi. However, they can also be found doing practice circuits at Naval Outlying Airfields (NOLF) like Cabaniss Field near Corpus Christi. (T-44C 161065, 2 November 2015, Henk Spek)

The Commander, Airborne Command Control and Logistics Wing commands FRS VAW-120 N Greyhawks (AD-6xx') flying the E-2C/D and C-2A. VRC-40 N Rawhides ('(JK)-xx') supports the C-2A detachments.

Assigned to the Commander Helicopter Sea Combat Wing, US Atlantic Fleet is HSC-2 N Fleet Angels ('HU-700, -71x, -74x') that serves as FRS for the MH-60S and the following MH-60S squadrons: HSC-22 N Sea Knights ('AM-0x, -1x'), HSC-26 N Chargers ('HW-2x, -3x'), HSC-28 N Dragon Whales ('BR-4x, -5x) and HH-60H squadron HSC-84 N Red Wolves ('NW-2xx, -21x').

Assigned to the Commander Helicopter Maritime Strike Wing, US Atlantic Fleet are the following MH-60R squadrons: FRS HSM-40 M Airwolves ('HK-00x, -01x'), HSM-48 M Vipers ('HR-50x, 51x') and HSM-76 J that will be established in FY2017 and assigned to a Carrier Air Wing.

#### **Commander Naval Air Force U.S. Pacific Fleet (ComNavAirPac)**

The MQ-8C Fire Scout completed a three-week operational assessment (OA) period on 20 November 2015 at NB Ventura County at Point Mugu (CA). The MQ-8C is assigned to VX-30 Bloodhounds as part of the Naval Air Warfare Development Center (NAWDC) at Point Mugu. The OA included eleven flights totalling 83.4 flight hours where Fire Scout was tested against maritime and surveyed land targets to assess system performance, endurance and reliability of the unmanned helicopter. The Multi-Mission Tactical Unmanned Aerial Systems (MMTUAS) Bell 407 met its performance objectives. The MQ-8C will provide twice the endurance and three times the payload as the existing MQ-8B and it has a range of 150 nautical miles and a payload capacity of more than 700 pounds. The unmanned helo will provide precision target support for the Navy on land and at-sea with its multiple intelligence, surveillance and reconnaissance capabilities. The smaller MQ-8B, currently deployed on the littoral combat ship USS *Fort Worth*, has flown more than 16,000 hours and demonstrated the ability to operate alongside the MH-60 manned helicopter during ship-based operations. The MQ-8C has logged 427 flights and more than 730 flight hours to date. Initial ship-based testing is scheduled to begin in fiscal year 2017.

Behind every squadron a letter in <sup>superscript</sup> is used for its home-base: <sup>A</sup> = Atsugi (Japan), <sup>H</sup> = MCB Hawaii, Kaneohe Bay (HI), <sup>L</sup> =

NAS Lemoore (CA), <sup>NI</sup> = NAS North Island (CA), <sup>O</sup> = NAS Oceana (VA), <sup>PM</sup> = NAS Point Mugu (CA), <sup>WI</sup> = NAS Whidbey Island (WA)

#### **Carrier Air Wing 2, USS Ronald Reagan (CVN-76), NE**

VFA-2 <sup>L</sup>	Bounty Hunters	F/A-18F	1xx
VFA-137 <sup>L</sup>	Kestrels	F/A-18E	2xx
VFA-192 <sup>L</sup>	Golden Dragons	F/A-18E	3xx
VFA-34 <sup>O</sup>	Blue Blasters	F/A-18C	4xx
VAQ-136 <sup>WI</sup>	Gauntlets	EA-18G	50x
VAW-113 <sup>PM</sup>	Black Eagles	E-2C-2000NP	6xx
HSC-4 <sup>NI</sup>	Black Knights	MH-60S	61x
HSM-78 <sup>NI</sup>	Blue Hawks	MH-60R	7xx
VRC-30/Det.2	Providers	C-2A NP	xx

#### **Carrier Air Wing 5, USS George Washington (CVN-73), NF**

VFA-102 <sup>A</sup>	Diamondbacks	F/A-18F	1xx
VFA-27 <sup>A</sup>	Royal Maces	F/A-18E	2xx
VFA-115 <sup>A</sup>	Eagles	F/A-18E	3xx
VFA-195 <sup>A</sup>	Dambusters	F/A-18E	4xx
VAQ-141 <sup>WI</sup>	Shadowhawks	EA-18G	50x
VAW-115 <sup>A</sup>	Liberty Bells	E-2C-2000NP	6xx
HSC-12 <sup>A</sup>	Golden Falcons	MH-60S	61x
HSM-77 <sup>A</sup>	Saberhawks	MH-60R	7xx
VRC-30/Det.5	ProvidersC	-2A NP	xx

#### **Carrier Air Wing 9, USS John C. Stennis (CVN-74), NG**

VFA-41 <sup>L</sup>	Black Aces	F/A-18F	1xx
VFA-14 <sup>L</sup>	Tophatters	F/A-18E	2xx
VFA-97 <sup>L</sup>	Warhawks	F/A-18E	3xx
VFA-151 <sup>L</sup>	Vigilantes	FA-18E	4xx
VAQ-133 <sup>WI</sup>	Wizards	EA-6B	50x
VAW-112 <sup>PM</sup>	Golden Hawks	E-2C-2000NP	6xx
HSC-14 <sup>NI</sup>	Chargers	MH-60S	1x
HSM-71 <sup>NI</sup>	Raptors	MH-60R	7xx
VRC-30/Det.4	Providers	C-2A NP	xx

#### **Carrier Air Wing 11, USS Nimitz (CVN-68), NH**

Another squadron, we cannot place right now is HSC-6<sup>NI</sup> Indians (last known as 'NH-x'). We think the squadron left CVW-11 as HSC-8 was reported late 2015 as 'NH-x' (one digit modex). But strangely enough, HSC-6 was still reported in the same period as 'NH-x' (one digit modex) and 'NH-xx' (two digits). Time will tell! VMFA-323 continues to serve with CVW-11 and is normally based at MCAS Miramar (CA).

VFA-154 <sup>L</sup>	Black Knights	F/A-18F	1xx
VFA-147 <sup>L</sup>	Argonauts	F/A-18E	2xx

VFA-146 <sup>L</sup>	<i>Blue Diamonds</i>	F/A-18E	3xx
VMFA-323	<i>Death Rattlers</i>	F/A-18C	4xx
VAQ-142 <sup>WI</sup>	<i>Gray Wolves</i>	EA-18G	50x
VAW-121 <sup>N</sup>	<i>Bluetails</i>	E-2D	6xx
HSC-8 <sup>NI</sup>	<i>Eightballers</i>	MH-60S	x
HSM-75 <sup>NI</sup>	<i>Wolf Pack</i>	MH-60R	7xx
VRC-30/Det.3	<i>Providers</i>	C-2A NP	xx

#### Carrier Air Wing 17, USS Carl Vinson (CVN-70), NA

VFA-113 and VFA-94 will both transition to Super Hornet in 2016. VFA-113 will swap to the single seat F/A-18E while sister squadron VFA-94 will receive the twin seat F/A-18F.

VFA-22 <sup>L</sup>	<i>Fight' Redcocks</i>	F/A-18F	1xx
VFA-81 <sup>O</sup>	<i>Sunliners</i>	F/A-18E	2xx
VFA-113 <sup>L</sup>	<i>Stingers</i>	F/A-18C	3xx
VFA-94 <sup>L</sup>	<i>Mighty Shrikes</i>	F/A-18C	4xx
VAQ-139 <sup>WI</sup>	<i>Cougars</i>	E/A-18G	50x
VAW-116 <sup>PM</sup>	<i>Sun Kings</i>	E-2C-2000NP	6xx
HSC-15 <sup>NI</sup>	<i>Red Lions</i>	MH-60S	61x
HSM-73 <sup>NI</sup>	<i>Battle Cats</i>	MH-60R	7xx
VRC-30/Det.1	<i>Providers</i>	C-2A NP	xx

Assigned to Commander, Strike Fighter Wing Pacific and not reported with the CVWs are FRS VFA-101 *Grim Reapers* flying the F-35B from Eglin AFB (FL), VFA-122<sup>L</sup> *Flying Eagles* ('NJ-1xx') flying the F/A-18C/D, F/A-18E/F and T-34C. VFA-101 is co-assigned to 33rd Fighter Wing and COMSTRIKEWINGPAC.

Assigned to the Commander, Electronic Attack Wing Pacific is FRS VAQ-129<sup>WI</sup> *Vikings* ('NJ-5xx') flying the EA-18G. The also supports four Joint Expeditionary Squadrons (JET), equipped with the EA-18G; VAQ-132<sup>WI</sup> *Scorpions* ('NL-54x'), VAQ-134<sup>WI</sup> *Garudas* (no code yet), VAQ-135<sup>WI</sup> *Black Ravens* ('NL-52x') and VAQ-138<sup>WI</sup> *Yellowjackets* ('NL-51x'). In FY2017 VAQ-143<sup>WI</sup> will be established as JET, in FY2018 VAQ-144 will follow.

Assigned to the Commander Helicopter Sea Combat Wing, US Pacific Fleet is HSC-3<sup>NI</sup> *Merlins* ('SA-00-2x, -600-60x, -61x') that serves as FRS for the MH-60S and the following MH-60S squadrons: HSC-21<sup>NI</sup> *Blackjets* ('VR-6x, -7x), HSC-23<sup>NI</sup> *Wildcards* ('WC-4x, -5x), HSC-85<sup>NI</sup> *Firehawks* ('NW-3xx, -31x') and HSC-25 *Island Knights* ('RB-0x, -1x) based at Andersen AFB (Guam).

Assigned to Commander Helicopter Maritime Strike Wing, US Pacific Fleet are the following MH-60R squadrons: HSM-35<sup>NI</sup> *Magicians* ('TG-3x, -4x') also operates the MQ-8B, HSM-37<sup>H</sup> *Easyriders* ('TH-3x, -4x'), HSM-41<sup>NI</sup> *Seahawks* ('TS-4xx, -43x'), HSM-49<sup>NI</sup> *Scorpions* ('TX-1xx, -11x'), HSM-51<sup>A</sup> *Warlords* ('TA-51, 0x') and and HSM-79<sup>NI</sup> *Griffins* (no code assigned yet).

Assigned to the Commander, Airborne Command Control and Logistics Wing, VRC-30<sup>NI</sup> *Providers* ('RW-xx') supports the detachments with the C-2A.

#### Carrier News

On 22 December 2015, the US Navy announced that the USS *Nimitz* (CVN-68) will remain stationed in Bremerton (WA) through fiscal year 2019. The reason for this announcement is that the Navy wants to avoid the possibility of three homeport changes over a four-year period for the ship's crewmembers and families. The USS *Nimitz* is currently the oldest aircraft Navy carrier in service. In January 2015, it arrived at Bremerton's Puget Sound Naval Shipyard and Intermediate Maintenance Facility for a sixteen-month extended planned incremental availability (EPIA). The *Nimitz* was scheduled to shift her homeport to Everett (WA), in the summer of 2016, return to Bremerton in fiscal year 2018 for another extended maintenance period and move back to Everett in 2019. The CVN-68 has completed three homeport changes in the past five years, including a move from San Diego (CA) to Bremerton in December 2010 for a yearlong maintenance period, a homeport change from Bremerton to Everett in December 2011 and the move from Everett to Bremerton last January.

The Final Countdown movie-star is scheduled to return to the Navy's installation in Everett at the earliest possible opportunity following completion of her scheduled 2018-2019 docking planned incremental availability in Bremerton.

On 17 December 2015, the USS George Washington (CVN-73) pulled into NS Norfolk (VA) completing a voyage around South America as it changed homeport back to the one where it was assigned when commissioned in 1993. The GW has been based in Japan and was part of a three carrier homeport swap involving sister ships USS Ronald Reagan (CVN-77) and USS Theodore Roosevelt (CVN-71). Because George Washington is scheduled to begin its mid-life refueling and complex overhaul (RCOH) in 2017, it has been replaced as the carrier forward-deployed to Japan by Ronald Reagan, which had been based in NB San Diego (CA). The Ronald Reagan arrived in Yokosuka, Japan, on 1 October 2015. The Theodore Roosevelt which had completed its RCOH, deployed in March to the Persian Gulf for strikes against the Islamic State in Iraq and Syria (ISIS) and arrived at its new homeport San Diego (CA) on 23 November 2015. The three-carrier swap involved a complex swap of personnel between ships to minimize costly and disruptive moves. George Washington will begin its RCOH at Huntington Ingalls' Newport News Shipbuilding in Newport News (VA) when that process is completed for USS Abraham Lincoln. Carrier Air Wing Two was embarked on George Washington for the four-month voyage around Cape Horn and, with the ship, participated in exercises with South American navies, Southern Seas 2015 and UNITAS 2015.

FRCSSE = Fleet Readiness Center South East, Jacksonville (FL)

FRCSW = Fleet Readiness Center South West, North Island (CA)

LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)

#### C-2A

162140/22	VRC-30 Det.1	ex VRC-30	<b>20</b>	dec15
162175/33	VRC-30 Det.2	ex VRC-30 Det.1	<b>55</b>	dec15

#### KC-130T

163311/3311	VR-55	ex NY-311/VMGR-452	<b>382-5087</b>	dec15
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#### E-2C

164107/603	VAW-126	ex AC-602	<b>A52-139</b>	oct15
165827/AG-600	VAW-117	ex 601	<b>A198</b>	dec15

#### E-2C+

164111/621	VAW-120	ex NA-604/VAW-125	<b>A52-143</b>	oct15
164485/AC-604	VAW-123	ex AJ-601/VAW-124	<b>A151</b>	oct15
164496/601	VAW-126	ex AC-601/VAW-126	<b>A162</b>	oct15
164497/642	309th AMARG	ex 642/VAW-120	<b>A1..</b>	nov15

#### E-2C-II

165304/602	VAW-126	ex AG-601/VAW-121	<b>A52-177</b>	oct15
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#### F/A-18A+

162872/AF-05	FRCSW	ex AF-05/VFC-12	<b>412/A343</b>	oct15
163107/RP-73	FRCSW	ex AF-10/VFC-12	<b>497/A411</b>	oct15

#### F/A-18B

161356/RP-72	FRCSW	ex SD-327/VX-23	<b>24/B007</b>	oct15
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#### F/A-18C

163502/NK-307	FRCSW	ex NK-307/VFA-146	<b>745/C055</b>	oct15
163758/NH-303	FRCSW	ex NH-303/VFA-146	<b>836/C116</b>	oct15
163999/FH-49	FRCSW	ex NG-412/VFA-192	<b>881/C147</b>	oct15
164057/NG-300	FRCSW	ex NG-300/VFA-97	<b>947/C184</b>	oct15
164200/NA-415	FRCSW	ex NA-415/VFA-94	<b>963/C194</b>	oct15
164205/AA-411	FRCSW	ex AA-411/VFA-25	<b>968/C198</b>	oct15
164641/DC-05	VMFA-122	ex AA-301/VFA-113	<b>1062/C270</b>	dec15
164660/NA-303	FRCSW	ex NA-303/VFA-113	<b>1087/C282</b>	oct15
165173/AG-311	FRCSW	ex AG-311/VFA-83	<b>1290/C398</b>	oct15
165185/AG-306	VFA-83	ex AC-310/VFA-37	<b>1312/C410</b>	dec15
165224/AC-303	VFA-131	ex AG-403	<b>1410/C449</b>	oct15
165407/AC-301	VFA-131	ex AG-406	<b>1448/C464</b>	oct15

#### F/A-18D

163500	FRCSW	ex NJ-431/VFA-122	<b>742/D020</b>	oct15
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#### F/A-18E

165900/NE-201	FRCSW	ex NE-201/VFA-137	<b>E055</b>	oct15
168361/AC-212	VFA-86	ex NJ-221/VFA-122	<b>E211</b>	dec15





Orange Grove sounds quite unassuming, however this Naval Outlying Airfield (NOLF) can yield some nice shots, provided that you are patient... Please refer to our airfield guide to see which spots there are. (T-45C 167095, 2 November 2015, Jochem Manders)

168866	NAWDC	ex NJ-254/VFA-122	<b>E243</b>	oct15	166355/HU-736	HSC-2	ex AM-15/HSC-22	<b>70-2958</b>	oct15
168927/NJ-264	VFA-122	ex nmks	<b>E286</b>	nov15	166356/SA-26	HSC-3	ex RB-00/HSC-25	<b>70-29..</b>	oct15
<b>F/A-18F</b>									
166798/AB-202	FRCSW	ex AB-202/VFA-211	<b>F171</b>	oct15	166357/NH-5	HSC-8	ex RH-12/HSC-14	<b>70-29..</b>	oct15
<b>EA-18G</b>									
166894/NJ-556	VAQ-129	Scorpion tail CAG c/s	<b>G6</b>	oct15	166360/HU-705	HSC-2	ex HW-77/HSC-26	<b>70-29..</b>	oct15
166898/NJ-513	VAQ-129	ex NL-513/VAQ-138	<b>G10</b>	oct15	166361/SA-18	HSC-3	ex ND-612/HSC-4	<b>70-29..</b>	oct15
166945/NJ-551	VAQ-129	ex XE-500/VX-9	<b>G30</b>	oct15	166362/VR-68	HSC-21	ex VR-71	<b>70-29..</b>	oct15
168271/NJ-544	VAQ-129	ex std	<b>G53</b>	oct15	167858/HU-734	HSC-2	ex AM-01/HSC-22	<b>70-</b>	oct15
168273/NJ-553	VAQ-129	ex 500/NSAWC	<b>G55</b>	oct15	167859/NH-6	HSC-8	ex NG-6	<b>70-</b>	oct15
168935/NJ-555	VAQ-129	f/n	<b>G107</b>	oct15	167867/NH-7	HSC-8	ex NG-7	<b>70-</b>	oct15
168936/NJ-536	VAQ-129	f/n	<b>G108</b>	oct15	167869/NH-0	HSC-8	ex NG-0	<b>70-</b>	oct15
168937/NJ-512	VAQ-129	f/n	<b>G109</b>	oct15	167875/NH-4	HSC-8	ex NG-4	<b>70-</b>	oct15
168939/NJ-567	VAQ-129	f/n	<b>G111</b>	oct15	167883/SA-34	HSC-3	ex NH-3/HSC-6	<b>70-36..</b>	oct15
168940/NJ-515	VAQ-129	f/n	<b>G112</b>	oct15	167891/SA-35	HSC-3	ex WC-43/HSC-23	<b>70-37..</b>	oct15
<b>F-35C</b>									
169161/NJ	LMTAS	f/n, for VFA-101	<b>CF-25</b>	nov15	167900/NH-20	HSC-6	ex NE-610 HSC-4	<b>70-37..</b>	nov15
CF-03/SD-73	VX-23	ex 461st FLTS	<b>CF-03</b>	oct15	168394/NH-1	HSC-8	ex NG-1	<b>70-37..</b>	oct15
<b>MH-60R</b>									
166544/NA-704	HSM-73	ex NG-707/HSM-71	<b>70-3...</b>	oct15	168395/NH-3	HSC-8	ex NG-3	<b>70-3798</b>	oct15
166546/TX-105	HSM-49	ex NG-701/HSM-71	<b>70-31..</b>	oct15	168538/RB-07	HSC-25	ex NA-616/HSC-15	<b>70-3919</b>	dec15
166570/TG-33	HSM-35	ex NG-703/HSM-71	<b>70-32..</b>	dec15	168555/NG-12	HSC-14	ex RH-12	<b>70-4...</b>	oct15
166583/TX-102	HSM-49	ex TS-411/HSM-41	<b>70-33..</b>	oct15	168557/NG-13	HSC-14	ex RH-13	<b>70-4...</b>	oct15
166596/TH-35	HSM-37	ex NH-713/HSM-75	<b>70-3464</b>	sep15	168559/NG-17	HSC-14	ex RH-17	<b>70-4...</b>	oct15
167009/TS-422	HSM-41	f/n	<b>70-3...</b>	oct15	168569/NG-15	HSC-14	f/n	<b>70-43..</b>	oct15
167010/TX-103	HSM-49	ex NG-700/HSM-71	<b>70-3...</b>	oct15	168574/NG-10	HSC-14	f/n	<b>70-44..</b>	oct15
167049/TS-427	HSM-41	f/n	<b>70-38..</b>	oct15	168578/VR-66	HSC-21	f/n	<b>70-44..</b>	oct15
167061/TG-36	HSM-35	f/n	<b>70-39..</b>	oct15	168584/VR-67	HSC-21	f/n	<b>70-4...</b>	oct15
168094/NE-714	HSM-78	f/n	<b>70-4...</b>	oct15	<b>P-3C AIP+</b>				
168099/NG-713	HSM-71	f/n	<b>70-4...</b>	oct15	158563/563	nmks	ex FRCSE	<b>5572</b>	oct15
168111/NH-721	HSM-75	f/n	<b>70-4...</b>	oct15	<b>P-3C BMUP</b>				
168112/NH-723	HSM-75	f/n	<b>70-4...</b>	oct15	161001/001	309th AMARG	ex 001/VP-69	<b>5683</b>	nov15
<b>MH-60S</b>									
165745/SA-33	HSC-3	ex SA-00	<b>70-2561</b>	oct15	<b>P-3C-IIIIR</b>				
165776/SA-25	HSC-3	ex WC-40/HSC-23	<b>70-27..</b>	oct15	158574	NASC FS	NAWC-23	<b>5583</b>	dec15
165778/HU-703	HSC-2	ex BR-53/HSC-28	<b>70-2771</b>	oct15	158926/305	VX-30	ex 926/VP-26	<b>5598</b>	oct15
166298/SA-32	HSC-3	ex VR-63/HSC-21	<b>70-27..</b>	oct15	158574 does not wear an external serial or code but is recognized by its antenna's and is one of possible three sneaky Orions based at Dallas - Lovefield, TX. This unit is referred to as NASC FS, which stands for Naval Air Systems Command-Flight Support Detachment. Also NAWC-23 has been named as the units custodian code in official documents.				
166300/SA-31	HSC-3	ex RH-20/HSC-14	<b>70-2785</b>	oct15	<b>P-8A</b>				
166307/SA-36	HSC-3	ex SA-22	<b>70-27..</b>	oct15	168439/LD-439	VP-10	ex LN-439/VP45	<b>40819/4331</b>	dec15
166315/VR-70	HSC-21	ex VR-75	<b>70-2813</b>	oct15	168855/855	VP-..	del 09dec12	<b>44147/5398</b>	dec15
166325/VR-63	HSC-21	ex VR-72	<b>70-28..</b>	oct15	168996	Boeing	f/f 05nov15	<b>44938/5567</b>	nov15
166330/NH-3	HSC-6	ex VR-63/HSC-21	<b>70-28..</b>	oct15	168997	Boeing	f/f 24nov15	<b>44942/5587</b>	nov15
166342/NA-612	HSC-15	ex RB-04/HSC-25	<b>70-29..</b>	oct15	168998	Boeing	f/f 16dec15	<b>44939/5623</b>	dec15
166353/SA-19	HSC-3	ex RB-05/HSC-25 Det.670-29..	<b>70-29..</b>	oct15	<b>T-6B</b>				
					166059/G-059	TAW-4	ex E-059/TAW-5	<b>PN-50</b>	oct15

166106/G-106	TAW-4	ex E-106/TAW-5	<b>PN-97</b>	oct15	164888/ED-00	VMFA(AW)-533	ex WK-07/AW)-224	<b>1220/D125</b>	oct15
166147/G-147	TAW-4	ex E-147/TAW-5	<b>PN-138</b>	oct15	165683/RO-60	FRCSW	ex CE-05/AW)-225	<b>/D157</b>	oct15
166179/G-179	TAW-4	ex E-179/TAW-5	<b>PN-170</b>	oct15	<b>F/A-18E</b>				
166236/G-236	TAW-4	f/n	<b>PN-227</b>	oct15	165900/NE-201	FRCSW	ex NE-201/VFA-137	<b>E055</b>	oct15
<b>T-34C</b>					168361/AC-212	VFA-86	ex NJ-221/VFA-122	<b>E211</b>	dec15
161840/840	309th AMARG	ex 840/SFWSL	<b>GL-235</b>	dec15	168866	NAWDC	ex NJ-254/VFA-122	<b>E243</b>	oct15
162627	309th AMARG	ex 627/SFWSL	<b>GL-312</b>	dec15	168927/NJ-264	VFA-122	ex nmks	<b>E286</b>	nov15
162634/503	309th AMARG	ex 503/SFWSL	<b>GL-319</b>	dec15	<b>F-35B</b>				
<b>T-45C</b>					169165/VK-01	VMFA-121	del nov15	<b>BF-45</b>	nov15
165072/B-275	TAW-2	ex F-608/T-86	<b>A076</b>	oct15	169166/VK-02	VMFA-121	del 03dec15	<b>BF-46</b>	dec15
165080/201	TAW-2	ex SD-201/VX-23	<b>C001/D001</b>	oct15	169167/VK-03	VMFA-121	del dec15	<b>BF-47</b>	dec15
167083/B-211	TAW-2	ex B-305	<b>C115</b>	oct15	169168/VK-04	LMTAS	f/n	<b>BF-48</b>	dec15
167084/B-216	TAW-2	ex B-306	<b>C116</b>	oct15	<b>F-35C</b>				
167085/B-234	TAW-2	ex B-307	<b>C117</b>	oct15	169160/NJ	VFA-101	del	<b>CF-24</b>	nov15
167086/B-235	TAW-2	ex B-308	<b>C118</b>	oct15	<b>AH-1W</b>				
167087/B-237	TAW-2	ex B-309	<b>C119</b>	oct15	160105/SE-28	HMLA-469	ex SN-30/HMLA-169	<b>26070</b>	oct15
167088/B-240	TAW-2	ex B-310	<b>C120</b>	oct15	160798/YS-36	VMM-162	ex UV-../HMLA-267	<b>26112</b>	nov15
167089/B-244	TAW-2	ex B-311	<b>C121</b>	oct15	160809/SE-20	HMLA-469	ex SE-21	<b>26935/29121</b>	oct15
167090/B-245	TAW-2	ex B-312	<b>C122</b>	oct15	162567/CA-42	HMLA-467	ex EG-20/VMM-263	<b>26236</b>	oct15
167091/B-248	TAW-2	ex B-313	<b>C123</b>	oct15	163948/SE-22	HMLA-469	ex SE-27	<b>26273</b>	oct15
167092/B-249	TAW-2	ex B-314	<b>C124</b>	oct15	163950/YS-35	VMM-162	ex HF-12/HMLA-269	<b>29115</b>	nov15
167093/B-250	TAW-2	ex B-315	<b>C125</b>	oct15	163952/SE-24	HMLA-469	ex QT-445/HMLA/T-303	<b>26277</b>	oct15
167097/B-260	TAW-2	ex B-319	<b>C129</b>	oct15	164587/TV-44	HMLA-167	ex SE-44/HMLA-469	<b>29163</b>	dec15
167100/B-222	TAW-2	ex B-322	<b>C132</b>	oct15	165271/SM-36	HMLA-469	ex SM-36/HMLA-369	<b>26319</b>	oct15
167103/B-269	TAW-2	ex B-325	<b>C135</b>	oct15	165278/QT-434	HMLA/T-303	ex VT-03/HMLA-367	<b>26326</b>	oct15
167106/B-274	TAW-2	ex B-328	<b>C138</b>	oct15	165331/CA-25	HMLA-467	ex SM-../HMLA-369	<b>26355</b>	oct15
<b>United States Marine Corps (NY)</b>					165367/VT-09	HMLA-367	ex SM-31/HMLA-369	<b>26367</b>	sep15
<b>Marine Force Pacific (MARFORPAC)</b>					<b>UH-1Y</b>				
From 1 to 11 December 2015, five F-5E Tigers of Marine Fighter Training Squadron (VMFT) 401 <i>Snipers</i> ('LS-xx') arrived at MCAS Beaufort (SC) to support Marine Fighter Attack Training Squadron (VMFAT) 501 <i>Warlords</i> ('VM-xx') in air-to-air training. The Snipers are the sole adversary squadron within the Corps inventory. They are based at MCAS Yuma (AZ) as part of the Marine Reserves and Marine Aircraft Group 41, 4th Marine Aircraft Wing. VMFAT-501 is the F-35B Lightning II squadron based at Beaufort. The <i>Snipers</i> flew daily two red-air training missions, each time a four F-5s versus four F-35Bs.					166755/MV-30	VMX-22	ex XE-760/VX-9		oct15
FRCSW = Fleet Readiness Center South West, North Island (CA)					167802/UV-08	HMLA-267	ex SM-06/HMLA-369	<b>55110</b>	oct15
LMTAS = Lockheed Martin Aeronautics Company, Fort Worth (TX)					168945/YX-31	VMM-166	ex SM-12/HMLA-369		dec15
<b>AV-8B</b>					168947/CA-09	HMLA-467	f/n		oct15
164128/WE-23	VMM-166	ex VMA-214	<b>204</b>	nov15	168952/SE-00	HMLA-469	f/n		oct15
<b>AV-8B+</b>					168953/SE-03	HMLA-469	f/n		oct15
165002/WE-55	VMM-166	ex WE-12/VMA-214	<b>258</b>	dec15	168955/SE-08	HMLA-469	del		oct15
<b>CH-53E</b>					168956/SE-09	HMLA-469	f/n		oct15
161265/YH--12	HMH-463	ex YJ-43/HMH-465	<b>65-437</b>	sep15	168957/SE-10	HMLA-469	f/n		oct15
161388/YF-07	HMH-462	ex EP-22/VMM-265	<b>65-445</b>	dec15	168958/SE-...	HMLA-469	del		oct15
161541/CJ-09	HMH-461	ex UT-07/HMHT-302	<b>65-462</b>	jan15	169103	Bell Amarillo	f/n		dec15
161993/YF-37	HMH-462	ex YF-21	<b>65-470</b>	dec15	<b>AH-1Z</b>				
162004/YR-24	VMM-161	ex YN-61/HMH-361	<b>65-481</b>	dec15	166774/YX-44	VMM-166	ex UV-40/HMLA-267		dec15
162526/CJ-16	HMH-461	ex EG-43/VMM-263	<b>65-538</b>	dec15	168518/YX-42	VMM-166	ex YP-42/VMM-163		oct15
163078/21	HMH-462	ex EP-21/VMM-265	<b>65-571</b>	dec15	168519/YX-41	VMM-166	ex UV-53/HMLA-267		oct15
<b>F/A-18A+</b>					<b>MH-53E</b>				
163102/DR-225	VMFA-312	ex RB-89/FRCSW	<b>490/A405</b>	oct15	163055/AN-431	HM-12	ex HC-46/HC-4	<b>65-549</b>	dec15
163146/VW-01	FRCSW	ex VW-01/VMFA-314	<b>566/A473</b>	oct15	<b>MV-22B</b>				
<b>F/A-18C</b>					166686/YS-03	VMM-162	ex EH-03/VMM-264	<b>D0080</b>	nov15
163440/SH-132	VMFAT-101	ex SH-232	<b>643/C012</b>	oct15	168601/YS-02	VMM-162	ex YS-01	<b>D0256?</b>	nov15
163480/RP-58	FRCSW	ex SH-234/VMFAT-101	<b>710/C040</b>	oct15	168623	Bell Amarillo	f/f 03dec15	<b>D0278?</b>	dec15
163996	FRCSW	ex SH-224/VMFAT-101	<b>878/C145</b>	oct15	168624	Bell Amarillo	f/f 07dec15	<b>D0279?</b>	dec15
164264/RP-81	FRCSW	ex VMFA-122	<b>1027/C243</b>	oct15	<b>United States Coast Guard (CG)</b>				
164731/RA-37	FRCSW	ex VW-21/VMFA-314	<b>1185/C330</b>	oct15	<b>HC-130H</b>				
164736/NH-410	FRCSW	ex NH-410/VMFA-323	<b>1191/C334</b>	oct15	1707	Barbers Point	ex Kodiak	<b>382-4999</b>	sep15
164875/NH-412	FRCSW	ex NH-412/VMFA-323	<b>1207/C343</b>	oct15	<b>MH-65D</b>				
164956/DR-206	VMFA-312	ex SH-206/VMFAT-101	<b>1256/C377</b>	oct15	6608	Barbers Point	ex Miami		sep15
164962/DR-205	VMFA-312	ex AC-205	<b>1262/C380</b>	dec15	<b>Oceania</b>				
164970/DR-204	VMFA-312	ex RP-50/FRCSW	<b>1271/C385</b>	oct15	<b>Australia</b>				
<b>F/A-18D</b>					<b>Royal Australian Air Force (AF)</b>				
164241/RP-68	FRCSW	ex SH-256/VMFAT-10	<b>1004/D073</b>	oct15	An RAAF C-17A, A41-208, flew a mission to Antarctica for the first time on 21 November 2015. The mission was a joint undertaking by the Australian Antarctic Division and Royal Australian Air Force. The Globemaster delivered heavy lift cargo to Wilkins Aerodrome in support of the Australian Antarctic programme. The C-17A flew the 3450km in about 5 hours, landing at Wilkins Aerodrome near Casey station at 3:00pm local time, where it unloaded 12,340 kg of cargo, including a brand new Högglunds, a dual cab vehicle that				
164866/ED-04	VMFA(AW)-533	ex VK-12/AW)-224	<b>1198/D114</b>	oct15					
164874/RA-36	FRCSW	ex WK-01/AW)-224	<b>1206/D118</b>	oct15					



operates over snow and ice terrain and is used to transport personnel and equipment in and around Antarctic stations. The flight is one in a series of proof of concept flights being trialled by the Royal Australian Air Force and Australian Antarctic Division. The C-17A will supplement the Australian Antarctic Division's current Airbus A319 operations, with a focus on heavy, oversized cargo.

Another first for the RAAF: between 7-9 October 2015, C-27J Spartans from 35 Squadron conducted its first air drop training sorties from RAAF Base Richmond, delivering four Container Delivery Systems (CDS) to the Londonderry Drop Zone. A single CDS was delivered in each pass, allowing the aircraft's crew to build their experience in the correct methods of air drop with the Spartan. A fleet of ten C-27J Spartans are being acquired for the Royal Australian Air Force to serve as Battlefield Airlifters, fulfilling the air lift role between Army's rotary-wing fleet, and larger Air Force transports. The C-27Js involved were A34-001 and A34-002.

On 28 December 2015, the United States Department of Defense published its regular overview of defense contracts, including Foreign Military Sales. It contained the announcement that L-3 Communications Mission Integration from Greenville (TX) has been awarded a \$93,632,287 firm-fixed price undefinitized contract action task order for G550 aircraft procurement and maintenance by the Australian Government. Work will be performed at Greenville (TX) and is expected to be complete by December 2017. More details are not known yet.

**C-17A**

A41-212                      36sq                      **AUS7** nov15  
 As reported in Scramble 437 – Page 66, the RAAF has received its eighth and final C-17A. A41-212 was officially handed over on 4 September, at Boeing's Long Beach (CA) facility. On 2 November it arrived at its new home, RAAF Amberley.

**Royal Australian Army (AR)**

On 21 December, the US State Department announced that it had approved a possible Foreign Military Sale to Australia

of three CH-47F Chinooks. The Defense Security Cooperation Agency notified US Congress of this possible sale on 18 December. This announcement comes shortly after the delivery of the seven CH-47Fs Australia ordered in 2012 was completed. All seven were delivered in 2015, the final one arriving in Australia in August.

**New Zealand**

**Royal New Zealand Air Force (AF)**

On 9 December 2015, P-3K2 Orion NZ4205 from 5sq returned home to RNZAF Whenuapai from a 16-month operation in the Middle East, where it worked as part of an international partnership against piracy and the trafficking of people and drugs.

The Orion and a supporting detachment of 53 personnel were deployed on the longest mission to be undertaken by 5sq.

**Credits:**

Henrico Angerman, Javier Franco "Topper", Carlos Alberto Rubio Herrera, Damiano Gualdoni. Thomas Thirt, Peter Weinert, Daniele Mattiuzzo, FAV-Club, Bram Risseeuw, Jos Stevens, Edwin de Greeuw, Joris Heeren, Peter Wilmink, ELAS, Martin Greenman, Laurent Heyligen, Richard Stoker

**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

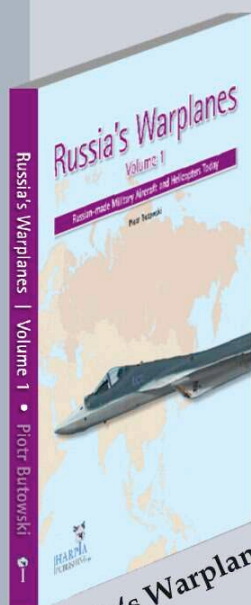


Last year's Rhode Island National Guard Open House and Air Show was the venue where this MH-60T from Coast Guard station Cape Cod was on stand-by for rescue duties. It is seen here departing for home. (North Kingstown-Quonset State, 31 May 2015, Roger Janssens)

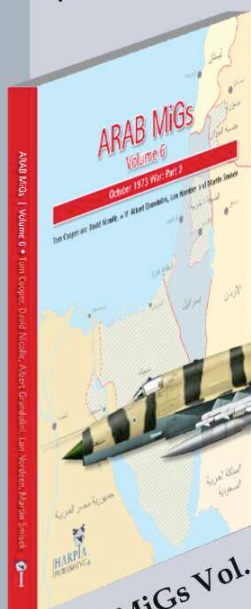


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USAF UV-18A-DH 82-23835/AF is used by the 98th FTS, stationed at Peterson AFB (CO). During the JBSA-Randolph AFB Open House the USAF Academy's Wings of Blue parachute demonstration team was airlifted by this colourful Twotter. (1 November 2015, Jochem Manders)

## Randolph AFB, TX (USA)

### Open House

31 October - 1 November 2015

#### Static:

79-0155/KC	A-10C	303rd FS AFRC
70-0456	C-5A	68th AS AFRC
85-0030	KC-10A	305th AMW
96-0008	C-17A	58th AS
08-6206	MC-130J	415th SOS
60-0348	KC-135R	54th ARS
73-1167/TD/AF-353	QF-4E	82nd ATRS
86-0291/WA-91	F-16C	64th AGRS
87-0255/SA	F-16C	182nd FS TX ANG
02-4035/TY	F-22A	43rd FS
11-5022/EG	F-35A	58th FS
11-5024/EG	F-35A	58th FS
74-22424/FR	TH-1H	23rd FTS
08-3244/TX	MQ-1B	111th RS
91-0099/RA	T-1A	99th FTS "99th FTS"
08-3934/RA	T-6A	559th FTS "559th FTS"
68-8135/RA	T-38C	560th FTS "560th FTS"
70-1584/RA	T-38C	435th FTS "435th FTS"
07-0034	CV-22B	71th SOS AFRC
N502DG/942-AT/AF	TG-16A	94th FTS
N25YR	B-25J	as '327868' ex 43-27868
N37VC	T-37C	as '13620' ex 66-13620
N165CP	Ce182T	Civil Air Patrol
N343WT	L-39ZA	
N747AF	B-25J	as '430456' ex 44-30456
N6968	P-39Q	as '68' ex 42-19597
N9643C	B-25J	as PBJ-1J '3' ex 44-86758
N9682C	A-26B	as '139230' ex 41-39230
N48182	N2S-1	as '801'
N63151	CJ-6A	

#### Flypast:

##### Formation 1

92-0330/RA, 92-0340/RA	T-1A	99th FTS
03-3695/RA, 04-3739/RA	T-6A	559th FTS
64-13263/RA, 64-13279/RA	T-38C	560th FTS

##### Formation 2

87-0382/SA, 87-0390/SA F-16D 182nd FS TX ANG  
The aircraft in the flypast flew from Lackland AFB, unfortunately.

#### Flightlines:

82-23835/AF	UV-18A	98th FTS
85-01607	C-31A	Golden Knights
N3639F	SNJ-6	as 'F-39' ex 112148
NL61429	P-51C	as '4-2A' ex 42-103645

Obviously there were more aircraft present for the flying programme, but as these were all parked under sunsheds these could not be identified. Since the flying programme started

at 12:00 and we still had a long drive to Corpus Christi, we left the base early. Also present were the Thunderbirds with eight F-16s.

#### Elsewhere:

78-0653/KC A-10C 303rd FS AFRC

#### Ramp:

##### T-6A of the 559th FTS coded "RA":

98-3546, 00-3594, 01-3627, 01-3630, 01-3631, 03-3675, 03-3707, 04-3717, 04-3736, 04-6205, 04-6206, 05-6207, 05-6209, 05-3767, 05-3785, 06-3822, 07-3868, 07-3884, 07-3903, 08-3913, 08-3920, 08-3923

##### T-1A of the 99th FTS coded "RA":

90-0400, 90-0401, 91-0083, 91-0102, 92-0332, 92-0337, 92-0350, 95-0063

##### T-1A of the 451st FTS coded "AP":

92-0333, 94-0131

#### T-38C nn:

61-0866

A disappointing air show, as far as participants from based units are concerned. Each squadron had only one aircraft in the static display. The flypast was limited to a single fly-by of a formation of two each of the based aircraft types – six in total. Unfortunately, the aircraft for the flypast did not fly from Randolph AFB, but from nearby Lackland AFB. So our hopes for some nice taxi-shots were shattered. Also in the flypast were two F-16s from Lackland AFB, since the Open House was for Joint Base San Antonio, which next to Randolph AFB also has Lackland AFB under its command.

The possibilities for reading serials of the based aircraft were very limited. Parking space for the air show was on base, and depending on where you were parked it was possible to read off the serials of the T-6s, which were all gathered on the ramp on the eastern side of the base. A few T-1s could be read off as well, but this was more difficult because of the sunsheds they were parked under. The T-38s were impossible to get close to and could not be read off, unfortunately.

If you were early – the gates opened at 09:00 – it was possible to take some shots of the static display aircraft without (too many) people around them. With the runway heading from northwest to southeast, this meant that by the time the flying display started, the sun was already behind the aircraft, limiting the photo opportunities. Also not all aircraft used the taxiway closest to the public, unfortunately. Although the Thunderbirds were parked on that taxiway, there was still ample room to pass them. A spectacular highlight was Shockwave, the fastest truck on earth. A truck with a jet engine, that produces a lot of smoke, flames and explosions. Only in America...

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Royal Flight Airlines is a Russian charter company you will not see very often in this part of Europe. VQ-BRF is the sole Boeing 737 in the fleet. (Woensdrecht, 23 November 2015, Johan Havelaar)



WestJet's Walt Disney's Frozen logojet in its element, the cold winter air at Toronto-Lester B. Pearson Int'l (Ont.). Boeing 737 C-GWSV is being de-iced for her next flight, possible to a much warmer place somewhere in the south. (24 November 2015, Patrick Cardinal)



Another winter scene is showing Norwegian's Boeing 737 LN-NGQ. The picture was taken at Kiruna, the northernmost town in Sweden, 200 km north of the Arctic Circle, situated in the province of Lapland. (6 December 2015 Luca Bani)





*The Mexican president was also a visitor of this Manila conference. Mexican Air Force Boeing 757 TP-01 is seen burning rubber. (17 November 2015, Dominick A. Galauran)*



*USAF C-32 09-0015 is seen deploying it's thrust reversers at Manila International, also here for the APEC conference. (17 November 2015, Dominick A. Galauran)*



*Royal New Zealand Air Force Boeing 757 NZ7572 seen visiting Manila International for the APEC conference on 17 November 2015. This is the former PH-TKB, a Transavia Holland aircraft. (Dominick A. Galauran)*