

**479**  
April 2019

# Scramble



*Thirty years of the Hellenic F-16  
World Economic Forum 2019*

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



*Slowly but surely in Europe and other places around the world things are gearing up for the commemoration of 75 years D-Day invasion of Normandy next June. The red paint scheme on F-15E 97-0219/LN flown the 492nd FS/48th FW resembles the paint scheme worn during the invasion by 48th Fighter-Bomber Group on their P-47 Thunderbolts. Under the cockpit, also the Mad Hatters badge is painted, although the squadron received this nickname not until 1960. It took 640 man hours and 15 000 Dollar worth of paint to apply the special paint scheme (Lakenheath, 21 March 2019, Martin Fox)*



*Also F-15C 84-0010/LN of 493rd FS/48th FW is painted in the commemorative colours for the upcoming D-Day celebration. One more Lakenheath F-15 is expected to be painted in the special colours. (Lakenheath, 21 March 2019, Martin Fox)*

## Editorial

The clocks have been changed again and although we are officially still in Spring, we are now into the summer season schedules of the airlines already. With more daylight to be enjoyed in the evening, we hope more photos will be sent our way.

Apart from Showreports and Trips, all the regular sections are included in the 112 pages of this months issue. We also feature two articles. The first is an overview of thirty years of the F-16 in the Hellenic Air Force. The second article is a report of the World Economic Forum at Davos that took place recently.

This year Scramble has produced three new publications: the SMS Europe 2019, the SMS North America 2019-2020 and the SWAF 2019. All have been printed and are in stock and available. You can order them in our online shop, so please visit our website for ordering details. Sales are already going fast, so be quick to obtain your personal copy.

These three publications can of course also be purchased at our stand at the Dutch Spotters Convention in the World-hotel Wings near Rotterdam-The Hague Airport on 20 April (see the Dutch Spotters Convention advert in our Civil News section). An event worth to visit, not only to get these new publications, but of course also to visit the many other booths and meet fellow enthusiasts.

We are still on the lookout for someone to strengthen our editorial team, specifically to cover the show dates section. We are looking forward to hear from you at [bestuur@scramble.nl](mailto:bestuur@scramble.nl).

## Cover Photo



*Antonov An-12BK UR-CKL is operated by Cavok Air and built in 1971. It was delivered in 1971 to the Soviet Air Force and served several other companies in Uzbekistan, Cambodia and Kyrgyzstan after it was delivered in 2012 to the Ukrainian airline. By the end of 2012 it was painted orange/dark blue colour scheme. Arriving from St. John's, Andrew Cline took this picture at Toronto-Lester B. Pearson IAP (Ont.) on 6 January 2019.*

## Important dates

Scramble 480	
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<b>Scramble Military Transports 2017</b>	<b>87</b> pages

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D-CJET	Ce525B	Air Hamburg	08 AHO123K	D-CASH	EMB505	Air Hamburg	AHO287M
D-CRON	Ce560XLS	Silver Cloud Air	08 SCR762	D-IADV	Ce551	MCH Holdings	12 X2
D-CYKP	Ce550	Tyrol Air Ambulance	TYW524P/525P	D-ITAN	Ce525	Transavia Flug	
D-FEEL	PC-12/47E		f/v	EC-KOL	Ce560XL	Gestair	12 GES121L
D-ICBA	Ce525A	ProAir		EC-MNS	B787-8	Air Europa	AEA1091/8
EC-KXN	B747-4H6	Wamos	TFL098P/365	F-GUOB	B777-F28	Air France Cargo	AFR6748
EC-MPE	B787-8	Air Europa	AEA1091/8	G-TLCL	BAe125-800XPi	Voluxis	f/v 12 VXS311/2
EC-MUA	B777-212ER	Privilege Style	08 SLM994/3	LX-GJM	Ce525C	Global Jet Luxemb.	SVW24JM
HB-IGV	Falcon 50EX	VF International	08	N878HL	Global 5000	Williams-Sonoma Stores	12
HB-JFI	Falcon 2000LX	JABJ	08 PJS800	OO-ACC	Ce525A	Air Service Liège	
I-CNDG	Ce560XLS+	Sardinian Sky Service	08 SSR205	PR-ZGQ	ERJ190E2	Embraer	12
N476V	G650ER	Visa USA	f/v 08	XA-FEM	G550	Servicios Aereos	12
N535GV	G550	NetFlix	f/v	12.9A-JSD	Ce525A	Jung Sky	f/v JSY122D/123D
N877RU	G200	RUA Group	f/v 09	B-LXE	A350-1041	Cathay Pacific	20 CPA271/3492
OE-LKC	A319-111	easyJet	f/v EZY3009/2162	CS-TJN	A321-251N	TAP Air Portugal	f/v TAP672/1
OO-MMT	Ce560XLS	Air Service Liège	dep	D-CCVD	Ce560XLS	Atlas Air Service	13 ATL1D
OO-MMT	Ce560XLS	Air Service Liège	10	D-CEEE	Ce560XLS	HTM Jet Service	13 HTM017
S5-ADF	CL-605	Elit'Avia	10 EAV41F	D-ICBA	Ce525A	ProAir	
SE-RTC	B737-8	Norwegian	f/v NAX1258/9	D-ISAR	Raytheon 390	Euroflug Frenzel	13
XA-FEM	G550	Servicios Aereos		EC-ILO	A321-213	Iberia	IBE2802/3
08.9H-AGU	A330-322	Hi Fly Malta (a/w)	f/v 09 TFL093P/369	EC-MIH	B787-8	Air Europa	f/v AEA1091/8
9H-FAM	EMB500	Luxwing	09 LWG391/301	EC-KPB	Ce560XLS	Boluda Corporación Marítima	
C-GNDN	G650	Skyservice Aviation	dep SYB3452	EC-MPN	Ce525	Air Taxi & Charter Int'l	IBJ812A/B
D-AGBE	Falcon 7X	Volkswagen	11 WGT5E	EC-MPN	Ce525	Air Taxi & Charter	13 IBJ812D/813A
D-CJET	Ce525B	Air Hamburg	09 AHO123K/152N	G-DHKT	B757-223F	DHL Cargo	f/v BCS898/1391
D-IAAW	EMB500	Arcus Air	AZE43GQ/44GQ	HA-YFJ	Beech 400A	Pannon Air Service	13
D-ISLT	Ce525A	Sylt Air	AWU908	LX-PCA	PC-24	Jetfly Aviation	JFA96F/39B
EC-MIH	B787-8	Air Europa	f/v AEA1091/8	M-AVIR	Global 6000	TAG Aviation (UK)	15
F-GSPH	B777-228ER	Air France	div f/v AFR267	OE-FCB	Ce510	GlobeAir	GAC802L/038S
F-GUOB	B777-F28	Air France Cargo	AFR6746	PR-ZGQ	ERJ190E2	Embraer	15
G-FXER	Beech 400XT	FlairJet	f/v FLJ51/2	T7-SLA	CL-850	Business Jet Travel Airline	f/v 14
HA-JEV	Ce650	Jetstream Air	f/v JSH654/5	TF-DTR	A321-253N	WOW Air	f/v WOW442/3
M-ARTY	PC-12/47E	Creston (UK)		YU-SPB	Ce560XLS	Prince Aviation	
N29DE	SF50	Deny Airlines	arr	13.4X-CPX	G-IVSP	Arkia	15
N66ZG	G650ER	Rank Services	f/v 09	D-CEEE	Ce560XLS	HTM Jet Service	HTM017
N805TM	G650ER	Toyota Motor Sales USA	23	D-IADV	Ce551	MCH Holdings	
OE-FTP	EMB500	Mustang Charter		D-ISAR	Raytheon 390	Euroflug Frenzel	15
OE-GAL	Ce550	Airlink	JAR08	EC-JXR	Falcon 2000	Gestair	14 GES221R
OO-JUK	Falcon 7X	Flying Group	FYG288/54K	EC-MMX	B787-8	Air Europa	AEA1091/8
09.9H-VCB	CL-350	VistaJet Malta	VJT453	EC-MUK	A320-214	Iberia Express	f/v 14 IBS3720/1
9H-VCN	CL-350	VistaJet Malta	dep VJT437	F-HTTL	CL-650	Flying Group	f/v 14 FYG92L/93L
D-CEIS	Ce680	E-Aviation	EFD6S	HA-YFJ	Beech 400A	Pannon Air Service	14
EC-MSZ	B787-9	Air Europa	AEA1091/8	HB-FXM	PC-12/45	Pilatus	f/v 14 PCH547
EC-MUA	B777-212ER	Privilege Style	13 SLM994/3	M-FISH	G-V	Osprey Wings	
G-CLAE	B747-4EVERF	CLA (ABC c/s)	f/v 11 CLU5451/42T	M-FROG	Raytheon 390	Sam Sports & Marketing	
N516TH	BAe125-800XP	Hippo Air	f/v 17	M-NTOS	Ce525C	Selementos	15
N628TS	G650ER	Elon Musk		N44ZF	G-IV	Presidential Air	PRD4
OE-FDT	Ce510	GlobeAir	10 GAC212K/101K	OE-FWF	Ce510	GlobeAir	GAC111E/443E
YU-SCJ	Ce525	Prince Aviation	11 PNC9CJ	OE-FZB	Ce510	GlobeAir	GAC024K/802M
10. EC-KXN	B747-4H6	Wamos	TFL366/096P	OO-XLS	Ce560XLS+	Air Service Liège	15
G-HCSA	Ce525A	Bookajet	14	PH-HSK	B737-8K2	Transavia Airlines	arr TRA052
G-XJCJ	Ce550	Xclusive Jet	12 XJC364P/382P	14.9A-JSD	Ce525A	Jung Sky	15 JSY145D/155D
LX-NEW	PC-12/47E	Jetfly Aviation	JFA54D/14D	9H-DDJ	Lj75	Kermas	15 KER820
LX-VMF	Ce560XL	Luxaviation	15 LXA15P	9H-VCA	CL-350	VistaJet Malta	VJT401
M-IFFY	Ce510	Xead Aviation	15	B-LXI	A350-1041	Cathay Pacific	f/v CPA271/0
11.9H-AGU	A330-322	HiFly Malta (a/w)	12 TFL370A/070P	D-CBBB	Ce560XLS+	DC Aviation	15 DCS703



G-NEOS is the second 'NX' variant being delivered to British Airways. The Airbus A321(-251NX) was delivered to the airline in January 2019. (Amsterdam - Schiphol, 17 February 2019, Paul Zegers)

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Aeroflot took delivery of this Airbus A321 in January 2017. From April 2018 VP-BEE has been operating in 95th Anniversary colours. (Amsterdam - Schiphol, 17 February 2019, Robert Eikelenboom)

D-CRON	Ce560XLS	Silver Cloud Air	SCR762	N758CC	CL-604	CTB	19
D-IADV	Ce551	MCH Holdings		19.78/XE	TBM-700A	CEAM	f/v CTM1291
EC-JQZ	A321-212	Iberia	IBE2802/3	4X-CUZ	BAe125-800XP	Arrow Aviation	
EC-MIH	B787-8	Air Europa	f/v AEA1091/8	A6-BLX	B787-9	Etiihad Airways	f/v ETD77/8
EC-MUA	B777-212ER	Privilege Style	15 SLM994/3	D-CAWM	Ce560XLS+	Aerowest	20
LX-JFB	PC-12/47E	Jetfly Aviation	JFA03F/04E	D-ICBA	Ce525A	ProAir	22 2x
M-YSSF	Global 6000	Springtime	f/v	EC-LZU	G650	Gestair	20 GES181U
OE-FWF	Ce510	GlobeAir	15 GAC443F/513F	EC-MIH	B787-8	Air Europa	f/v AEA1091/8
OE-GKW	G100	Tyrol Air Ambulance	TYW757/8	LX-VMF	Ce560XL	Luxaviation	24 LXA15P
OE-GPL	EMB505	Speedwings	SPG115	N910RW	TBM-910	Redwood	21
OK-OBR	Ce510	Aero Partner	15 DFC925E	OE-FIT	Ce510	GlobeAir	GAC200E/199F
OO-JWB	PC-12/47E	Nextgen Aviation		OE-GBD	IAI1125SPX	Tyrol Air Ambulance	20 TYW758/431
OO-MMT	Ce560XLS	Air Service Liège		OK-SWM	B737-8	Smartwings	f/v CSA616/7
15.9H-VCA	CL-350	VistaJet Malta	VJT401	OO-JAF	B737-8BK	TUI Belgium	24 JAF092/39A
9H-VFA	CL-605	VistaJet Malta	16 VJT584	OO-TUX	B737-86N	TUI Belgium	dep TFL065F
D-AERO	ERJ135BJ	Air Hamburg	16 AHO731D	SP-KFLY	Ce560XLS	Jet Story	JDI30C
D-AGBB	Falcon 8X	Volkswagen	18 WGT2B	20.D-CFCS	Ce560XLS+	Air Hamburg	AHO468D/444
D-AVAN	ERJ135BJ	Avangard Aviation	17 BAO833N	EC-MLT	B787-8	Air Europa	AEA1091/8
D-CRON	Ce560XLS	Silver Cloud Air	16 SCR762	F-GVMI	Global 6000	LVMH Services	
D-CXLS	Ce560XLS+	Air Hamburg	16 AHO468D	OE-HCA	CL-300	Avag Air	
D-ITAN	Ce525	Transavia Flug		OE-HUB	Ce750	Bairline	
EC-MNS	B787-8	Air Europa	AEA1091/8	OO-JWB	PC-12/47E	Nextgen Partners	
G-THFC	ERJ135BJ	Luxaviation UK	LNK53TC	OO-PRM	Ce510	Air Service Liège	26 2x
HB-FXN	PC-12/47E	Pilatus	17	OO-XLS	Ce560XLS+	Air Service Liège	23
LX-VMF	Ce560XL	Luxaviation	19 LXA15P	RA-67241	Global 6000	Tulpar Avia Service	f/v 22
OE-FIT	Ce510	GlobeAir	GAC715R/S	21.81	EMB121AN	28F	f/v CTM1758
OE-FWF	Ce510	GlobeAir	GAC264A/B	EC-MUA	B777-212ER	Privilege Style	22 SLM994/3
OE-GCH	Ce550	Speedwings	f/v SPG149	F-HEVL	EMB505	Voleum Aviation	22 EVL211/221
OO-XLS	Ce560XLS+	Air Service Liège	18	F-HIPE	EMB505	Pan Europeenne	22 PEA301
16.9H-AMY	CL-850	Air X Charter	AXY1510/1607	G-UZHW	A320-251N	easyJet	f/v EZY2155/6
9H-VJR	Global 6000	VistaJet Malta	VJT916	OE-FWF	Ce510	GlobeAir	GAC002C/991D
EC-MTI	B787-9	Air Europa	AEA1091/8	22.4X-AGK	A321-251NX	Arkia	f/v AIZ511
EC-MUA	B777-212ER	Privilege Style	20 SLM994/3	4X-ECE	B777-258ER	EI AI	div ELY001
G-FXPR	Beech 400XT	FlairJet	FLJ51/5	9H-ILZ	CL-850	VistaJet Malta	23 VJT683
G-KRBN	EMB505	Saxonair	SXN30P	9H-VFA	CL-605	VistaJet Malta	23 VJT584
OE-GPL	EMB505	Speedwings	SPG831/115	B-5930	A330-243	China Eastern	f/v CES771/2
OE-ITH	CL-604	Air Independence	17	B-95959	Global XRS	Ruentex Group	23
VP-BLN	A320-214	Aeroflot	f/v AFL2192/3	D-AGBH	Falcon 7X	Volkswagen	25 WGT8H
17.D-ISAR	Raytheon 390	Euroflug Frenzel	20	EC-NCF	A320-271N	Vueling	f/v 23 VLG8322/905P
EC-MNS	B787-8	Air Europa	AEA1091/8	LX-JFC	PC-12/47E	Jetfly Aviation	23 JFA72A/43G
EI-ENG	B737-8AS	Ryanair	f/v RYR3100/1	M-OBIL	Ce525C	Ulla Popken Fashion	
G-FXPR	Beech 400XT	FlairJet	18 FLJ58/2	N1RP	G550	Penske Jet	23
G-HCSA	Ce525A	Bookajet	26	OE-HUB	Ce750	Bairline	23
N112MY	Global 6000	MP Air	18	OE-INE	A320-214	easyJet	f/v EZY4561/2
OE-GDP	EMB505	Speedwings	SPG139	OO-MMT	Ce560XLS	Air Service Liège	arr
OO-MMT	Ce560XLS	Air Service Liège	22 2x	23.9H-AMY	CL-850	Air X Charter	24 AXY2306/2403
OO-SCT	Ce525C	Luxaviation Belgium	f/v	D-AIWE	A320-214	Lufthansa	f/v DLH2306/7
18.D-BERT	Falcon 2000LX	Bertelsmann	2x BFD18T/65H	D-BUBI	CL-300	Windrose Air	QGA429B/231B
D-CAWM	Ce560XLS+	Aerowest	19	D-CRON	Ce560XLS	Silver Cloud Air	24 SCR762
D-CWAY	Lj55	MHS Aviation	QAJ3649	EC-MSZ	B787-9	Air Europa	AEA1091/8
EC-MOM	B787-8	Air Europa	AEA1091/8	EC-MUA	B777-212ER	Privilege Style	27 SLM994/3
G-UZHU	A320-251N	easyJet	f/v EZY2157/8	HB-VRV	EMB500	Cinic	24
HB-VVM	Ce525	Nomad Aviation		24.9H-ILB	CL-850	VistaJet Malta	f/v VJT626
M-FROG	Raytheon 390	Sam Sports & Marketing		9H-VJN	Global 6000	VistaJet Malta	VJT868
N50MG	Global 5000	SMG Growing Media	19	A6-ENW	B777-31HER	Emirates	f/v UAE145/6

B-LRX	A350-941	Cathay Pacific	f/v CPA271/0
C-GTJO	CL-604	Sunwest Aviation	f/v 26 CNK811
D-CAWM	Ce560XLS+	Aerowest	
D-CFLY	Ce560XLS+	Air Hamburg	AHO475Q
D-CJOS	Ce525B	Luxaviation Germany	LXG33S
D-IADV	Ce551	MCH Holdings	25 2x
D-ICBA	Ce525A	ProAir	25
D-ISUN	Ce525A	Excellent Air	25 ECA5C
EC-MLT	B787-8	Air Europa	AEA1091/8
EI-GGA	ERJ195LR	Stobart Air (a/w) f/v 25	KLM9955/933
LX-VMF	Ce560XL	Luxaviation	25 LXA15P
N528QS	G550	Netjets	25
N904TS	G450	DSWA	27
OE-GDP	EMB505	Speedwings	25 SPG139
OO-THA	B747-4HAERF	ASL Airl. Belg. (TNTc/s)	25 TAY910E
OO-XLS	Ce560XLS+	Air Service Liège	
25.4X-AGH	A321-251NX	Arkia	f/v AIZ511/2
9H-VCA	CL-350	VistaJet Malta	VJT401
D-AXTM	Global Express	FAI rent-a-jet	IFA6020
D-CEFE	Ce525C	Eisele Flugdienst	EFD4E
D-CITA	Lj60	FAI rent-a-jet	IFA1079
D-ISUN	Ce525A	Excellent Air	26 ECA5C/D
EC-MOM	B787-8	Air Europa	AEA1091/8
N728AG	G-V	Jet Edge	f/v EDG10
OK-PPP	Beech 400A	Time Air	TIE167P
OO-CLA	Ce525C	Luxaviation Belgium	26
OO-JAF	B737-8BK	TUI Belgium	26 JAF540/551
OO-JUK	Falcon 7X	Flying Group	arr FYG942K
26. EC-MMX	B787-8	Air Europa	AEA1091/8
G-HCSA	Ce525A	Bookajet	arr
G-SHUI	Ce680A	Air Charter Scotland	EDC992R
M-DMBP	Lj40	Ven Air	27
M-NTOS	Ce525C	Selementos	
N977GS	Falcon 7X	Gilead Sciences	27 TWY977
OO-JAF	B737-8BK	TUI Belgium	27 JAF552/1565
27. 9H-FLN	Global 5000	Albinati Aviation	f/v arr ULC53
A6-EPC	B777-31HER	Emirates	f/v UAE145/6
D-CJOS	Ce525B	Luxaviation Germany	LXG33S
D-CSCE	EMB505	Luxaviation Germany	28 LXG55CE
D-IADV	Ce551	MCH Holdings	
D-IUVH	Ce510	Haacke LTIF	
EC-MOM	B787-8	Air Europa	AEA1091/8
LX-VMF	Ce560XL	Luxaviation	LXA15P
M-JNJL	Global Express	Air Fleet Operations	
N451KR	G-IVSP	Worldwide Jet Charter	f/v WWI111
OO-JAF	B737-8BK	TUI Belgium	28 JAF1566/911
PH-TFP	B737-8	TUI Netherlands	del TFL062F/63
VP-BVG	Global XRS	MVA Aviation	
28. D-IBJJ	Ce525A	Air Hamburg	arr AHO175Z
EC-MIG	B787-8	Air Europa	AEA1091/8
LX-VMF	Ce560XL	Luxaviation	arr LXA15P
N40NW	Falcon 2000LX	SF1 Holdings	f/v arr
OK-PCC	PC-12/47E	T-Air	TTV12C
OO-JAF	B737-8BK	TUI Belgium	arr JAF912
PH-MDG	Ce680	Exxaero	arr XRO128

SP-KCS	Ce560XLS	Jet Story	JDI30C
VP-BJS	B747-8HVF	Air Bridge Cargo	f/v ABW402/424

The XL Airways Airbus on the 1st departed after maintenance. On 1 February Air France Cargo commenced a 2x weekly cargo flight from Kenya for two weeks. The KLM Jumbo on the 2nd arrived back from Jakarta in the new KLM 'Dolphin' colours. The Air Europa Airbus on the 4th was on its way to Woensdrecht when it diverted. The aircraft continued its maintenance flight later that morning. The Air France passenger aircraft on the 8th was a diversion while enroute from Incheon, South Korea to Charles de Gaulle. CargoLogic-Air on the 9th arrived for maintenance. The aircraft is in full AirBridgeCargo colours. The Embraer ERJ190E2 demonstrator again visited Amsterdam on the 11th and on the 12th. Its first visit was in February 2018. The Transavia Boeing on the 13th arrived back from Woensdrecht. This is the first Transavia aircraft that received a split scimitar conversion. The El Al Boeing on the 22nd diverted to Amsterdam while enroute to New York. On the 24th Stobart Air started flying up to eight times a day for KLM Cityhopper til 30 March. TUI Netherlands took delivery of a new fleet addition on the 27th. The aircraft was flown to Brussels for modifications that same afternoon.

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

### Rotterdam - The Hague

February 2019			
01. CS-LTC	Ce680A	NetJets Europe	NJE4XQ
D-ICBA	Ce525A	Proair Aviation	02
N16ZM	G650	Nissan North America	dep
OE-FUX	Ce525A	Bairline	dep
OO-OCA	Beech 350	Air Service Liège	
OY-ERY	Ce550	Jet Plane Corporation	dep
OY-GFS	Falcon 2000LXS	Air Alsie	MMD4566
PH-HRK	P180	JetNetherlands	03
PH-TCN	P180	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	02
PH-TXA	Ce510	JetNetherlands	03
02. V-11	G-IV	334sq	NAF11
CS-CHC	CL-350	NetJets Europe	NJE527G/7UH
CS-CHG	CL-350	NetJets Europe	03 NJE829T/857L
D-AJOY	CL-850	Air X Charter	dep AXY0204
EC-JIP	SA226TC	Flightline	05 FTL561/21
G-MEDZ	Beech B200	Zeusch aviation	04
PH-TCN	P180	JetNetherlands	03
SX-DVN	A320-232	Aegean Airlines	AEE4824/5
03. CS-CHB	CL-350	NetJets Europe	dep NJE214B
N605VV	CL-605	Platinum Exec. Consult. & Man'mnt	05
OH-TFA	EMB505	Hendell Aviation	
PH-FHB	PA-46-500TP	Faber Halbertsma Holding	04
PH-FIS	Ce525	JetNetherlands	08
PH-LBR	Ce208B	Skydive Rotterdam	arr
PH-MRO	Ce421C	Q-Flights	dep



ISD Avia Aircompany took delivery of this CL-850 in 2008 as UR-ICD. It was transferred to Business Jet Travel Airline in 2016 but after a year the aircraft entered into the San Marino register as T7-SLA. VJet is listed as the current operator. (Amsterdam - Schiphol, 14 February 2019, Robert Eikelenboom)

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This Gulfstream G650 was delivered to Nissan North America in May 2016. In January 2019 its registration was amended to the current one N16ZM. (Rotterdam - The Hague, 1 February 2019, JVL.Holand)

	PH-TAK	DA42	Happy Landings	arr	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	12 TWY432/1
	PH-TXA	Ce510	JetNetherlands	13	OH-SWI	Ce525A	Scanwings	ABF1A/B
04.	CS-CHE	CL-350	NetJets Europe	05 NJE058Y/446Y	OO-KNM	R44	Air Technology Belgium	12
	CS-DXU	Ce560XLS	NetJets Europe	NJE261W/984W	OO-NHM	AS365N3	NHV	*NCG12
	D-ICBA	Ce525A	Proair Aviation		12.33/XA	TBM-700A	ET00.043	CTM0032/3832
	D-IMOI	Ce525	Proair Aviation	06	9H-ILZ	CL-850	VistaJet Malta	VJT683
	OO-IDE	Ce525	Air Service Liège	14	9H-VCA	CL-350	VistaJet Malta	14 VJT401
	PH-HRK	P180	JetNetherlands	05	N843GX	Global Express	Greystar Real Estate Partners	
	VP-BLW	G550	Specialised Transport. (Bermuda)		OE-FDW	EMB500	Int'l Jet Management	IJM022
05.	CS-CHE	CL-350	NetJets Europe	06 NJE957K/9GP	OH-SWI	Ce525A	Scanwings	ABF1C/D
	CS-DXK	Ce560XLS	NetJets Europe	NJE965U/138F	OO-ASL	Beech 200C	Air Service Liège	13
	D-AZFR	BAe146-200A	WDL Aviation	CFE4477/6	OO-GLM	Ce680	Air Service Liège	15
	D-AZFR	BAe146-200A	WDL Aviation	CFE4479/8	OO-KNM	R44	Air Technology Belgium	13
	D-IBWA	Ce525	Schuite & Schuite Druckfarben dep		OO-NHV	AS365N3	Netherlands Coastguard	*NHX10
	OO-NHV	AS365N3	Netherlands Coastguard	*NCG10	OY-APM	G450	Maersk Aviation	
	OO-OCA	Beech 350	Air Service Liège		PH-HRK	P180	JetNetherlands	15
	PH-FHB	PA-46-500TP	Faber Halbertsma Holding	07	PH-SEJ	P68B	CNE Air	
	PH-TCN	P180	JetNetherlands	07	13.9H-YOU	CL-850	Air X Charter	14 AXY1311/1408
06.	CS-DLE	Falcon 2000EX	NetJets Europe	07 NJE782B/518W	N111DV	PA-46-350P		
	D-AJET	ERJ135BJ	Air Hamburg	07 AHO865U	OO-LMG	Falcon 7X	Luxaviation Belgium	14 AAB384
	D-AZFR	BAe146-200A	WDL Aviation	CFE4477/6	SX-DVN	A320-232	Aegean Airlines	AEE4818/9
	G-FXPR	Beech 400XT	Flexjet	FLJ53/4	14.D-CRON	Ce560XLS	Silver Cloud Air	SCR762
	HB-FOW	PC-12/45	Future Wings		F-HTTL	CL-650	Flying Group	FYG93L
	N551AV	G550	Abbvie Aviation Department		M-GFGC	P180	Greensill Capital (IOM)	
	OE-FCB	Ce510	GlobeAir	07 GAC114Z/765H	N53235	PA-46-500TP		
07.	CS-DLC	Falcon 2000EX	NetJets Europe	NJE884B/6VZ	OO-IDE	Ce525	Air Service Liège	12
	D-BFIL	EMB545	Atlas Air Service	ATL8F	PH-SEJ	P68B	CNE Air	
	G-MEDZ	Beech B200	Zeusch aviation	09	PH-SLC	P68B	CNE Air	
	G-REYS	CL-604	TAG Aviation (UK)	08	15.9H-BBJ	B737-7BC	Privajet	PVJ218
	G-STRL	AS355N	HeliAir		CS-DXH	Ce560XLS	NetJets Europe	NJE8FR/728E
	N904DS	Global Express	DSWA	09	CS-LTG	Ce680A	NetJets Europe	NJE208F/4WS
	OE-FZC	Ce510	GlobeAir	GAC336X/114B	D-IVVB	Ce525A	Atlas Air Service	ATL5B
	PH-HRK	P180	JetNetherlands	10	HB-IBJ	Falcon 2000LXS	Cat Aviation	CAZ101/2
08.	D-IYYY	Ce525	BE Avia		OE-FIT	Ce510	GlobeAir	GAC715R/S
	N90FX	Global Express	Flexjet	09 LXJ90	OE-GCH	Ce550 Bravo	Speedwings	SPG149
	N560GT	Ce560 Encore	Jet Plane Corporation	2x	PH-HRK	P180	JetNetherlands	20
	N904FL	ERJ135BJ	Nextant Aerospace		PH-TCN	P180	JetNetherlands	17
	PH-DAM	P180	JetNetherlands	dep	16.PH-FIS	Ce525	JetNetherlands	21
	PH-FHB	PA-46-500TP	Faber Halbertsma Holding		PH-RIS	EC130B4	KNSF Flight Services	
	T7-MSK	Global 5000	ACASS Canada		SX-DVV	A320-232	Aegean Airlines	AEE4824/5
09.	CS-CHB	CL-350	NetJets Europe	10 NJE491P/973D	SX-KAT	A320-232	Orange2fly	OTF6310/1
	G-MEDZ	Beech B200	Zeusch aviation	arr	17.9H-JAD	CL-850	Air X Charter	AXY1711/2
	SX-DVN	A320-232	Aegean Airlines	AEE4824/5	CS-CHG	CL-350	NetJets Europe	19 NJE2BX
10.	CN-TKD	Ce650	Air Ocean Maroc		D-CFAZ	Lj55	FAI Rent-A-Jet	18 IFA1062/4036
	CS-CHH	CL-350	NetJets Europe	11 NJE497A/6XJ	PH-HHJ	AS355F2	Heli Holland Holding	
	CS-DUC	BAe125-750	NetJets Europe	11 NJE3ER	18.G-XPTV	ERJ135BJ	Arena Aviation	REN89W
	CS-DXP	Ce560XLS	NetJets Europe	NJE821N/843T	OE-FZB	Ce510	GlobeAir	GAC897Z/986A
	CS-PHB	EMB505	NetJets Europe	NJE9QL/288Y	PH-HHJ	AS355F2	Heli Holland Holding	
	OO-MMT	Ce560XLS	Air Service Liège	12	19.D-CAWM	Ce560XLS+	Aerowest	20
	PH-FIS	Ce525	JetNetherlands	16	D-CSCA	Ce525B	Silver Cloud Air	SCR378
	PH-PKF	Falcon 2000LXS	JetNetherlands	dep	20.CS-DXK	Ce560XLS	NetJets Europe	21 NJE3ZP
	PH-TCN	P180	JetNetherlands	15	D-ICEE	Ce525A	Spree Flug Luftfahrt	
11.	9H-BBJ	B737-7BC	Privajet	PVJ222	OE-GLL	Ce550 Bravo	Jetfly Airline	
	9H-VCA	CL-350	VistaJet Malta	12 VJT401	PH-HRK	P180	JetNetherlands	23
	D-AJET	ERJ135BJ	Air Hamburg	AHO865U/564R	PH-TWN	P2006T	Zelf Vliegen	



SP-AST	Ce525	AMC Aviation	AMQ9T
21. H38	A109BA	17sq/1w	BAF317
CS-CHF	CL-350	NetJets Europe	NJE587G/363E
CS-DLK	Falcon 2000EX	NetJets Europe	NJE9VR
CS-DXR	Ce560XLS	NetJets Europe	22 NJE4VN/386W
D-AZFR	BAe146-200A	WDL Aviation	CFE4455/6
D-CASH	EMB505	Air Hamburg	AHO221W
D-IAIB	Ce525	AIB Assets	22
G-LEAX	Ce560XLS	Luxaviation UK	22 LNX66AX
N576MA	TBM-850	HTG Trading	
N620CM	Ce510	Erik Vandefonteyne	
OO-ASL	Beech 200C	Air Service Liège	
OO-GMJ	Beech 350	Air Service Liège	2x
PH-ECD	EC120B	Heli Holland Holding	
PH-RIS	EC130B4	KNSF Flight Services	25
PH-TCN	P180	JetNetherlands	22
PH-VBG	Falcon 2000EX	JetNetherlands	dep
VH-FMG	Global Express	Avwest	22
22.4X-CLL	IAI1126	Memorand Management	

28. CS-LTH	Ce680A	NetJets Europe	NJE5ZD
D-IRWR	Ce525	Proair Aviation	07
G-LEAX	Ce560XLS	Luxaviation UK	01 LNX37A/37AX
OE-FIX	Ce525	Aeroways	
OO-NHV	AS365N3	Netherlands Coastguard	*NCG10

The Stobart Air Embraers operating for Cityflyer have been omitted from the list this month. Aegean Airlines continued operating charters to Dubrovnik this month. WDL Aviation is operating for CityFlyer and as such visited Rotterdam a few times this month. The Embraer on the 8th was on its way to Italy on delivery to a new operator. Orange2fly operated a charter to Hurghada on the 16th. The charter returned on the 23rd. Elix Aviation Capital ferried a Dash-8 via Rotterdam to a new operator on the 23rd. Unfortunately the aircraft was all white.

Credits: Rotterdam Airport, Airnieuws, Rotterdam The Hague Airport Aviation (Facebook group), Scramble MB.



After the demise of Cello Aviation this BAe146 was added to the WDL Aviation fleet as D-AZFR. (Rotterdam - The Hague, 21 February 2019, Mark Sluifers)

9H-KAZ	BAe 125-900XP	Hyperion Aviation	23 HYP005
CS-PHB	EMB505	NetJets Europe	NJE9QL
D-CSCA	Ce525B	Silver Cloud Air	SCR378
N620CM	Ce510	Erik Vandefonteyne	
PH-TCN	P180	JetNetherlands	26
23.2-ELIX	DHC-8-202	Elix Aviation Capital (a/w)	24
D-AVIB	ERJ135BJ	Air Hamburg	AHO581H
N812AM	BAe125-800A	Airmed	25
OK-IMO	Beech 400A	Airstream	24 AQS522A/P
PH-HRK	P180	JetNetherlands	arr
SX-DVV	A320-232	Aegean Airlines	AEE4824/5
SX-KAT	A320-232	Orange2fly	OTF6310/1
24. CS-LTB	Ce680A	NetJets Europe	NJE3KX/130C
D-ASAP	ERJ135BJ	Air Hamburg	AHO652W
D-CFLY	Ce560XLS+	Air Hamburg	AHO475Q
D-CTIL	Lj35A	Air Alliance Express	AYY111
D-IHLB	Ce402B	Hansa Luftbild	
N999AA	G-IVSP	General Avn Flying Svc	28 GTH999
PH-CJM	Ce680	ASL	01
PH-HHJ	AS355F2	Heli Holland Holding	
25. CS-DXT	Ce560XLS	NetJets Europe	NJE007K/9CF
D-AERO	ERJ135BJ	Air Hamburg	26 AHO599V
D-IHLB	Ce402B	Hansa Luftbild	27 tdy
D-IRWR	Ce525	Proair Aviation	
N305KN	G650ER	AFO	27
PH-FIS	Ce525	JetNetherlands	arr
26. D-AHOS	ERJ135BJ	Air Hamburg	27 AHO615R/761Y
PH-RIS	EC130B4	KNSF Flight Services	
PH-TCN	P180	JetNetherlands	arr
SP-AST	Ce525	AMC Aviation	04 AMQ9T
27. 101	Falcon 10MER	57S	2x FNY050
C-FMFL	Falcon 2000LX	McCain Foods	28
D-IVAA	Ce510	Centrec	
N8326Y	PA-30-160	Transal Aero Services	
OO-PCJ	PC-12/47E	European Aircraft Private Club	
PH-TTR	H135	ANWB - MAA	Lifeliners1

### Maastricht - Aachen

February 2019			
01. D-BLUE	Falcon 2000LX	ACM Air Charter	02 BVR222
I-SWIA	B747-4R7F	SW Italia	AZG257/8
M-JCBB	G650	JC Bamford Excavators	JCB1
SP-NUT	PC-12/47E	Plane4U	tst
TC-ACF	B747-481(F)	Saudia	SVA3933/4
TC-ACG	B747-481(F)	Saudia	dep SVA3935
02. 4K-SW008	B747-4R7F	Silk Way	AZG259/60
D-ABCD	CL-604	Aero-Dienst	ADN83S
D-BOOC	Ce750	Air X Charter	AXG21
LX-ICL	B747-467F	Cargolux	UAE9962
TC-ACR	B747-428ERF	Saudia	THY6611
TC-MCT	B747-412F	Saudia	SVA3933
03. D-CHIP	Ce525B	E-Aviation	EFD3P
D-COLO	Ce525C	Jetkontor	JKH32C
OO-GLM	Ce680	Air Service Liège	04
OO-GMJ	Beech 350	Air Service Liège	
SP-NUT	PC-12/47E	Plane4U	tst
04. D-ALIL	Falcon 7X	Aero-Dienst	05 ADN37T
LX-RSQ	Lj45XR	Luxemb. Air Ambulance	LRQ9055
OO-GLM	Ce680	Air Service Liège	10
TC-ACF	B747-481(F)	Saudia	SVA917/8
05. LX-ICL	B747-467F	Cargolux	UAE9988
PH-DWW	R44	Heli-air	
TC-ACF	B747-481(F)	Saudia	SVA3932/4
TC-ACM	B747-428ERF	Saudia	SVA3933
YU-SCJ	Ce525	Prince Aviation	06 PNC9CJ
07. G-FXPR	Beech 400XT	Flexjet	FLJ51/2
LX-ICL	B747-467F	Cargolux	UAE9962
N402KZ	B747-481F	Kalitta Air	THY6319
N450T	G450	Al Ghazzawi Development Comp.	09
08. TC-MCT	B747-412F	Saudia	SVA3933/4
YU-SCJ	Ce525	Prince Aviation	PNC9CJ
10. D-CAWR	Ce560 Encore+	Aerowest	

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Previously with Air Malta as 9H-AHR and originally delivered to Spanair as EC-INM this Airbus A320 was added to the growing fleet of Orange2fly in December 2018. (Rotterdam - The Hague, 16 February 2019, Frank de Koster)

D-CHIP	Ce525B	E-Aviation	EFD3P	D-IOHL	Ce525A	Excellent Air	ECA3C
HB-JBB	CS100	Swiss	dep SWR5181	LX-VCM	B748F	Cargolux	CLX7651
HB-JBC	CS100	Swiss	arr SWR5180	OK-MEL	A319-112	CSA Czech Airlines	22 CSA6200/1
LN-RDY	DHC-8-402	Widerøe	WIF7426/8426	20.LX-VCH	B748F	Cargolux	CLX7651
TC-MCT	B747-412F	Saudia	SVA917/8	21.D-ISLT	Ce525A	Sylt Air	23 AWU9211/923
11.LX-VCE	B748F	Cargolux	CLX7159	LX-GCL	B747-467F	Cargolux	UAE9962
OO-GMJ	Beech 350	Air Service Liège	13	N402KZ	B747-481F	Kalitta Air	THY6319
12.OO-GLM	Ce680	Air Service Liège		OE-FFB	Ce510	GlobeAir	GAC515F/393J
OO-JAR	B737-7K5	TUI Belgium	div 13 JAF111P/1668	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2
OO-JAS	B737-7K5	TUI Belgium	div 13 JAF1792/1111	OO-TOF	R44	Toran	
OY-NPF	SA227DC	North Flying	NFA112P/112	22.D-ISAR	Raytheon 390	Euroflug Frenzel	
13.1257	Yak-40K	241.dlt	div 14 CEF05C	LX-RCV	B747-4R7F	Cargolux	CLX7135
9H-ZAZ	B737-436	Air Horizont	div HAT5913/4	24.TC-ACM	B747-428ERF	Saudia	SVA917/8
D-ABMW	G550	BMW Flugdienst	BMW77/8	25.4K-SW008	B747-4R7F	Silk Way	AZG7978/9
D-BMVV	Falcon 2000EX	BMW Flugdienst	BMW41/2	26.LX-GCL	B747-467F	Cargolux	UAE9988
ET-APU	B777-F6N	Ethiopian Airlines	div ETH3721/13	LX-LGE	DHC-8-402	Luxair	dep LGL42
ET-AVQ	B777-F	Ethiopian Airlines	div ETH3724	LX-LGG	DHC-8-402	Luxair	arr LGL41
LX-ONE	Lj45	Luxemb. Air Ambulance	LRQ9067	27.LN-WDI	DHC-8-402	Widerøe	WIF8427/7428
OK-SLX	Ce560XL	Silesia Air	14 SUA631/41	N930SA	TBM-930	Spectrum Medical Aviation	
OK-TVJ	B737-8Q8	Smartwings	TVS444P/4442	PH-DWS	ERJ135LR	Air Charters Europe	arr JNL986
OO-GMJ	Beech 350	Air Service Liège		28.LX-GCL	B747-467F	Cargolux	UAE9962
OO-JAS	B737-7K5	TUI Belgium	div 14 JAF1112/201P	N702CK	B747-4B5F	Kalitta Air	THY6319
OO-WEG	CL-350	Luxavn Belgium	div 18 AAB138/353				
VP-BJE	CL-604	TAG Aviation Asia	TBJ02				
14.D-IICE	Beech 200	Euro Link					
D-ITTT	CeF406	Air-Taxi Europe	TWG155/255				
N403KZ	B747-481F	Kalitta Air	THY6319				
15.LX-YCV	B747-4R7F	Cargolux	CLX7135				
OK-TSH	B737-804	Smartwings	TVS4443/444F				
OO-GLM	Ce680	Air Service Liège					
16.OE-GSE	Lj60XR	Avcon Jet	AOJ51S				
17.LX-ECV	B747-4HQERF	Cargolux	CLX7656				
18.G-FXMR	Beech 400XT	Flexjet	FLJ51/4				
OO-GLM	Ce680	Air Service Liège	21				
19.D-ABQI	DHC-8-402	Eurowings	28 GWI6900/3				

Both Swiss aircraft on the 10th are maintenance visitors. Due to an ATC strike in Belgium, some aircraft diverted to Maastricht from the 12th and operated flights from that airport. On the 13th Smartwings operated a charter for KRC Genk. Eurowings on the 19th visited SAMCO for maintenance. The CSA Czech Airlines Airbus on thatday carried special titles. The return trip for the KRC Genk charter took place on the 15th. An aircraft change on the 26th for luxair with aircraft on maintenance with SAMCO.. The following Ryanair aircraft have been repainted this month: EI-DCZ, EI-EKM, EI-EKR, EI-EKT, EI-EKX, EI-EKY, EI-EMA, EI-EMB, EI-EMC, EI-EME,



In the spring of 2019 Cargolux is set to help move two beluga whales, Little Grey and Little White, 6,000 miles from China to Iceland. Boeing 747 LX-ECV has been adorned with extra decals to commemorate the event. (Maastricht - Aachen, 17 February 2019, Arjen Sleenwenhoek)



While on its way to Japan on delivery to its new owner Beech G58 N2512Y made a fuel stop at Groningen - Eelde airport. Menno Molenaar was able to photograph the aircraft on 8 February 2019. Its registration was cancelled on 15 February 2019.

EI-EMH, EI-EMI, EI-EMK, EI-EMM and EI-EMO.

Credits: SG Maastricht / Threshold, Flymst.nl forum.

### Groningen - Eelde

			February 2019
01. 9H-VJZ	Global 6000	VistaJet Malta	VJT981
D-CJET	Ce525B	Air Hamburg	AHO177R
D-ITOR	Ce525A	Nordfrost	
06. G-OSRA	B727-2S2F	T2 Aviation	07
08. N2512Y	Beech G58		11
11. OO-PRM	Ce510	Air Service Liège	2x
12. CS-DXX	Ce560XLS	NetJets Europe	NJE359Y/645Q
OE-XXY	R44	Heli & Co	
OY-MIS	P68C	Bio Flight	
14. OE-GNP	Ce560XLS+	FlyTyrol	
PH-MDG	Ce680+	Exxaero	16
15. D-IPVD	Ce525A	Transavia Flug	
18. D-COLO	Ce525C	Jetkontor	19 JKH32C
19. L-12	PC-7	131EMVOSq	Diamond08
D-COLO	Ce525C	Jetkontor	JKH32C
20. OE-GDF	EMB505	Speedwings Executive Jet	SPG154
20. OY-JME	P2006T	Greybird Aviation Group	
21. 83+03	Super Lynx Mk88A	MFG5	
23. PH-HGT	Ce680+	Exxaero	27 XRO619/050
PH-HSD	B737-8K2	KLM Royal Dutch Airlines	KLM9867
PH-MDG	Ce680+	Exxaero	26 XRO618/128
27. PH-SVZ	Ce550	Slagboom & Peeters	
28. I-PDVD	P2006T	Kavel10	del
N315P	Ce310Q	International Air Services	

The Beech on the 8th stopped at the airport reportedly on a delivery flight to Japan. Kavel10 took delivery of future PH-KIO on the 28th.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

			February 2019
03. PH-KTM	R44	Heliair	
PH-LBR	Ce208B	Skydive Rotterdam	dep
PH-RBC	EC120B	Heliair	
07. PH-FSD	Ce208	Fallschirmsport Damme	dep
11. PH-CMW	Ce525	Uniwest Group	tst
PH-FVD	R44	Rotarywings	15
PH-JAS	Ce208	Paracentrum Texel	dep
12. N2648X	Ce501	T.S. Aviation	
PH-ECE	EC120B	Heli Holland Holding	
13. I-VICC	P68B	Aeronike	arr tdy
SP-TBM	TBM-930	Plek2	18
16. PH-HCC	Cabri G2	HeliCentre	
17. PH-VCC	DA62	Cav-Okay	
20. D-IFER	Ce510	F. Ellerhold	

PH-HCC	Cabri G2	HeliCentre	
PH-HCD	Cabri G2	HeliCentre	
21. D-HMIM	H269C	S.P. Luftbild	div 22
23. G-UVIP	Ce421C	Aerodata International Surveys	arr
24. N935NL	DH-82A	Wim Stapel	"T-9354"
PH-PXZ	AW139	Nationale Politie	
PH-VCC	DA62	Cav-Okay	
25. D-GLBA	DA42	European Flight Training Centre	
LX-JFR	PC-12/47E	Jetfly Aviation	
PH-KWI	PH-KWI	E.A. van der Zwan	arr
PH-PXC	EC135P2+	Nationale Politie	
27. N22SY	PA-46-350P		
PH-CMW	Ce525	Uniwest Group	tst
PH-HGT	Ce680+	JetNetherlands	28
28. N22SY	PA-46-350P		
OK-KLM	PA-46R-350T	Blue Sky Service	arr

Among the maintenance departures the Cessna on the 7th is former G-OAFF. The Partenavia on the 13th has been leased by Slagboom en Peeters. The helicopter on the 21st was destined for Lelystad but diverted to Teuge due to weather.

Credit: Teuge Airport.

### Eindhoven

			February 2019
01. J-616	F-16AM	322sq	*NAF322
S-456	AS532U2	300sq	*Wildcat73, GLV-V
T.21-10/35-48	C295M	353Esc	AME
12-5759	MC-130J	7th SOS	*Strix43
15-08186	CH-47F	4th CAB	07 R08186
15-08192	CH-47F	4th CAB	07
15-08193	CH-47F	4th CAB	07
90-26267	UH-60L	4th CAB	08
90-26297	UH-60L	4th CAB	08 R26297
94-26589	UH-60L	4th CAB	12 R26589
12-20837	UH-60M	4th CAB	08
12-20840	UH-60M	4th CAB	08
CS-PHA	EMB505	NetJets Europe	NJE907H/365H
D-CSEB	Ce560XLS+	Adolf Würth	02
OO-ACO	Ce510	Air Service Liège	dep
OO-ACO	Ce510	Air Service Liège	12
UR-CKL	An-12BK	Cavok Air	CVK7041/-
03. D-CBEN	Ce560XLS+	Adolf Würth	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	04 TYW433/1
04. D-661	CH-47D	298sq	*Titan4, GLV-V
D-666	CH-47D	298sq	*Grizzly06, GLV-V
02-05327	AH-64D	4th CAB	08 R3531
03-05381	AH-64D	4th CAB	07 R3531
03-05437	AH-64D	4th CAB	08 R3531
04-05467	AH-64D	4th CAB	07 R77036
07-07036	AH-64D	6-17Cav/4th CAB	08 R77036
08-05540	AH-64D	6-17Cav/4th CAB	07 R77036

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09-05575	AH-64D	6-17Cav/4th CAB	07 R77036	16-20842	UH-60M	4th CAB	R20842
09-05584	AH-64D	6-17Cav/4th CAB	07 R95584	16-20849	UH-60M	4th CAB	R20849
09-07064	AH-64D	6-17Cav/4th CAB	07 R95584	17-20916	UH-60M	4th CAB	12 R20835
15-08464	CH-47F	4th CAB	07 R08464	9H-VCA	CL-350	VistaJet Malta	VJT401
15-08465	CH-47F	4th CAB	08 R08464	OO-VST	P2006T	Vansteelandt	
15-08187	CH-47F	4th CAB	08 R08464	PH-CGC	Do228-212	Kustwacht	*NCG03
15-08191	CH-47F	4th CAB	08 R08464	12.1x	AH-64D	6-17CAV/4th CAB	dep
16-20873	UH-60M	4th CAB	08 R20873	9H-AGU	A330-322	Hi Fly Malta	13 BAF634
16-20943	UH-60M	4th CAB	07 R20943	HB-JSG	CL-605	Robert Bosch	2x
17-20943	HH-60M	4th CAB	07 R20943	M-ATTI	TBM-930	Attila Balogh	14
17-20945	HH-60M	4th CAB	07 R20943/5	OO-ACO	Ce510	Air Service Liège	20
OO-JAH	B737-8K5	TUI Belgium	05 JAF823/TFL28K	OO-CLA	Ce525C	Luxaviation Belgium	AAB365
OO-TNB	B737-8K5	TUI Belgium	f/v JAF943/9440	PH-FJK	Ce525B	JetNetherlands	13
05.92-26425	UH-60L	A/2-4AVN	07	13.FA123	F-16AM	10w	*
93-26497	UH-60L	A/2-4AVN	07	FA114	F-16AM	10w	*
16-20841	UH-60M	3-4AVN	07	ST45	SF260D	CC Air (yellow c/s)	*BAF195
16-20885	UH-60M	3-4AVN	07	03	C-17A	HAW	Bartok35
OO-JAH	B737-8K5	TUI Belgium	13 TFL44A/JAF16K	J-641	F-16AM	312/313sq	*3x
PH-FJK	Ce525B	JetNetherlands	dep	09-001	G550	Turkish Air Force	
PH-HWM	CL-605	ASL	06	D-CDAS	EMB505	DAS Private Jets	
06.FB17	F-16BM	10w/OCU	*BAF451	EI-GJK	B737-800	Ryanair	RYR2102/1
ST41	SF260D	CC Air	*BAF196	OM-BYB	Fokker 100	Slovak Government	14 SSB04A
09-07056	AH-64D	6-17CAV/4th CAB	08	OO-JAH	B737-8K5	TUI Belgium	14 JAF46K/263
15-08185	CH-47F	4th CAB	08	PH-FJK	Ce525B	JetNetherlands	15
15-08190	CH-47F	4th CAB	12	14.D-CCAA	Lj35A	D.R.F.	AMB071
D-CMED	Lj55	Quick Air	QAJ3065	F-GLTK	Ce550	Valljet	VLJ27BK
D-INCS	Ce525	Jetkontor	JKH321	PH-CJM	Ce680	ASL	20
D-ITWO	PA-42-720	Air Alliance Express		PH-HWM	CL-605	ASL	15
PH-CJM	Ce680	ASL	dep	15.FB24	F-16BM	2w/OCU (spec mks)	*BAF291
PH-FJK	Ce525B	JetNetherlands	08	HA-LTG	A321-231	Wizz Air	f/v WZZ1ZM/8UL
UR-CKL	An-12BK	Cavok Air	arr	PH-FJK	Ce525B	JetNetherlands	17
07.D-664	CH-47D	298sq	*Ghost3	16.D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	TYW212F/3F
Q-05	AH-64DN	301sq	*Redskin14	OO-CEJ	Ce525	Air Service Liège	02 2x
13-20601	HH-60M	4th CAB	12	PH-HXO	B737-800	Transavia Airlines	f/v TRA6534/3
13-20602	HH-60M	4th CAB	08	17.OO-SKS	Ce560XLS	Luxaviation Belgium	18 AAB484
16-20843	UH-60M	4th CAB	08	PH-FJK	Ce525B	JetNetherlands	22
16-20845	UH-60M	4th CAB	08	PH-HWM	CL-605	ASL	19
16-20871	HH-60M	4th CAB	12 R20871	18.406	An-26	MH 59. Sz.D. R	HUAF803
CS-PHA	EMB505	NetJets Europe	NJE276F/872P	2-COOK	PA-46-500TP	William Cook Aviation	
D-IJOA	Ce525A	Ohlair Charterflug	08 ECA8C	UR-CKL	An-12BK	Cavok Air	CVK7112/ -
08.Q-08	AH-64DN	301sq	*Redskin32	19.D-106	CH-47D	298sq	*Grizzly62, GLV-V
93-26509	UH-60L	A/2-4AVN	11 R26509	D-666	CH-47D	298sq	*Grizzly22, GLV-V
94-26569	UH-60L	A/2-4AVN	11 R26569	PH-CGC	Do228-212	Kustwacht	*
98-26810	UH-60L	4th CAB	12 R26810	16-20838	UH-60M	4th CAB	R20838
16-20842	UH-60M	4th CAB	09	16-20879	UH-60M	4th CAB	R20879
16-20872	UH-60M	4th CAB	12	N561SK	G550	Executive Jet Management	EJM561
16-20874	UH-60M	4th CAB	12	20.FB24	F-16BM	2w/OCU (spec mks)	*BAF255
16-20916	UH-60M	4th CAB	09	D-666	CH-47D	298sq	*GLV-V
17-20942	UH-60M	4th CAB	12	CS-IHP	Falcon 2000	EJME (Portugal)	JME211P
D-CDIM	Lj35A	Jet Executive International	JEI555/65	OO-ACO	Ce510	Air Service Liège	23
10.G-OSRL	Lj45XR	Zenith Aviation	11 SXN45G	OO-GEE	PC-12/47E	Blue Sky Aviation	
PH-CJM	Ce680	ASL	11	PH-HWM	CL-605	ASL	arr
PH-FJK	Ce525B	JetNetherlands	12	21.ST43	SF260D	CC Air	*BAF195
11.16-20835	UH-60M	4th CAB	12 R20835	605	A319-112	MH 59. Sz.D. R	HUAF033



Partenavia P-68 I-VICC is no stranger to the Dutch skies as in 2016 the aircraft was based at Rotterdam for a while. This time the aircraft has been leased by Slagboom & Peeters Aerial Photography. (Teuge, 23 February 2019, Richard Poesser)



Delivered to ExecuJet Europe in 2009 as D-AANN this CL-850 was transferred to ExecuJet Scandinavia in 2011 and registered OY-NNA. The Challenger arrived with its Air-Driven Generator (ADG) deployed for an unknown reason. (Lelystad, 24 February 2019, Berend Jan Floor)

	OO-SKS	Ce560XLS	Luxaviation Belgium	AAB484	PH-PXZ	AW139	Nationale Politie	ZXP25
	SE-RFH	Ce680	European Flight Service	EUW9989	22.D-890	CH-47F	298sq	dep Grizzly51
22.	OO-GEE	PC-12/47E	Blue Sky Aviation		S-444	AS532U2	300sq	dep NAF02
	OO-MMT	Ce560XLS	Air Service Liège		25.FB15	F-16BM	10w/OCU	*BAF501
	PH-FJK	Ce525B	JetNetherlands	24	PH-PXY	AW139	Nationale Politie	ZXP25
	PH-STB	Falcon 900C	Exxaero	XRO055/102	26.L-13	PC-7	131EMVosq	*Diamond11
23.	03	C-17A	HAW	24	PH-PXY	AW139	Nationale Politie	ZXP25
	LX-RSQ	Lj45XR	Luxemb. Air Ambulance	LRQ9087	27.PH-PXZ	AW139	Nationale Politie	ZXP25
24.	M-LWSG	Global 6000	Lynx Aircraft	25				
	OH-SWI	Ce525A	Scanwings	ABF1A/B				
	PH-CDE	B737-8KN	Corendon Dutch Airl.	CND921P/9291				
	PH-CJM	Ce680	ASL					
	PH-FJK	Ce525B	JetNetherlands	arr				
	PH-STB	Falcon 900C	Exxaero	XRO102/531				
25.	FB15	F-16BM	10w/OCU	*				
	PH-CGC	Do228-212	Kustwacht	*NCG03				
26.	CH12	C-130H	20sq	*				
	D-665	CH-47D	298sq	*				
	OO-JLO	B737-8K5	TUI fly Belgium	JAF9222/0923				
27.	H38	A109BA	17sq/1w	*BAF317				
	9H-VCN	CL-350	VistaJet Malta	VJT437				
	G-FXPR	Beech 400XT	Flexjet	28 FLJ51/5				
	PH-CGN	Do228-212	Kustwacht	*NCG03				
	PH-PXY	AW139	Nationale Politie	*ZXP25, GLV-v				
	UR-CBG	An-12BP	Cavok Air	arr				
28.	CS-DQA	Ce560XLS	NetJets Europe	NJE207L/055L				
	D-CSEB	Ce560XLS+	Adolf Würth	arr				

Special attention in February goes out to the 4th CAB returning to the USA via Wiesbaden, Cologne and onwards to the Rotterdam harbour area.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.

Credits: EWAS, Oscar Sannen, Scramble MB.

### Gilze-Rijen

February 2019			
05.	<u>G-273</u>	C-130H-30	336sq
	<u>L-10</u>	PC-7	131EMVosq
	<u>L-11</u>	PC-7	131EMVosq
11.	G-988	C-130H	336sq
13.	FB24	F-16BM	2w/OCU (spec mks)
14.	H46	A109BA	17sq/1w
18.	<u>L-01</u>	PC-7	131EMVosq
	<u>L-13</u>	PC-7	131EMVosq
19.	<u>L-11</u>	PC-7	131EMVosq
	<u>L-12</u>	PC-7	131EMVosq
	PH-CGC	Do228-212	Kustwacht
	PH-PXZ	AW139	Nationale Politie
20.	<u>L-02</u>	PC-7	131EMVosq
	<u>L-11</u>	PC-7	131EMVosq
	PH-PXZ	AW139	Nationale Politie
21.	<u>FB20</u>	F-16BM	10w/OCU
	<u>H46</u>	A109BA	17sq/1w

The most surprising movement in February at Gilze-Rijen was a local 298sq CH-47F, leaving its homebase for Woensdrecht on 22 February. D-890 will continue towards Antwerp and set sail towards the USA prior to modification towards MYIICAAS-retrofit.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

February 2019			
01.	G-273	C-130H-30	336sq
	OY-HOW	AW169	Unify A/S
05.	S-419	AS532U2	300sq
	S-456	AS532U2	300sq
07.	S-419	AS532U2	300sq
	S-456	AS532U2	300sq
11.	D-101	CH-47D	298sq
	D-666	CH-47D	298sq
13.	OO-NST	H145	NHV
14.	1x	F-16AM	312/313/322sq
	G-BYHG	Do328-110	Loganair
19.	F-HOHN	SA365N1	NHV (French Marine c/s)
21.	H38	A109BA	17sq/1w
23.	OO-NHN	AS365N2	NHV (French Marine c/s)
	OO-NSI	H175	NHV
27.	PH-PSC	PA-18	SKHV
28.	G-BYHG	Do328-110	Loganair

Special visitors in February for De Kooy include two leased French Navy Dauphins, operating on behalf of NHV with French and Belgium serials, receiving some attention by local technicians.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.

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

### Leeuwarden

February 2019			
01.	J-511	F-16AM	322sq
	J-616	F-16AM	322sq (313sq mks)
07.	G-988	C-130H	336sq
08.	G-988	C-130H	336sq

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12. J-512	F-16AM	313sq (nmks)	*NAF313
20. S-447	AS532U2	300sq	Wildcat67
26. J-630	F-16AM	322sq (312sq mks)	arr Blade2
J-631	F-16AM	322sq	arr Dozer01
J-632	F-16AM	312sq (322sq mks)	dep Blade2

Some comments about the February movements, J-616 and J-631 both returned from SABCA while J-511 departed to Belgium for overhaul. The Cougar went towards the Marnewaard area and ending the month is a Volkel/Leeward swap between J-630 arriving from Volkel and joining 322sq. In return J-632 joined 312sq while momentarily still sporting its 322sq markings.

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

### Lelystad

				February 2019	
04. LX-JFH	PC-12/45	Jetfly Aviation		05 JFA34D/65D	
05. HB-FVD	PC-12/47E	Air Corviglia			06
07. D-CAPB	Ce560 Encore+	Aerowest			
PH-FCI	BAe3201	AIS Airlines	dep PNX081		
PH-PST	EMB500	P.G. Stibbe	dep		
13. G-RVRW	PA-23-250	Ravenair	arr tdy RVN4RW		
OY-MLS	P68C	Bio Flight	14 BIO04		
PH-HOW	H145	RAV Fryslân – MAA	arr		
PH-OOP	H145	RAV Fryslân – MAA	dep		
14. OO-ECB	EC120B	Modularte			
PH-EUB	EC155B1	CHC Helicopters Netherlands			
PH-KFA	DA42	KLS			
PH-KTM	R44	Eric Richter Heliservice			
PH-MAA	EC135T2+	ANWB - MAA	tst		
PH-TTR	H135	ANWB – MAA	tst		
15. D-IYYY	Ce525	BE Avia			
G-RVRJ	PA-23-250	Ravenair	arr tdy RVN4RJ		
18. PH-KFA	DA42	KLS			
PH-PXF	EC135P2+	Nationale Politie	ZXP06		
PH-WMO	DA62	Witte van Moort			
19. F-HLJL	PA-34-200	Green Go Aircraft			
20. G-WNCH	Beech B200	Synergy Aviation	SYG551		
21. PH-HGB	R44	HeliAir			
PH-KTM	R44	Eric Richter Heliservice			
22. D-HMIM	H269C		arr		
23. D-FBSF	Ce208	BSF Swiss Photo	tdy 28		
D-FSPG	Ce208	BSF Swissphoto	tdy 26		
OY-MLS	P68C	Bio Flight	BIO04		
24. D-GIFT	DA42NG				
OY-NNA	CL-850	ExecuJet Scandinavia	arr VMP873		
25. PH-PXC	EC135P2+	Nationale Politie	ZXP03		
PH-SHO	EC155B1	Heli Holland Offshore			

26. OK-JKT	TBM-700C2	T-air	
PH-ENK	R44	Bear Helicopters	
PH-HGB	R44	HeliAir	*
PH-JAS	Ce208	Tessel Air	dep
27. D-EPUS	PA-46-500TP		
PH-CGN	Do228-212	Kustwacht	*
PH-HGB	R44	HeliAir	* 2x
28. D-CSCE	EMB505	Luxaviation Germany	01 LXG55CE
PH-HGB	R44	HeliAir	*

The Phenom 100 on the 7th has been sold and departed to Germany. The helicopter on the 22nd is being reported as a replacement for PH-RWX / Rotor and Wings. The Challenger 850 on the 24th arrived for work by SATYS.

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

### Volkel

				February 2019	
13. FA114	F-16AM	10w		*AL01	
14. FA92	F-16AM	2w		*BAF222	
FA117	F-16AM	2w		*BAF221	
15. PH-CGC	Do228-212	Kustwacht		*NCG03	
18. FB24	F-16BM	2w/OCU		*BAF255	
406	An-26B	MH 59. Sz.D. R		*HUA803	
26. J-630	F-16AM	322sq (312sq mks)	dep Blade2		
J-632	F-16AM	312 (322sq mks)	arr Killer2		
27. 95-0103	C-17A	62nd AW	RCH152		

The Hungarian Antonov 26 was manoeuvring low level over the airfield while heading for Eindhoven.

Credits: SGVolkel Message Board, Scramble MB

### Woensdrecht

				February 2019	
01. G-273	C-130H-30	336sq		*NAF71	
OE-IHV	A321-251N	TAP Air Portugal	tst		
YR-FKB	Fokker 100	Carpatair	arr EZE015P		
04. J-644	F-16AM	322sq	arr Killer		
Q-22	AH-64DN	301sq	tst Redskin07		
EC-MHL	A330-343	Air Europa	15 AEA006A/7		
07. D-892	CH-47F	298sq	arr Shadow4		
Q-22	AH-64DN	301sq	tst Redskin06		
08. Q-22	AH-64DN	301sq	dep Redskin06		
EI-EYM	A319-111	Rossiya c/s	dep SDM5432		
11. D-103	CH-47D	298sq	tst Grizzly92		
12. D-103	CH-47D	298sq	tst Grizzly92		
J-065	F-16BM	322sq	*Cobra-formation		
J-144	F-16AM	322sq	*Cobra-formation		
13. EI-EZD	A319-111	Rossiya (RJA c/s)	arr SDM5435		



Cessna 208 D-FSPG was delivered to BSF Swissphoto in 2017. With the good weather during February the aerial photography aircraft flocked the skies. This aircraft was one of many operating in the Dutch skies that month. (Texel, 24 February 2019, Mike de Bruijn)

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This Boeing 737 entered service with Pegasus Airlines in July 2009 as TC-AAR. It was withdrawn from use in September 2018. In January 2019 the airliner was flown to Woensdrecht. While at that airport its registration was changed to LZ-GNE and subsequently the aircraft was flown to St. Athan for part out work. On the day it arrived from Woensdrecht at its final destination Stuart Carr caught the aircraft on camera.

F-HBIB	A320-214	Aigle Azur	AAF015	PH-PXY	AW139	Nationale Politie	NCG04
G-MOSJ	Beech C90GTi	Naljets	APX5G	14. PH-TWN	P2006T	Zelf Vliegen	*
PH-HSK	B737-8K2	Transavia	dep TRA052	PH-VCC	DA62	Cav-Okay bv	
14. H46	A109BA	17sq/1w	*BAF318	15. PH-COM	PA-30	Dutch Airline Pilots Aero Club	
S-456	AS532U2	300sq	Wildcat5	PH-HCD	Cabri G2	HeliCentre	2x
15. D-103	CH-47D	298sq	tst Grizzly92	PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
EC-III	B737-86Q	Air Europa	dep AEA008	PH-RYF	H269C	Heli Holland Holding	
VP-BID	A320-214	Aerofot	21 AFL7680/1	16. PH-DKI	P68C	Zeeland Air	
EI-EZD	A320-214	Rossiya	tst SDM5436,5437	17. PH-CGC	Do228-212	Kustwacht	NCG01
19. D-103	CH-47D	298sq	tst Grizzly92	18. PH-ECD	EC120B	Heli Holland Holding	
N-175	NH90-NFH	860sq	arr Fiber04	PH-HCC	Cabri G2	HeliCentre	
PH-CGC	Do228-212	Kustwacht	*NCG03	19. PH-CGN	Do228-212	Kustwacht	NCG01
20. D-103	CH-47D	298sq	tst+dep Grizzly92	PH-PXY	AW139	Nationale Politie	NCG04
21. H38	A109BA	17sq/1w	*BAF317	22. OO-KAT	SV-4	F. De Meyer	23
D-101	CH-47D	298sq	*Grizzly-formation	PH-CGC	Do228-212	Kustwacht	*NCG01
D-664	CH-47D	298sq	*Grizzly-formation	23. PH-DTS	DA42	Wings over Holland	
D-667	CH-47D	298sq	*Grizzly-formation	24. D-FSPG	Ce208	BSF Swissphoto	
Q-05	AH-64DN	301sq	*Redskin-formation	N13FY	AT-6A	Hanno Wesdorp	
Q-09	AH-64DN	301sq	*Redskin-formation	25. PH-DKI	P68C	Zeeland Air	
Q-14	AH-64DN	301sq	*Redskin-formation	PH-HCF	Cabri G2	HeliCentre	
S-453	AS532U2	300sq	*Wildcat-formation	PH-PXB	EC135P2+	Nationale Politie	ZXP02
S-456	AS532U2	300sq	*Wildcat-formation	26. PH-DTS	DA42	Wings over Holland	
LZ-GNE	B737-86N	Genesis Aero (PGTc/s)	dep	PH-HCF	Cabri G2	HeliCentre	
OH-LZA	A321-231	Finnair	dep FIN8921	PH-MBO	DA62	M. Boers	
PH-PXZ	AW139	Nationale Politie	ZXP26	PH-PXD	EC135P2+	Nationale Politie	ZXP04
VP-BQK	A319-111	Rossiya	arr SDM5437	27. PH-PXF	EC135P2+	Nationale Politie	*ZXP06
22. D-890	CH-47F	298sq	arr Grizzly51				
27. OY-JRJ	PC-12/47E	Hendell Aviation	28 PCH796				
28. VP-BNB	A319-111	Rossiya	arr SDM5441				
YR-FKA	Fokker 100	Carpatair	dep KRP5101				

Credit: Texel Airport.

### Twente

			February 2019
07. CS-DXP	Ce560XLS	NetJets Europe	NJE391K/282D
13. D-ICBA	Ce525A	Proair Aviation	
14. CS-DXH	Ce560XLS	NetJets Europe	NJE203P/764P
15. CS-CHA	CL-350	NetJets Europe	NJE283Y/292Y
15. M-IFFY	Ce510	XEAD Aviation	
16. CS-PHH	EMB505	NetJets Europe	NJE540W/129K
17. D-CNOC	Ce560XLS	Atlas Air Service	ECA9C
22. CS-DXG	Ce560XLS	NetJets Europe	23 NJE764A/502N
23. CS-DXR	Ce560XLS	NetJets Europe	24 NJE856N/884A
23. M-IFFY	Ce510	XEAD Aviation	
24. D-CNOC	Ce560XLS	Atlas Air Service	10 ECA9C
27. CS-PHG	EMB505	NetJets Europe	NJE285D/259Y

Credit: EHTW spotters.

### Flamingo (Bonaire, Dutch Caribbean)

			February 2019
01. HI1007	Beech 1900D	Sky High Aviation	
HK-4304	Ce560 Ultra	Central Charter Colombia	03
M-OUSE	Ce510	Luxaviation UK	10
N31ZV	Lj31A	Ezair International	03
N939MC	IAI1125	R&V Aviation Services	12
N998RG	RC690A	LDR Aviation	28

Special attention goes to a number of visitors in the Woensdrecht movements of February 2019. The largest one was the Air Europa A330-300 visiting Fokker Aircraft Services. On the 8th a former Rossiya A319 departed Woensdrecht on its way destined for Royal Jordanian. On the 13th the first of five Transavia Boeing 737s departed after split scimitar winglet conversion. On that same day a former Rossiya Airbus arrived already painted in Royal Jordanian colours. On the 21st a former Pegasus Boeing departed with a new Bulgarian registration for a unknown operator. On that same day a Rossiya arrived for maintenance. The Rossiya on the 28th has been returned to its lessor.

Credits: J. Havelaar, Scramble MB.

### Texel

			February 2019
03. PH-COM	PA-30	Dutch Airline Pilots Aero Club	
12. N35YY	AS350B2	Schuybroek Aviation	
PH-CGC	Do228-212	Kustwacht	NCG01
PH-HCD	Cabri G2	HeliCentre	
13. OE-XXY	R44	Heli & Co	

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N2333K	CeU206G		
YV1987	BN-2B-21	Chapi Airlines	03
02.HK-5013	EMB120RT	SARPA	03
LV-HQC	Falcon 2000	Aerorutas S.A.T.A.	
PR-LRJ	Lj31A	Brasil Vida	
03.N2333K	CeU206G		
PH-CDH	B737-86J	DiviDivi – Corendon	f/v div DVR504
04.N5XR	Lj55	True Aviation Charter Services	15
OO-FAI	Falcon 8X	Flying Group	dep
PH-FBH	AW139	DCCG	
YV3196	Ce310		05
06.N155RW	Ce560XLS	Excel Holdings	13
N2333K	CeU206G		08
PP-VVV	ERJ135BJ	TV Omega	
YV1888	Beech 58		
YV3196	Ce310		
07.N135RU	Ce525	James Platz	25
PH-FBH	AW139	DCCG	
08.HI1038	BAe4101	Sky High Aviation	
PR-LRJ	Lj31A	Brasil Vida	
09.EC-KXN	B747-4H6	Wamos Air	f/v TFL366
HK-5013	EMB120RT	SARPA	10
YV3093	RC690B		
YV3413	Ce500		
10.F-OMYN	ATR72-212A	Air Antilles Express	f/v 11 WIA806/5
N445BH	CL-605	Operadora Lear	11
11.YV3396	Beech 200		
12.HI1024	ERJ145MP	Sky High Aviation	
YV3093	RC690B		
13.N2333K	CeU206G		
YV1888	Beech 58		
14.HI1024	ERJ145MP	Sky High Aviation	
YV1487	Ce310		
15.HI1038	BAe4101	Sky High Aviation	
N31ZV	Lj31A	Ezair International	25
16.HK-5013	EMB120RT	SARPA	17
18.YV2724	RC690A		20
22.HI1007	Beech 1900D	Sky High Aviation	
23.HK-5013	EMB120RT	SARPA	24
26.D-AXTM	Global XRS	FAI Rent-a-Jet	28 IFA6020
N31ZV	Lj31A	Ezair International	28
N350PB	PA-31-350	JUS	27
YV1851	RC690C		28

Air Antilles Express:

F-OIXE 22<sup>2</sup> F-OMYM 03<sup>2</sup>, 17<sup>2</sup>, 24<sup>2</sup>  
 F-OIXO 01<sup>2</sup>, 08<sup>2</sup>, 15<sup>2</sup>

American:

N4005X 04 N9004F 11  
 N4032T 02 N9012 25  
 N8001N 01 N9015D 22

N8009T 13, 15, 27 N9023N 08  
 N8027D 18 N9025B 20  
 N90024 06, 09 N9026C 16, 23

Aruba Airlines:

C-FXLH 02, 03, 05, 07, 09, 10, 12, 14, 16, 17, 19, 21, 23, 24, 26, 28

Delta:

N371DA 10 N3745B 17  
 N383DN 03 N3756 24  
 N684DA 23 N3769L 08  
 N697DL 09 N3771K 01  
 N775DE 22 N6707A 02  
 N3743H 15 N6710E 16

Sunwing:

C-FTJH 03 C-FQWK 17  
 C-FLUJ 24 C-FYXC 10

TUI Airlines:

PH-TFK 02, 05, 08, 09, 19, 21, 26  
 PH-TFL 01, 12, 14 PH-TFM 15, 16, 22, 23

United:

N14321 16<sup>2</sup> N66893 09  
 N25201 23 N73445 02  
 N36472 02<sup>2</sup> N77295 16, 23<sup>2</sup>  
 N39461 09<sup>2</sup>

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

The M-OUSE was back in town from the 1st. The next day a Falcon came hunting for it, all the way from San Fernando, Argentina, but he couldn't find it and left just after half an hour to Miami. The Learjet on the same day was on its way back after having visited on its northbound journey also late January. On the 4th the Belgian Falcon departed to Grenada after having been on the island from 31 January. A big day on the 9th when a B747 arrived, it had been quite some years. Operating the regular TUI scheduled service. First visit of F-OMYN on the 10th. The Global on the 26th arrived from Havana, having left from Amsterdam the day before. Probably the crew preferred staying on Bonaire. On the 28th it departed to St Vincent and the Grenadines, what a life! On the 3rd the last Insel Air flight was operated to Bonaire as 7I301 and 302 with Fokker 50 PJ-KVM.

Credit: Danny de Kiewit.



Still going strong this 35 year old Boeing 737. YV2823 started flying with Delta in 1984 and ended up with Avior Airlines in July 2012. (Curaçao - Hato, 19 February 2019, Geurt van den Berg)



# Movements Belgium



This ERJ195LR was delivered to Flybe in 2008 as G-FBEN. In 2018 the aircraft was transferred to Stobart Air and registered as EI-GGC. (Antwerp, 15 February 2019, Jonas Evrard)

## Antwerp

February 2019

01. I-TOPX	Beech 400XP	Eurofly Service		D-INCS	Ce525	Jetkontor	15
OO-IDE	Ce525	Air Service Liège		I-VITH	Beech 400A	Aliparma	15
PH-DIX	PC-12/45	Din-Air		OO-ACC	Ce525A	Air Service Liège	17
02. D-CAHO	Ce560XLS+	Air Hamburg		OO-GEE	PC-12/47E	Blue Sky Aviation	20
PH-TCN	P180	JetNetherlands		OY-MLS	P68C	Bio Flight	f/v 16
03. LX-JFH	PC-12	Jetfly Aviation	04	PH-CJM	Ce680	ASL	
OK-OKV	PA-42-720	Air Bohemia	f/v	15. H46	A109BA	17sq/1w	
PH-CGN	Do228-212	Kustwacht		CS-LAU	Ce680A	NetJets Europe	
04. G-LUBB	Ce525	Centreline		EI-GGC	ERJ195LR	Stobart Air	
OK-AST	Ce560XL	Air Bohemia		F-HOLI	PC-12/47E	Voldirect	
OO-IDE	Ce525	Air Service Liège		LX-JFV	PC-12/47E	Jetfly Aviation	
05. G-LUBB	Ce525	Centreline	06	OE-GPL	EMB505	Speedwings	f/v 16 2x
LZ-VBE	Global 5000	AVB 2012	f/v 07	OO-EPC	DA42	Euro Pilot Center	f/v
OO-ACC	Ce525A	Air Service Liège	07 2x	PH-PXC	EC135P2+	Nationale Politie	
OO-HCP	R44	Heli & Co	2x	16. D-CHIP	Ce525B	E-Aviation	
OO-STR	AS350B3	Stephex Stables	2x	PH-VCC	DA62	Cav-Okay	
PH-TLP	Falcon 7X	Flying Group		17. OE-GDF	EMB505	Speedwings	
T7-MND	Ce525	Jetpass Aviation Sion		OO-ACC	Ce525A	Air Service Liège	21
06. ST40	SF260D	CC Air		18. SE-RNR	CL-350	European Flight Service	f/v
D-FABS	PC-12/47E	Schumacher Packaging		19. 9H-VFA	CL-605	VistaJet Malta	20
D-ICCC	CeF406	Air-Taxi Europe	07	D-IATE	CeF406	Air-Taxi Europe	21
EC-JIP	SA226TC	Flightline	07	OE-FGB	Ce525A	Jet Pool Network	f/v
EI-GGC	ERJ195LR	Stobart Air	f/v	OO-JOE	R44	J & G	
07. CS-LAS	Ce680A	NetJets Europe	08	OY-MLS	P68C	Bio Flight	23
OK-PTT	PC-12/47E	Air Bohemia		PH-PXB	EC135P2+	Nationale Politie	f/v
08. CH11	C-130H	20sq		20. ES-NSA	Saab 340B	Nyx Air	26
H36	A109BA	17sq/1w		OE-FZA	Ce510	GlobeAir	
09. PH-MYX	Ce650	JetNetherlands	24	OO-GEE	PC-12/47E	Blue Sky Aviation	
10. CS-DXU	Ce560XLS	NetJets Europe	11	PH-DWS	ERJ135LR	Air Charters Europe	22
N335BF	PA-30-160	J.Quaak		21. ST41	SF260D	CC Air	
OK-PTT	PC-12/47E	Air Bohemia	11	OE-FIT	Ce510	GlobeAir	
OO-ACC	Ce525A	Air Service Liège	11	OE-FWF	Ce510	GlobeAir	23
11. CH11	C-130H	20sq		OE-FZA	Ce510	GlobeAir	
D-CAMB	Lj31A	Jetcall	f/v	OO-ACC	Ce525A	Air Service Liège	23
F-HJSB	Ce525 (M2)	Flybox One		OO-GLM	Ce680	Air Service Liège	02
HB-VER	Ce525A	Swiss Private Flights		OO-STR	AS350B3	Stephex Stables	
OO-ACC	Ce525A	Air Service Liège	14	PH-DAM	P180	JetNetherlands	
OO-KTN	A109S	Katoennatie	13	VH-FMG	Global Express	FMG Air	f/v
OO-PCI	PC-12/47E	EAPC		22. CS-LTE	Ce680A	NetJets Europe	
PH-CJM	Ce680	ASL	12	D-CESA	Ce550 Bravo	Euro Link	f/v
PH-DWS	ERJ135LR	Air Charters Europe	16	D-IATE	CeF406	Air-Taxi Europe	
12. HB-IGV	Falcon 50EX	VF International	14	F-GYBD	R44	Flystar	f/v 23
M-BLUE	Global 5000	Bluesky Aviation Group		OE-FZA	Ce510	GlobeAir	
OE-FDN	SC.7	Pink Aviation		PH-SLC	P68	Slagboom en Peeters	f/v 23
OE-FDN	SC.7	Pink Aviation	13	23. D-CHIP	Ce525B	E-Aviation	
OO-STR	AS350B3	Stephex Stables		D-IHLB	Ce402B	Hansa Luftbild	
YU-BST	Ce525	Eagle Express		G-UVIP	Ce421C	Aerodata	dep
13. OE-FDN	SC.7	Pink Aviation	14	PH-CGC	Do228-212	Kustwacht	
OO-KTN	A109S	Katoennatie	14	24. CS-LTD	Ce680A	NetJets Europe	25
PH-TXA	Ce510	ASL	15	CS-PHH	EMB505	NetJets Europe	
14. ST41	SF260D	CC Air		D-IADV	Ce551	MCH Holdings	
D-CAWB	Ce680	Aerowest		F-GYBD	R44	Flystar	
D-IAWG	Ce425	Aerowest		G-BKSX	SV-4C	R. Cuypers	f/v arr
				N777CH	E75 Stearman	H. Kempen	f/v
				OK-PBS	Ce525	T-air	26
				OO-ACO	Ce510	Air Service Liège	

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OY-MLS	P68C	Bio Flight	arr	ST44	SF260D	CC Air (grey c/s)	*
PH-DWS	ERJ135LR	Air Charters Europe	26	N216DM	CM170R		
25. CS-DXH	Ce560XLS	NetJets Europe		19.54+07	A400M	LTG62	
OO-AFJ	SV-4C	F. Vuylsteke	tst	25. ST41	SF260D	CC Air (grey c/s)	*
PH-TXA	Ce510	ASL	05 2x	26. CH12	C-130H	20sq	*
26. CS-PHM	EMB505	NetJets Europe		27. FA72	F-16AM	2w	01
D-ICAO	Ce525	Lothringen Aero Service		FA83	F-16AM	2w	01
G-SPUR	Ce550	Luxaviation UK		FA92	F-16AM	2w	01
HB-IGV	Falcon 50EX	VF International	27	FA109	F-16AM	2w	01
27. 9H-KAZ	BAe125-900XP	Hyperion Aviation	28	FA129	F-16AM	2w	01
D-CQAJ	Lj35A	Quick Air		H38	A109BA	17sq/1w	*
F-GPJD	Beech E90	Arkata Aviation	arr	ST31	SF260M+	CC Air (Red Devils c/s)	*
I-VICC	P68B	Aeronike	01	ST46	SF260D	CC Air (grey c/s)	*
OK-PTT	PC-12/47E	Air Bohemia	28				
OO-AFJ	SV-4C	F. Vuylsteke	dep				
OY-MLS	P68C	Bio Flight	tst				
PH-MYX	Ce650	JetNetherlands	28				
28. D-CLAM	EMB505	Liebherr	01				
D-IEAH	Beech C90A	Fuchs & Partner	01				
F-GPJD	Beech E90	Arkata Aviation	tst				
LX-EBE	Ce560XLS+	Flying Group Luxembourg					
OO-MLG	Ce560XL	Luxaviation Belgium					
OY-MIS	P68C	Bio Flight					

The Diamond 42 on the 15th operated its first flight on that day. The Stampe & Vertongen on the 24th arrived by road and is former N4756V. The Stearman on that same day performed its first flight. The Stampe & Vertongen on the 27th departed on its delivery flight to Wevelgem airport after having operated a local test flight two days before.

Credits: ASA Belgium vzw, Luchtzak.be forum.

**Due to unforeseen circumstances the Brussels movements are missing but these will be included in next months publication.**

### Kleine Brogel

			February 2019	
04. CH11	C-130H	20sq		*
CH12	C-130H	20sq		
FA135	F-16AM	2w		
ST45	SF260D	CC Air	*	
G-273	C-130H-30	336sq	*	
05. ST41	SF260D	CC Air (grey c/s)	*	
G-273	C-130H-30	336sq	*	
06. CH11	C-130H	20sq	*	
ST42	SF260D	CC Air (grey c/s)	*	
07. ST45	SF260D	CC Air	*	
08. CH11	C-130H	20sq	*	
ST41	SF260D	CC Air (grey c/s)	*	
ST44	SF260D	CC Air (grey c/s)	*	
12. H24	A109BA	17sq	*	
13. ST41	SF260D	CC Air (grey c/s)	*	
ST43	SF260D	CC Air (grey c/s)	*	
14. CH12	C-130H	20sq	*	
15. FB24	F-16BM	2w (special c/s)	*	
ST24	SF260M+	CC Air	*	

The large 2w delegation that visited on the 27th, departed the 1st of March together with 10w F-16s to the USA for participation in Red Flag.

Credits: Rik Brebels, Toon Cox, Stephan Lodewijks, Tim Van den Boer.

### Koksijde

			February 2019	
02. FA103	F-16AM	10w		*
05. G14	MD520N	Federal Police	2x	
07. ST26	SF260M+	CC Air	*	
12. G15	MD520N	Federal Police	2x	
ST46	SF260D	CC Air (grey c/s)	*	
13. FA101	F-16AM	2w (demo c/s)	*	
14. H38	A109BA	17sq/1w	*	
ST41	SF260D	CC Air		
15. H46	A109BA	17sq/1w	*	
RN05	NH90-TTH	18sq/1w	*	
ST03	SF260M+	CC Air	*	
ST44	SF260D	CC Air	*	
19. G15	MD520N	Federal Police	2x	
E51/705-AD	Alpha Jet E	EAC00.314	*	
E94/705-RH	Alpha Jet E	EAC00.314	*	
E110/705-AH	Alpha Jet E	EAC00.314	*	
20. FA135	F-16AM	10w	*	
H21	A109BA	17sq/1w	*	
RN05	NH90-TTH	18sq/1w	*	
RN07	NH90-TTH	18sq/1w	*	
ST26	SF260M+	CC Air	*	
GZ100	AW109SP	32(TR)sq	*	
21. ST41	SF260D	CC Air	*	
D-101	CH-47D	298sq	*	
D-664	CH-47D	298sq	*	
D-667	CH-47D	298sq	*	
Q-05	AH-64DN	301sq	*	
Q-09	AH-64DN	301sq	*	
Q-14	AH-64DN	301sq	*	
S-456	AS532U2	300sq	*	
22. S-444	AS532U2	300sq	*	
25. FA110	F-16AM	10w	*	
FA116	F-16AM	10w (NTM c/s)	2x	*
ST04	SF260M+	CC Air (yellow c/s)	*	



B767 N378CX was initially delivered to American Airlines as N387AM but converted to freighter in early 2018. Six months later it entered service with Amerijet International, a rare visitor for Liège. (Liège, 4 February 2019, Jean Marie Hanon)

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While enroute on delivery to Norway this AW101 marked as ZZ106 made a stop at Ostend for some fuel. Nik Deblauwe was able to catch future 0275 on camera on 7 February 2019.

26.H38	A109BA	17sq/1w	
27.FA95	F-16AM	10w	*
ST31	SF260M+	CC Air	2x *
E112/705-AO	Alpha Jet E	EAC00.314	*
E171/705-RZ	Alpha Jet E	EAC00.314	*
28.H45	A109BA	17sq/1w	
L-12	PC-7	131EMVOsq	2x *

Credits: Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens, Niels De Ruyck, Ruben Theuninck, Kenny Plattevoet, Davy Lucidarne.

## Liège

February 2019			
01.LX-VCH	B747-8R7F	Cargolux	div CLX45A
UR-82007	An-124-100	Antonov Des. Bur.	02 ADB2698
04.9H-BOO	CL-850	Air X Charter	dep
D-CSAG	EMB505	Sudzucker Reise Service	
N378CX	B767-323ER(F)	Amerijet International	05 AJT102
05.EI-GHZ	Ce208B	Grob Power Service	
PH-DEZ	Ce501SP	Stella Aviation International	
06.F-HBMR	Ce550	Valljet	
07.RA-76950	Il-76TD-90	Volga-Dnepr	12 VDA1691
08.OK-ZUB	Beech 400A	JetBee Czech	dep
15.4X-ICC	B747-412(F)	Cargo Air Lines (a/w)	17 ICL974F/974
16.SP-KPK	Saab 340A(F)	SprintAir	arr SRN054
17.EC-KQQ	Ce525B	Global Jet Austria	arr
SP-KPG	Saab 340A	SprintAir	arr
19.F-GZTI	B737-408(F)	ASL Airlines France	25 FPO59/8
N83CW	G550	Costco Wholesale	
21.D-CKNA	Ce525C	Star Wings Dortmund	
UR-CAJ	An-12BK	Ukraine Air Alliance	arr
24.9H-FAM	EMB500	Luxwing	arr
25.PH-JFS	PC-12/45	Eurofilters Holding	2x
27.F-GGGA	Ce550	Valljet	
F-HASJ	Ce510	Astonjet	
28.I-WALK	Ce680	CGR	
UR-CQV	An-26B	Vulkan Air	

The Cargo Air Lines Jumbo on the 15th is destined for Belgian start-up ACE Belgium Freighters but continues to operate for the parent company. The Boeing on the 19th is a maintenance visitor.

Credits: Luchtzak.be forum, flymst.nl forum, flightaware.com.

## Ostend-Bruges

February 2019			
01.CS-DXS	Ce560XLS	NetJets Europe	dep NJE550R
ER-JAI	B747-412F	Aerotrans Cargo	02 ATG6628/9
OO-ACO	Ce510	Air Service Liège	2x
OO-SCT	Ce525C	Luxaviation Belgium	AAB330
02.N545JN	MD-11F	Western Global	div 03 AJK4425
04.D-IADV	Ce551	MCH Holding	2x
M-CLAB	CL-300	Shamrock Trading	dep
OK-SWE	B737-8	Smartwings	TVS433P/4322

OO-JWB	PC-12/47E	Nextgen Aviation	05
05.LX-LAA	Lj45XR	Luxemb. Air Ambul.	06 - /LRQ9059
N310TK	G550	Alltech	
06.M-CLAB	CL-300	Shamrock Aviation	12
OO-JWB	PC-12/47E	Nextgen Aviation	
07.ZZ106	AW101	Norwegian Air Force	WHE06
08.EC-GPS	SA227AC	Flightline	12 FTL851/821A
N628TS	G650ER	E. Musk	09
10.9H-CLG	CL-850	Air X Charter	14
OO-JWB	PC-12/47E	Nextgen Aviation	
11.N313SP	Ce525 (M2)	Echo Aviation	12
12.EC-GPS	SA227AC	Flightline	13 FTL823A/841A
LX-RSQ	Lj45XR	Luxemb. Air Ambulance	LRQ9034
OO-FAI	Falcon 8X	Flying Group	
OO-JWB	PC-12/47E	Nextgen Aviation	
13.9H-JDV	Ce525M2	Nextgen Aviation (Malta)	14
OO-CLA	Ce525C	Luxaviation Belgium	14 AAB365
OO-JCV	PC-12/47E	Nextgen Aviation	
14.EC-JIP	SA226TC	Flightline	15 FTL541/551
ER-BAM	B747-409F	Aerotrans Cargo	15 ATG4497/8
OE-GPK	Ce525B	Porsche Konstruktionen	15 MOZ312
15.9H-JDV	Ce525M2	Nextgen Aviation (Malta)	16
HB-LUA	P68C	Swiss Flight Service	SFS10
N710CK	B747-4B5F	Kalitta Air	17 CKS203/6
YL-LCV	A321-231	Jet2/Smartlynx	NVR9136/MYX8598
17.9H-JDV	Ce525M2	Nextgen Aviation	
18.CC-AYB	G550	Aero Andina	
19.9H-VCB	CL-350	VistaJet Malta	tst VJT453
EC-GXJ	SA226TC	Flightline	21 FTL421/741
20.F-HCEV	B200GT	DGAC	22 NAK083
OO-SND	A320-214	Brussels Airlines	BEL9933/1035
SE-MHU	Be1900C-1	H-Bird Aviation	28 ETI72U/81Y
UR-11819	An-12BP	Motor Sich Airlines	MSI6541
21.SE-RHJ	Ce560XL	JIV Air	
22.EC-GXJ	SA226TC	Flightline	26 FTL451/721
OO-SND	A320-214	Brussels Airlines	BEL1036/9934
24.M-CLAB	CL-350	Shamrock Aviation	28
26.HB-LUA	P68C	Swiss Flight Services	SFS10
ER-BAM	B747-409F	Aerotrans Cargo	arr ATG2282
28.CS-PHI	EMB505	NetJets Europe	NJE401
OO-CFW	PC-12/47E	Nextgen Aviation	arr
SU-GCJ	A330-243(F)	EgyptAir Cargo	f/v MSX520/1

### EgyptAir Cargo:

SU-GAS	05, 06, 08/09, 12, 15, 17, 19, 24
SU-GCE	02, 03, 07, 09, 11, 14, 21, 26
SU-GCJ	28

### TUI Belgium:

OO-JAR	12	OO-MAX	01-07, 13-28 daily
OO-JEB	01-12, 14-28 daily	OO-TMA	07/08, 08/09, 09/10, 10/11
OO-JVA	24	OO-TMB	11/12, 12

The Norwegian Air Force took delivery of a new AW101 on the 7th. VistaJet operated a training flight on the 19th. Brussels Airlines operated a charter for Club Brugge on the 20th. The Egyptair Cargo on the 28th was a first visit.

Credits: Replo.be, Nik Deblauwe, Andre Deblauwe.

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14+04	Global 5000	FBS BMVg	GAF676	11-5748	C-130J-30	317th AW	04 Lion450/Herky81
15.LJ-3	Lj35	TukiLLv	22 FNF128	03.85-0003	C-5M	436th AW	dep RCH186
18.10+24	A310-304MRTT	FBS BMVg	*GAF953	85-0003	C-5M	436th AW	04 RCH186
19.84-00157	C-12U-3	E/1-214th AVN	Duke61	89-1191	C-17A	137th AS NY ANG	RCH619
09-72098	UH-72A	JMRC	*Army72098	95-0106	C-17A	62nd AW	04 RCH553
20.84-00157	C-12U-3	E/1-214th AVN	Duke62	02-1107	C-17A	62nd AW	RCH550
07-4635/RS	C-130J-30	37th AS	*Herky82	02-1110	C-17A	62nd AW	RCH430
08-3176/RS	C-130J-30	37th AS	*Herky81	04-4134	C-17A	305th AMW	04 RCH488
08-20164	HH-60M	C/2-1st AVN	*Army20164	04 06-6168	C-17A	436th AW	04 RCH172
15+02	A319-115X	FBS BMVg	*GAF841	07-7172	C-17A	60th AMW	RCH558
21.84-00157	C-12U-3	E/1-214th AVN	Duke60	07-7175	C-17A	436th AW	05 RCH552
25.10+24	A310-304MRTT	FBS BMVg	GAF829	08-8198	C-17A	437th AW	05 RCH700
73+67	UH-1D	THR10	*Joker43	11-5748	C-130J-30	317th AW	05 Herky81/Lion150
08-20171	HH-60M	C/2-1st AVN	*Army20171	58-0113/D	KC-135R	351st ARS	05 Quid160
09-72108	UH-72A	JMRC	*Army72108	08-20118	UH-60M	3-1st AVN	Army20187
26.10+23	A310-304	FBS BMVg	GAF816	08-20121	UH-60M	3-1st AVN	Army20418
54+07	A400M	LTG62	GAF631	09-20162	HH-60M	C/2-1st AVN	Army20187
27.72+35	UH-1D	THR10	*Joker08	09-20165	HH-60M	C/2-1st AVN	06 Army20168
84-00165	C-12U-3	E/1-214th AVN	Duke44	09-20168	HH-60M	C/2-1st AVN	06 Army20168
28.54+13	A400M	LTG62	GAF699	09-20170	HH-60M	C/2-1st AVN	Army20187
79+31	NH90-TTH	THR30	*Sonic63	09-20187	UH-60M	3-1st AVN	Army20187
84-00165	C-12U-3	E/1-214th AVN	Duke44	09-20221	UH-60M	3-1st AVN	Army20418
07-8614/RS	C-130J-30	37th AS	Herky11	10-20251	UH-60M	3-1st AVN	Army20418
15-5822/RS	C-130J-30	37th AS	Herky11	10-20255	UH-60M	3-1st AVN	Army20187
				11-20350	HH-60M	C/2-1st AVN	Army20187
				11-20351	HH-60M	C/2-1st AVN	06 Army20168
				11-20375	UH-60M	3-1st AVN	06 Army20187/20375
				11-20412	UH-60M	3-1st AVN	Army20418
				11-20413	UH-60M	3-1st AVN	Army20418
				11-20418	UH-60M	3-1st AVN	Army20418
				11-20420	UH-60M	3-1st AVN	Army20187
				900528	C-26D	Sigonella AOD	05 CNV6304
				05.86-0024	C-5M	60th AMW	06 RCH138
				95-0104	C-17A	155th AS TN ANG	07 RCH326
				02-1108	C-17A	62nd AW	06 RCH490
				02-1112	C-17A	183rd AS MS ANG	06 RCH340
				07-7177	C-17A	436th AW	06 RCH845
				11-5732	C-130J-30	314th AW	06 RCH370
				57-1440/D	KC-135R	351st ARS	06 Quid21
				06.89-1191	C-17A	137th AS NY ANG	RCH619
				02-1108	C-17A	62nd AW	07 RCH490
				02-1111	C-17A	62nd AW	08 RCH679
				04-4131	C-17A	305th AMW	09 RCH158
				07-7174	C-17A	436th AW	07 RCH147
				07-7189	C-17A	437th AW	09 RCH881
				08-8198	C-17A	437th AW	07 RCH700
				10-0213	C-17A	437th AW	RCH143/525
				57-1440/D	KC-135R	351st ARS	07 Quid21
				07.93-0601	C-17A	758th AS AFRC	08 RCH435
				01-0189	C-17A	155th AS TN ANG	08 RCH450

Credits: MAR, Scramble messageboard.

Ramstein

February 2019

01.03	C-17A	HAW	Bartok51	11-20412	UH-60M	3-1st AVN	Army20418
95-0104	C-17A	155th AS TN ANG	04 RCH245/326	11-20413	UH-60M	3-1st AVN	Army20418
01-0193	C-17A	437th AW	dep RCH803	11-20418	UH-60M	3-1st AVN	Army20418
02-1110	C-17A	62nd AW	RCH430	11-20420	UH-60M	3-1st AVN	Army20187
07-7171	C-17A	305th AMW	dep RCH557	900528	C-26D	Sigonella AOD	05 CNV6304
07-7171	C-17A	305th AMW	02 RCH557	05.86-0024	C-5M	60th AMW	06 RCH138
07-7174	C-17A	436th AW	RCH190	95-0104	C-17A	155th AS TN ANG	07 RCH326
07-7175	C-17A	436th AW	02 RCH552	02-1108	C-17A	62nd AW	06 RCH490
08-8199	C-17A	62nd AW	dep RCH260	02-1112	C-17A	183rd AS MS ANG	06 RCH340
08-8200	C-17A	62nd AW	02 RCH940	07-7177	C-17A	436th AW	06 RCH845
09-9206	C-17A	437th AW	dep RCH153	11-5732	C-130J-30	314th AW	06 RCH370
02.03	C-17A	HAW	03 Bartok51	57-1440/D	KC-135R	351st ARS	06 Quid21
ZZ176/176	C-17A	99sq	03 RRR6346/6347	06.89-1191	C-17A	137th AS NY ANG	RCH619
00-0183	C-17A	156th AS NC ANG	03 RCH425	02-1108	C-17A	62nd AW	07 RCH490
02-1112	C-17A	183rd AS MS ANG	03 RCH340	02-1111	C-17A	62nd AW	08 RCH679
04-4137	C-17A	305th AMW	dep RCH460	04-4131	C-17A	305th AMW	09 RCH158
06-6155	C-17A	60th AMW	03 RCH175	07-7174	C-17A	436th AW	07 RCH147
07-7172	C-17A	60th AMW	RCH558	07-7189	C-17A	437th AW	09 RCH881
07-7179	C-17A	60th AMW	03 RCH162	08-8198	C-17A	437th AW	07 RCH700
09-9206	C-17A	437th AW	03 Bandage38/RCH427	10-0213	C-17A	437th AW	RCH143/525
10-0213	C-17A	437th AW	03 RCH620/217	57-1440/D	KC-135R	351st ARS	07 Quid21
84-0142	C-21A	457th AS	dep Shaft69	07.93-0601	C-17A	758th AS AFRC	08 RCH435
99-6143	C-32B	150th SOS NJ ANG	RCH590	01-0189	C-17A	155th AS TN ANG	08 RCH450



In the final year of operation Netherlands Air Force 334sq G-IV V-11 was stripped from its titles and only carries its registration and roundel. Besides of the Government B737-700BBJ, the Gulfstream 4 was used for delegation transport into Munich and captured in basking sun on 15 February 2019.

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Distribution to a third party is not allowed

01-0193	C-17A	437th AW	08 RCH348	11-5748	C-130J-30	317th AW	19 Lion170/150
03-3119	C-17A	183rd AS MS ANG	08 RCH146	16.02	C-17A	HAW	Bartok50
07-7177	C-17A	436th AW	RCH845	89-1191	C-17A	137th AS NY ANG	17 RCH555
08.87-0045	C-5M	436th AW	09 RCH981	00-0176	C-17A	155th AS TN ANG	17 RCH639/463
93-0601	C-17A	758th AFRC	10 RCH435	06-6154	C-17A	60th AMW	17 RCH557
10-0217	C-17A	62nd AW	15 RCH696	06-6158	C-17A	60th AMW	17 RCH489
02-0202	C-40C	201st AS DC ANG	09 Boxer40	16-3020	C-146A	919th SOW	Magma50
58-0113/D	KC-135R	351st ARS	11 Quid53	17.07-7178	C-17A	305th AMW	18 RCH498
09.85-0001	C-5M	436th AW	10 RCH888	18.08 blue	C-27J	Lithuanian AF	LYF277
87-0044	C-5M	60th AMW	11 RCH165	06-6154	C-17A	60th AMW	19 RCH557
98-0057	C-17A	137th AS NY ANG	10 RCH461	06-6156	C-17A	60th AMW	19 RCH333
99-0169	C-17A	437th AW	10 RCH454	10-0213	C-17A	437th AW	19 RCH343/150
03-3115	C-17A	183rd AS MS ANG	12 RCH315	19.07 blue	C-27J	Lithuanian AF	LYF277
04-4131	C-17A	305th AMW	10 RCH158	89-1191	C-17A	137th AS NY ANG	20 RCH555
07-7187	C-17A	437th AW	10 RCH355	00-0176	C-17A	155th AS TN ANG	21 RCH463
08-5686	C-130J-30	317th AW	22 Lion151/531	04-4133	C-17A	305th AMW	24 RCH144/421
10.87-0037	C-5M	337th AS AFRC	11 RCH551	06-6159	C-17A	60th AMW	20 RCH260/558
98-0051/AK	C-17A	517th AS AK ANG	11 RCH848	07-7189	C-17A	437th AW	20 RCH445
01-0189	C-17A	155th AS TN ANG	11 Bandage45/RCH472	16-20838	UH-60M	3-4th AVN	Army20838
06-6159	C-17A	11 60th AMW	11 RCH783	16-20879	UH-60M	3-4th AVN	Army20879
07-7189	C-17A	437th AW	RCH881	20.03	C-17A	HAW	21 Bartok43
08-8201	C-17A	62nd AW	RCH475	84-0189	KC-10A	305th AMW	21 RCH980
73-1676	E-4B	55th Wg	11 Grim11	01-0193	C-17A	437th AW	RCH452
11.2901	L-410UVP	Dopravné krídlo	SQF021	10-0213	C-17A	437th AW	25 RCH343/1815
87-0045	C-5M	436th AW	13 RCH601	21.104/XJ	TBM-700A	ET00.043	22
99-0169	C-17A	437th AW	13 RCH454	125/XO	TBM-700A	ET00.060	22 CTM3832/0037
02-1110	C-17A	62nd AW	15 RCH491	ZM411/411	Atlas C1	24/70sq	RRR4116/4117
04-4128	C-17A	305th AMW	15 RCH492	01-0193	C-17A	437th AW	RCH452
04-01778	C-37B	USAPAT	12 PAT78	03-3115	C-17A	183rd AS MS ANG	22 RCH552
12.CD01	Falcon 900B	21sq	13 BAF612	05-5143	C-17A	89th AS AFRC	22 RCH170
2710	L-410UVP	242.tsl	CEF101	07-7188	C-17A	437th AW	22 RCH444
LJ-2	Lj35	TúkiLLv	13 FNF131	08-8197	C-17A	62nd AW	Bandage37/Moose68
111/XM	TBM-700A	ET00.041	CTM1305	1x	AH-64D	1-3rd AVN	
606	Falcon 7X	MH 59. Sz.D. REB.	HuAF520	22.ZE701	BAe146 CC2	32(TR)sq	RRR1323
MM62200	P-180AM	71°Gr GE	13 IAM1495	86-0017	C-5M	436th AW	26 RCH210
013	C295M	13.ELTr	13 PLF040	87-0035	C-5M	436th AW	23 RCH513
17402	Falcon 50	Esq504	13 AFP32	99-0169	C-17A	437th AW	RCH454
TR.20-03	Ce560	403Esc	13 AME0303	01-0193	C-17A	437th AW	24 RCH452/525
T-784	Ce560	LTDB	13 SUI010	05-5143	C-17A	89th AS AFRC	23 RCH170
005	Ce650	212Filo	14 TuAF164	08-5683	C-130J-30	317th AW	28 Lion531/532
01-0189	C-17A	155th AS TN ANG	14 Bandage37/RCH472	10-20303	HH-60M	C/2-1st AVN	Army20303
06-6159	C-17A	60th AMW	13 RCH783	23.94-0065	C-17A	155th AS TN ANG	24 RCH556
07-7187	C-17A	437th AW	14 RCH355	00-0177	C-17A	137th AS NY ANG	RCH350
07-7188	C-17A	437th AW	14 RCH444	03-3115	C-17A	183rd AS MS ANG	26 RCH552/816
08-8201	C-17A	62nd AW	14 RCH475/275	06-6155	C-17A	60th AMW	24 RCH233
09-9207	C-17A	437th AW	RCH351	06-6159	C-17A	60th AMW	RCH421/260
09-9209	C-17A	62nd AW	18 RCH276/137	900531	C-26D	AOD Naples	24 CNV6222
57-1440/D	KC-135R	351st ARS	14 Quid21	165162/NY	KC-130T	VMGR-452	25 Bronco49
13.2601	L-410UVP	242.tsl	CEF102	24.99-0169	C-17A	437th AW	arr RCH349
111/XM	TBM-700A	ET00.041	CTM0070	01-0192	C-17A	137th AS NY ANG	RCH453
606	Falcon 7X	MH 59. Sz.D. REB.	HuAF521	06-6155	C-17A	60th AMW	25 RCH233
98-0051/AK	C-17A	517th AS AK ANG	14 RCH473	08-8197	C-17A	62nd AW	RCH575
03-3127	C-17A	62nd AW	15 RCH494	09-9206	C-17A	437th AW	25 Bandage37/RCH870
04-4137	C-17A	305th AMW	17 RCH496	10-0215	C-17A	437th AW	28 RCH1815/103
07-7177	C-17A	436th AW	15 RCH493	02-0203	C-40C	201st AS DC ANG	Boxer45
07-7188	C-17A	437th AW	14 RCH444	25.RN07	NH90-TTH	18sq/1w	* BAF350
10-0213	C-17A	437th AW	14 RCH143/343	016	C295M	13.ELTr	PLF282
10-0218	C-17A	62nd AW	16 RCH495	01-0192	C-17A	137th AS NY ANG	RCH453
84-00156	C-12U-3	E/1-214th AVN	Duke64	07-7174	C-17A	436th AW	26 RCH403
95-00123	UC-35A	E/1-214th AVN	Duke33	07-7189	C-17A	437th AW	27 RCH445
2x	AH-64D	1-3rd AVN	Cabit18	09-9207	C-17A	437th AW	26 RCH787
910502	C-26D	AOD Naples	CNV6213	10-20303	HH-60M	C/2-1st AVN	Army20303
14.2718	L-410UVP	Dopravné krídlo	SQF021	09-72100	UH-72A	JMRC	Army72100
92-3293	C-17A	437th AW	15 RCH196	09-72108	UH-72A	JMRC	Army72108
00-0176	C-17A	155th AS TN ANG	15 RCH639	26.87-0045	C-5M	436th AW	03 RCH698
03-3115	C-17A	183rd AS MS ANG	15 RCH315	03-3115	C-17A	183rd AS MS ANG	28 RCH816
11-5748	C-130J-30	317th AW	15 Lion151/170	03-3119	C-17A	183rd AS MS ANG	RCH517
16-3020	C-146A	919th SOW	Magma50	07-7174	C-17A	436th AW	RCH403
84-00157	C-12U-3	E/1-214th AVN	Duke31	09-9212	C-17A	437th AW	27 Bandage01/RCH175
15.99-0168/AK	C-17A	517th AS AK ANG	16 RCH847	10-0220	C-17A	62nd AW	RCH376
99-0169	C-17A	437th AW	16 RCH454	10-20309	HH-60M	C/2-1st AVN	Army20309
03-3120	C-17A	62nd AW	16 RCH336	09-72107	UH-72A	JMRC	Army72107
03-3127	C-17A	62nd AW	16 RCH494	27.84-0060	C-5M	60th AMW	04 RCH407
08-8201	C-17A	62nd AW	16 RCH275	86-0024	C-5M	60th AMW	04 RCH729
10-0217	C-17A	62nd AW	16 RCH696	95-0103	C-17A	167th AS WV ANG	01 RCH152
04-01778	C-37B	USAPAT	19 PAT78	04-4138	C-17A	729th AS AFRC	28 RCH942



During the 2019 edition of the Munich Security Conference the US delegation used various C-40 Clippers. Seen here is 76th AS C-40C 09-0540 parked on the Munich tarmac on 16 February 2019 by Richard Bakker.

07-7172	C-17A	60th AMW	RCH108	16-5840/RS	C-130J-30	37th AS	Herky640
07-7187	C-17A	437th AW	28 RCH930	24.08-3176/RS	C-130J-30	37th AS	Herky639
07-7189	C-17A	437th AW	28 RCH445	25.99-0166	C-17A	62nd AW	26 RCH138
28.86-0017	C-5M	436th AW	RCH105	07-8608/RS	C-130J-30	37th AS	* Herky12
94-0065	C-17A	155th AS TN ANG	01 RCH556	84-00157	C-12U-3	E/1-214th AVN	Duke59
97-0044	C-17A	89th AS AFRC	01 RCH111	26.07-8614/RS	C-130J-30	37th AS	27 Herky643
00-0176	C-17A	155th AS TN ANG	04 RCH547	08-3176/RS	C-130J-30	37th AS	Herky644
02-1110	C-17A	62nd AW	RCH265	63-8887	KC-135R	6th AMW	27 RCH347
03-3125	C-17A	305th AMW	01 RCH222	84-00156	C-12U-3	E/1-214th AVN	Duke41
07-7169	C-17A	436th AW	02 RCH975/112	27.08-8203	C-17A	62nd AW	RCH340
07-7172	C-17A	60th AMW	01 RCH108	07-8614/RS	C-130J-30	37th AS	Herky643
11-5748	C-130J-30	317th AW	04 Lion151/Herky650				
91-0416/SP	F-16CM	480th FS	*				
09-72097	UH-72A	JMRC	Army72097				

Credits: MAR, Scramble messageboard.

Spangdahlem			February 2019
01.95-0106	C-17A	62nd AW	dep RCH553
06-6155	C-17A	60th AMW	dep RCH175
07-8609/RS	C-130J-30	37th AS	02 Herky637
16-5840/RS	C-130J-30	37th AS	Herky638
03.06-6168	C-17A	436th AW	dep RCH657
05.01-0193	C-17A	437th AW	06 RCH348
61-0308	KC-135R	22nd ARW	07 RCH202
06.84-00157	C-12U-3	E/1-214th AVN	Duke62
06-6160	C-17A	60th AMW	07 RCH349
07.01-0191	C-17A	436th AW	08 RCH596
08.59-1461	KC-135R	126th ARS WI ANG	09 RCH011
63-8885	KC-135R	6th AMW	09 RCH013
09.58-0077	KC-135T	171st ARW PA ANG	10 RCH346
11.30+31	EF2000T	TLG31	* Shock21
87-0036	C-5M	436th AW	14 RCH689/872
12.59-1504	KC-135T	171st ARW PA ANG	13 RCH402
64-14839	KC-135R	108th ARS IL ANG	13 RCH547
13.59-1498	KC-135R	132nd ARS ME ANG	14 RCH535
14.83-1285	C-5M	436th AW	15 RCH595
10-0213	C-17A	437th AW	RCH343
15.10-0213	C-17A	437th AW	17 RCH343
16.85-0001	C-5M	436th AW	17 RCH699
06-6159	C-17A	60th AMW	17 RCH260
17.59-1498	KC-135R	132nd ARS ME ANG	19 RCH530
19.63-8883	KC-135R	22nd ARW	RCH337
21.06-6159	C-17A	60th AMW	RCH558
06-6159	C-17A	60th AMW	22 RCH319/421
58-0065	KC-135T	22nd ARW	24 RCH931
84-00156	C-12U-3	E/1-214th AVN	Duke41
22.08-8203	C-17A	62nd AW	24 RCH271
23.08-3176/RS	C-130J-30	37th AS	Herky639

Credits: MAR, Scramble messageboard.

Wiesbaden		February 2019
01 90-26267	UH-60L	A/2-4th AVN
90-26297	UH-60L	A/2-4th AVN
94-26589	UH-60L	A/2-4th AVN
16-20837	UH-60M	3-4th AVN
16-20840	UH-60M	3-4th AVN
15-08086	CH-47F	B/2-4th AVN
15-08192	CH-47F	B/2-4th AVN
15-08193	CH-47F	B/2-4th AVN
10-00258	C-12V	MFO Sinai
04.16-20873	HH-60M	C/2-4th AVN
17-20943	HH-60M	C/2-4th AVN
17-20945	HH-60M	C/2-4th AVN
08-05540	AH-64D	6-17th CAV
09-05575	AH-64D	6-17th CAV
09-05584	AH-64D	6-17th CAV
07-07036	AH-64D	6-17th CAV
09-07064	AH-64D	6-17th CAV
02-05327	AH-64D	1-3rd AVN
03-05381	AH-64D	1-3rd AVN
04-05437	AH-64D	1-3rd AVN
04-05467	AH-64D	1-3rd AVN
07-20093	UH-60M	3-1st AVN
07-20094	UH-60M	3-1st AVN
09-20225	UH-60M	3-1st AVN
10-20260	UH-60M	3-1st AVN
10-20318	UH-60M	3-1st AVN
11-20346	UH-60M	3-1st AVN
11-20398	UH-60M	3-1st AVN
11-20399	UH-60M	3-1st AVN
11-20419	UH-60M	3-1st AVN
12-20459	UH-60M	3-1st AVN
05.13-20601	HH-60M	C/2-4th AVN
13-20602	HH-60M	C/2-4th AVN
16-20871	HH-60M	C/2-4th AVN

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92-26425	UH-60L	A/2-4th AVN	
93-26497	UH-60L	A/2-4th AVN	
16-20841	UH-60M	3-4th AVN	
16-20885	UH-60M	3-4th AVN	
15-08185	CH-47F	B/2-4th AVN	
15-08190	CH-47F	B/2-4th AVN	
06.94-26569	UH-60L	A/2-4th AVN	
98-26810	UH-60L	A/2-4th AVN	
16-20872	HH-60M	C/2-4th AVN	
16-20874	HH-60M	C/2-4th AVN	
17-20942	HH-60M	C/2-4th AVN	
16-20843	UH-60M	3-4th AVN	
16-20845	UH-60M	3-4th AVN	
09-07056	AH-64D	6-17th CAV	
07.08-20163	UH-60M	C/2-1st AVN	
08-20164	UH-60M	C/2-1st AVN	
08-20171	UH-60M	C/2-1st AVN	
08-20172	UH-60M	C/2-1st AVN	
10-20303	UH-60M	C/2-1st AVN	
10-20309	UH-60M	C/2-1st AVN	
90-26260	UH-60L	A/2-1st AVN	
90-26266	UH-60L	A/2-1st AVN	
90-26271	UH-60L	A/2-1st AVN	
93-26478	UH-60L	A/2-1st AVN	
90-26300	UH-60L	A/2-1st AVN	
94-26555	UH-60L	A/2-1st AVN	
96-26707	UH-60L	A/2-1st AVN	
96-26706	UH-60L	A/2-1st AVN	
07-20092	UH-60M	3-1st AVN	
09-20223	UH-60M	3-1st AVN	
10-20281	UH-60M	3-1st AVN	
10-20313	UH-60M	3-1st AVN	
12-20451	UH-60M	3-1st AVN	
08.95-00101	C-12V	MFO Sinai	
93-26509	UH-60L	A/2-4th AVN	11
16-20835	UH-60M	3-4th AVN	11
16-20842	UH-60M	3-4th AVN	11
16-20849	UH-60M	3-4th AVN	11
17-20916	UH-60M	3-4th AVN	11
11.93-26509	UH-60L	2-4th AVN	
94-26569	UH-60L	2-4th AVN	
98-26810	UH-60L	2-4th AVN	
16-20874	HH-60M	3-4th AVN	
12.84-23936	UH-60A	C/1-214th AVN	
13.85-24446	UH-60A	C/1-214th AVN	14
27.15-08178	CH-47F	H/1-214th AVN	

Credits: MAR, Scramble messageboard.

## Ireland

Shannon			January 2019
05.98-0002	C-32A	1st AS	
07.99-0004	C-32A	1st AS	
84-00165	C-12U-3	E/1-214th AVN	
08.98-0001	C-32A	1st AS	
98-0002	C-32A	1st AS	
99-0004	C-32A	1st AS	
09.166378	C-37B	USN	
168981	C-40A	USN	
10.166767	UC-35D	USMC	
169036	C-40A	USN	
11.01-0040	C-40B	1st AS	
165833	C-40A	USN	
10-00258	C-12V	US Army	
15-3086	C-146A	524th SOS	
12.169018/QH	KC-130J	VMGR-234	
15.081/F-RAJB	A340-211	ET00.060	
98-0001	C-32A	1st AS	
01-0040	C-40B	1st AS	
97-00102	UC-35A	E/1-214th AVN	
16.166378	C-37B	USN	
17.84-00181	C-12U-3	US Army	
18.98-0002	C-32A	1st AS	
12-5773	HC-130J	71st RQS	
166374	UC-35D	USMC	
19.95-3058	C-146A	524th SOS	
24.105/XK	TBM-700A	ET00.041	

05-0932	C-40C	73rd AS AFRC	
26.231/F-RAFC	Falcon 2000LX	ET00.060	
03.169036	C-40A	USN	
04.166694	C-40A	USN	
84-00181	C-12U-3	US Army	
05.86/F-RAFB	Falcon 7X	ET00.060	
84-00181	C-12U-3	US Army	
06.02-0202	C-40C	201st AS DC ANG	
84-00157	C-12U-3	E/1-214th AVN	
07.09-0540	C-40C	73rd AS AFRC	
08.165832	C-40A	USN	
166694	C-40A	USN	
165314	C-130T	USN	
10.01-0040	C-40B	1st AS	
12.95-00123	UC-35A	E/1-214th AVN	
13.14+01	Global 5000	FBS BMVg	
95-00123	UC-35A	E/1-214th AVN	
08-8201	C-17A	62nd AW	
98-0002	C-32A	1st AS	
15.01-0030	C-37A	310th AS	
01-0041	C-40B	1st AS	
16.09-0525	C-37B	99th AS	
17.02-0202	C-40C	201st AS DC ANG	
163839	UC-12M	USN	
165830	C-40N	USN	
20.240/F-RARF	A330-223	ET00.060	
166714	UC-35D	USMC	
28.240/F-RARF	A330-223	ET00.060	
14809	P-3C	Esq601, to maintenance Greenwood	
02-0203	C-40C	201st AS DC ANG	

Credits: MAR, Scramble messageboard.

## Portugal

Lajes, Azores			February 2019
01.54+24	A400M	LTG62	dep GAF058
T18-1/45-40	Falcon 900B	451 Esc	AME4538/4529
T18-2/45-41	Falcon 900B	451 Esc	AME4529/4538
02.130609	CC-130J-30	436sq	dep CFC420
ZM419/419	Atlas C1	70sq	RRR4517
98-0054	C-17A	437th AW	RCH255
01-0076	C-37A	76th AS	Valor37
03.1271/SU-BAB	C-130H	4sq/16sq	04 EGY1103
162770	P-3C	USN	YB770
07.78-0613/FT	A-10C	75th FS	09 Tabor47/48
78-0642/FT	A-10C	75th FS	09 Tabor47/48
62-3566	KC-135R	174th ARS IA ANG	Blue97
08.1271/SU-BAB	C-130H	4sq/16sq	10 EGY1103
01-0076	C-37A	76th AS	ValorR37
11.10+23	A310-304	FBS BMVg	GAF804
12.61-0292/D	KC-135R	351st ARS	* Quid23
14.14+01	Global 5000	FBS BMVg	GAF685
90-0166	AC-130U	4th SOS	RCH1006
16.10+23	A310-304	FBS BMVg	GAF804
17.CN-AOG	C-130H	Esc de Transporte	u/s 19
169229/QH	KC-130J	VMGR-234	24 Ranger91
18.CN-AOK	C-130H	Esc de Transporte	19 RMAF217
21.15+04	A321-231	FBS BMVg	22 GAF841
R09-001	Il-78	10MRTTsq	22 PAAF776
89-0282	MC-130H	15th SOS	RCH1015
24.1279/SU-BAK	C-130H	4sq/16sq	25 EGY1104
25.CN-AOG	C-130H	Esc de Transporte	RMAF218
R09-001	Il-78	10MRTTsq	26 PAAF776
164106/RU	KC-130T	VR-55	CNV3562
26.84-0096	C-21A	76th AS	Falcon91

## United Kingdom

Brize Norton			February 2019
04.422/F-RADB	A310-304	ET03.060	CTM1074
198/62-HF	CN235M-300	ET03.062	CTM2074
XW224	Puma HC2	Benson Wg	* SHF301
HZ-AK45	B777-368ER	Gvmt of Saudi Arabia	SVA375
05.84008/848	Ap84	TSFE	SVF918
ZJ226	Apache AH1	4Regt	AA441
XW224	Puma HC2	Benson Wg	* SHF385



06.10+24	A310-304MRTT	FBS BMVg	* GAF838	17.A6-HHH	G6	Gvmt of Dubai	18 DUB9
ZH866/866	Hercules C4	QinetiQ	12 BDN54/Comet70	A9C-BHR	G450	Gvmt of Bahrain	18 BAH4
XW219	Puma HC2	Benson Wg	14	25.CN-MMR	G550	Gvmt of Morocco	FRV1315
07.ZJ226	Apache AH1	AAC		27.A9C-BHR	G450	Gvmt of Bahrain	28 BAH4
08.0453	C295M	242.tsl	CEF604	<u>Credits:</u> MAR, Scramble messageboard.			
11.12-5759	MC-130J	67th SOS	* Strix38	Lakenheath			
12.ZG791/137	Tornado GR4	Marham Wg	* MRH01	12.08-8601/RS	C-130J-30	37th AS	February 2019
ZD848/109	Tornado GR4	Marham Wg	* Tornado01	14.B-537	C-130J-30	Esk 721	Herky645
13.1224	C-17A	Heavy Transport Sq	14 UAE1230	20.06-6159	C-17A	60th AMW	DAF5820
ZJ231	Apache AH1	3Regt	AA311	21.S-456	AS532U2	300sq	RCH558
15.ZJ231	Apache AH1	3Regt	+17 Hunter1	22.S-444	AS532U2	300sq	Wildcat1
18.ZJ216	Apache AH1	AAC	* Panther81	25.12-5759	MC-130J	67th SOS	NAF02
19.ZK551	Chinook HC6	7sq	* SHF434	28.97-00105	UC-35A	E/1-214th AVN	* Strix30
20.ZA587	Tornado GR4	9sq/31sq	Tornado01-03	60-0344/D	KC-135T	351st ARS	Duke36
ZD716/DH	Tornado GR4	31sq	Tornado1-3	<u>Credits:</u> MAR, Scramble messageboard.			
ZD744	Tornado GR4	9sq/31sq	Tornado1-3	Lossiemouth			
21.ZJ215	Apache AH1	4Regt	AA441/442	04.ZK371/-	Typhoon FGR4	29sq	February 2019
ZJ223	Apache AH1	673sq	* Panther80	168981	C-40A	USN	07
ZJ224	Apache AH1	4Regt	AA441/442	06.ZK383/383	Typhoon T3	29sq	CNV6604
22.ZJ220	Apache AH1	4Regt	AA441	91-0329	F-15E	48th FW	Typhoon67
25.421/F-RADA	A310-304	ET03.060	CTM1075	01-2000/LN	F-15E	48th FW	* Maul61/62
ZK430/430	Typhoon FGR4	3sq	* Typhoon27	11.XX202/CS	Hawk T1A	100sq	* Maul61/62
27.30+12	EF2000	JG71	28 28 R03	14.177703	CC-177	429sq	Pirate01
ZK354/354	Typhoon FGR4	11sq	05 Razor21	19.XX198/CH	Hawk T1A	100sq	CFC3699
ZK377/377	Typhoon FGR4	11sq	* Razor21	ZH875/875	Hercules C4	24/47sq	Pirate22
CE02	ERJ135LR	20sq	28 BAF652	ZD716/DH	Tornado GR4	Marham Wg	* RRR108
28.G-MOAL	AW109SP	32(TR)sq		ZD744/092	Tornado GR4	Marham Wg	
<u>Credits:</u> MAR, Scramble messageboard.				ZG752/129	Tornado GR4	Marham Wg	
Cambridge				ZG775/AF	Tornado GR4	Marham Wg	
01.12-5759	MC-130J	67th SOS	February 2019				
04.C-172	CL-604	Esk 721	* Strix43	163839	UC-12M	USN	CNV514
1326	Global 6000	UAE AF/MADG	DAF5668	25.165834	C-40A	USN	CNV6624
05.8T-CA	C-130K	LuTSta	MCE08	27.ZK380/380	Typhoon T3	nn	
07.C-215	CL-604	Esk 721	MCE04	84-0085	C-21A	76th AS	Valor21
08.EC-334	A330MRTT	AED351	DAF5668	<u>Credits:</u> MAR, Scramble messageboard.			
21.ZM333	Phenom 100	45sq	for painting 26	Mildenhall			
25.ZH874/874	Hercules C4	24/47sq	* CWL34	01.147/XS	TBM-700A	ET00.060	February 2019
84008	Tp84	TSFE	dep MCE03	84-0085	C-21A	76th AS	CTM3823
G-BYXC	Tutor T1	6 FTS	arr SVF821	63-8027	KC-135R	6th AMW	Valor11
27.ZM333	Phenom 100	45sq	* WIT22	05.58-0046	KC-135T	6th AMW	14 Rch149
<u>Credits:</u> MAR, Scramble messageboard.				* CWL44	06.10+24	A310-304MRTT	06 Rch139
Coningsby				February 2019	LX-90446	E-3A	* GAF838
05.ZK302/302	Typhoon FGR4	ex Lossie Wg	LOS43	ZM146	F-35B	617sq	* NATO40
ZK371/371	Typhoon FGR4	for Lossie Wg	LOS43	ZG775/AF	Tornado GR4	9sq	* Marham84
06.ZG775/AF	Tornado GR4	Marham Wg	* MRH10	11-5732	C-130J-30	317th AW	* Marham10
11.ZK553	Chinook HC6	7sq	SHF492	91-0317/LN	F-15E	492nd FS	07 RCH370
ZH777	Chinook HC6A	18sq	SHF543	97-0219/LN	F-15E	492nd FS	* Sapper11
ZA613/075	Tornado GR4	9sq/31sq	* Fang01/02	84-00156	C-12U-3	E/1-214th AVN	* Sapper12
ZD716/DH	Tornado GR4	Marham Wg	* Fang01/02	10.59-1490	KC-135T	171st ARW PA ANG	* Duke59
ZM333	Phenom 100	45sq	* CWL21	62-3514	KC-135R	141st ARS NJ ANG	11 Blue32
14.ZM302	Prefect T1	3 FTS	* BKH91	11.62-4128/OF	RC-135S	55th Wg	11 Blue31
ZA542/035	Tornado GR4	9sq/31sq	o Tornado1-3	87-0037	C-5M	337th AS AFRC	13 Olive55
ZD716/DH	Tornado GR4	31sq	o Tornado1-3	84-0083	C-21A	76th AS	12 RCH551
ZD744/092	Tornado GR4	9sq/31sq	* Tornado21/23	84-0096	C-21A	76th AS	E10E4
20.ZA542/035	Tornado GR4	9sq/31sq	* Tornado21/23	84-0096	KC-10A	60th AMW	Valor76
ZD744/092	Tornado GR4	9sq/31sq	* MRH29	13.83-0077	C-21A	76th AS	14 Rch979
ZG771	Tornado GR4	9sq/31sq		84-0096	KC-135T	171st ARW PA ANG	Valor21
27.ZM309	Prefect T1	3 FTS		58-0077	KC-135R	22nd ARW	14 Rch109
28.08-0050	CV-22B	7th SOS	* Knife73/74	63-8883	RC-135V	55th Wg	15 RCH325
08-0051	CV-22B	7th SOS	* Knife73/74	64-14846/OF	C-12U-3	E/1-214th AVN	15 Olive58
XX198/CH	Hawk T1A	100sq	01 Pirate10	84-00162	C-12U-3	E/1-214th AVN	2x Duke31
<u>Credits:</u> MAR, Scramble messageboard.				14.84-00157	C-12U-3	E/1-214th AVN	Duke31
Fairford				19.64-14841/OF	RC-135V	55th Wg	20 Olive57
11.80-1071/BB	U-2S	99th RS	February 2019	61-2662/OF	RC-135S	55th Wg	20 Olive45
19.80-1094/BB	U-2S	99th RS	19 Dragon21	164106/RU	KC-130T	VR-55	20 CNV3562
23.80-1067/BB	U-2S	99th RS	dep Dragon31/88	20.64-14841/OF	RC-135V	55th Wg	24 Olive57
<u>Credits:</u> MAR, Scramble messageboard.				21.LX-N90445	E-3A	NAEW&CF	NATO40
Farnborough				D-101, D-664	CH-47D	298sq	Grizzly1-3
06.A6-SHJ	A320-232X	Gvmt of Sharjah	February 2019	D-667	CH-47D	298sq	Grizzly1-3
08.A7-MHH	A319-115X	Gvmt of Qatar	13 SHJ01	84-0083	C-21A	76th AS	Valor21
11.606	Falcon 7X	MH 59. Sz.D. REB.	09 A7-MHH	63-8875	KC-135R	117th ARS KS ANG	22 Rch679
A6-FZZ	B737-8KN	Gvmt of Dubai	HUAF519	96-0201/LN	F-15E	494th FS	* Jungle23
15.A9C-BHR	G450	Gvmt of Bahrain	DUB12	00-3000/LN	F-15E	494th FS	* Jungle24
			16 BAH4	97-00102	UC-35A	E/1-214th AVN	Duke25
				168859	P-8A	VP-26	30 Trident44



ZF338/338	Tucano T1	72sq	LOP451	08.A7-MBK	A320-232X	Gvmt of Qatar	
10-0220	C-17A	62nd AW	12 RCH545	20.MAN	C-17A	12sq	LHOB246
12.84-0096	C-21A	76th AS	Valor76	MAP	C-17A	12sq	LHOB247
13.ZH004	Defender T3	651sq	* AAC503	21.97-0401	C-37A	99th AS	26 SAM390
11-5737	MC-130J	67th SOS	* Strix61	A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3
62-3577	KC-135R	77th ARS AFRC	16 RCH627	<u>Credits: MAR, Scramble messageboard.</u>			
14.59-1522	KC-135R	108th ARS IL ANG	15 RCH777	Waddington			
168981	C-40A	VR-61	15 CNV4562	05.ZD716/DH	Tornado GR4	31sq	February 2019
15.97-00105	UC-35A	E/1-214th AVN	Duke28	ZK365/365	Typhoon FGR4	41sq	* MRH01
164106/RU	KC-130T	VR-55	19 CNV3562	ZK367/EB-R	Typhoon FGR4	41sq	Apollo14/24
17.168438/LK	P-8A	VP-26	Trident11	ZK375/375	Typhoon FGR4	41sq	Apollo11/21
169003/LK	P-8A	VP-26	Trident28	ZK376/376	Typhoon FGR4	41sq	Apollo12/22
18.61-0313	KC-135R	77ARS AFRC	20 RCH248	91-0320/LN	F-15E	48th FW	Apollo13/23
G-VYGM	A330-243	Air Tanker	RRR2721	01-2000/LN	F-15E	48th FW	* Shifty61/62
19.G-VYGL	A330-243	Air Tanker	RRR2725	G-MAOL	AW109SP	32(TR)sq	* Shifty61/62
20.240/F-RARF	A330-223	ET00.060	CTM2175	11.ZD716/DH	Tornado GR4	31sq*	RRR1385/1339
84-00162	C-12U-3	E/1-214th AVN	Duke69	ZA613/075	Tornado GR4	9sq	Fang01/02
21.KAF343	C-17A	41sq	22 KAF3226	ZK553	Chinook HC6	7sq	* Fang01/02
01-0041	C-40B	1st AS	SAM198	ZK562	Chinook HC6	7sq	+13 Lifter1/2
22.10-0220	C-17A	62nd AW	23 RCH693	12.ZH902	Chinook HC5	RWTES	+13 Lifter1/2
23.ZH004	Defender T3	651sq	* AAC517	ZJ920/920	Typhoon FGR4	29sq	Gauntlet36
ZZ338/338	Voyager KC2	10/101sq	RRR2737	G-BYVG	Tutor T1	6 FTS	* Cobra21
24.G-VYGL	A330-243	Air Tanker	RRR2747	13.54+03	A400M	LTG62	* Locksmith1
25.ZH840	Merlin HM2	82ONAS	tdy 01 Navy816	ZM333	Phenom T1	45sq	GAF334
97-0047	C-17A	437th AW	03 RCH529	ZD744/092	Tornado GR4	9sq/31sq	* CWL44
26.ZH900	Chinook HC5	27sq	* Tusker1	ZF293	Tucano T1	72sq	* Fang2
ZH901	Chinook HC5	27sq	* Tusker2	58-0001/D	KC-135R	351st ARS	* LOP29
04-4128	C-17A	305th AMW	01 RCH532	14.ZJ928/928	Typhoon FGR4	29sq	* Quid32
12-5759	MC-130J	67th SOS	* Strix67	ZK381/381	Typhoon FGR4	29sq	Triplex11/12
G-CGKE/KE	Tutor T1	UGSAS/(4AEF)	* UAJ47	2x	Typhoon FGR4	nn	Triplex11/12
G-CGKR/KR	Tutor T1	UGSAS/(4AEF)	* UAJ53	ZZ391	Typhoon FGR4	1Regt	Warlord21/22
27.108/YW	EMB121AA	EAT00.319	FNY5029	15.ZM312	Wildcat AH1	3 FTS	Spear25
ZH868/868	Hercules C4	24/47sq	* RRR135	18.ZM410/410	Prefect T1	70sq	e/l CWL75
06-6159	C-17A	60th AMW	03 RCH416	XX303/CR	Atlas C1	100sq	RRR462
08-8202	C-17A	62nd AW	01 RCH151	1x	Hawk T1A	41sq	* Pirate14
28.240/F-RARF	A330-223	ET00.060	CTM1276	21.1x	Typhoon FGR4	3 FTS	* Apollo11
KAF343	C-17A	41sq	02 KAF3226	25.ZK430/430	Prefect T1	3 FTS	e/l 25 CWL56
84-0096	C-21A	76th AS	Valor21	26.ZJ185	Typhoon FGR4	nn	*
84-00158	C-12U-3	Co.A/6-52nd AVN	R40158	ZJ190	Apache AH1	4Regt	Outlaw1-3
<u>Credits: MAR, Scramble messageboard.</u>				ZJ211	Apache AH1	4Regt	Outlaw1-3
Stansted	February 2019			27.FB17	Apache AH1	4Regt	Outlaw1-3
01.A6-MMM	B747-422	Gvmt of Dubai	07 DUB2	041	F-16BM	10w/OCU	* BAF451
02.A4O-OMN	B747-430	Gvmt of Oman	ORF1	28.2x	Falcon 20ECM	717Skv	28 NOW717A
06.9K-GCC	B737-9BQER	Gvmt of Kuwait	+09 KUG041	<u>Credits: MAR, Scramble messageboard.</u>			
07.A7-HSJ	A320-232X	Gvmt of Qatar	+10				



Poland visited the Munich Conference as well and used their Embraer 175s and Gulfstream 550 fleet, like 0002 seen here. The Gulfstream is one of two in use with the 1.BLTr and was delivered in August 2017 as addition to the VIP transport fleet.

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# Civil News



On 22 March, Airbus delivered the second A320ACJ NEO, the corporate jet version of the A320NEO. On that date, the 9H-NEW registered aircraft was ferried to Indianapolis (IN) for interior outfitting. The aircraft will be delivered to Swiss company Air Luther, but will be operated by Comlux Malta. The aircraft is seen here during its first flight at Hamburg Finkenwerder on 12 March. (Airbus - Brengt Lange)

## Manufacturers News

### Airbus

On 25 March 2019 Airbus reached a General Terms Agreement with China Aviation Supplies Holding about an order of 300 Airbus passenger planes. The order is divided between 290 A320-series and 10 A350-series. An exact timeline for deliveries to the various Chinese airlines is not mentioned however for the upcoming 20 years Airbus is expecting to deliver up to 7,400 new passenger and freighter aircraft with this order being the first of many to follow.

### Airbus Helicopters

Airbus Helicopters is responding to the U.S. Army's Future Attack Reconnaissance Aircraft (FARA) program with a concept based on its new high-speed civilian helicopter prototype. In the FARA demonstrator program the technology is used that Airbus has developed in terms of a high-speed platform, based on their X3 prototype in particular. Airbus first demonstrated its X3 aircraft, F-ZXXX in 2013. It combined a somewhat traditional helicopter fuselage with stub wings tipped with forward-facing propellers that provided speed in forward flight. That design has evolved into the company's Rapid and Cost-Effective Rotorcraft (RACER) aircraft that should fly 50 percent faster than a traditional helicopter while burning 25 percent less fuel. Although RACER was initially designed as a civilian rotorcraft, redesigning it into the FARA concept was taken up.

The Army officially kicked off the FARA competition in October 2018 and this competition is divided into four phases, in the initial phase of which Airbus submitted the plans for a complete operational prototype by the end of last year. The third phase should lead to a decision in which the US Army will fund two companies to design, build, and test two aircraft under the Future Attack Reconnaissance Aircraft Competitive Prototyping (FARA CP) program. These two companies will conduct a fly-off in 2023, with the results of FARA CP to inform a decision to commence a formal program of record from 2024. Other competitors in the field would be Sikorsky with its S-97 Raider, Bell with its V-280 Valor advanced tiltro-

tor and a co-axial rotor design by a consortium of L3 and AVX Aircraft Company. Not much is revealed on the Army's specifications for the new FARA design except for its maximum 40-foot rotor disc to suit urban combat missions and a cruise speed of 180 knots.

### Bombardier

In 2018 Bombardier delivered a total of 60 Challenger CL-350 business jets, marking the best year for the series so far. Learjet reported twelve Learjet 70/75 deliveries over the same year, the Challenger 604/605/650 program reported 23 deliveries and the Global program listed 42 units delivered, with one Global 7500 and 42 Global 6000s.

### Dassault

The results of 2018 show that Dassault delivered a total of 41 Falcon series business jets spread over the Falcon 2000S/2000LXS/900LX/7X/8X. Twelve Rafales in the military segment. Of the later nine Rafales were delivered to Egypt, three went remained in France. The current backlog consists of 101 Rafales on order, destined for France, India, Qatar and one sole delivery to Egypt. On the Falcon-side 53 jets are listed in the backlog. The outlook for 2019 shows 45 Falcons delivered and 26 Rafales to international customers. Additional support will come in 2019 with upgrades on the Atlantique 2 fleet of the French Marine and upgrading the French Rafale F3 fleet to F4.

### EMBRAER

In 2018 Embraer noted red numbers over its grand total. Setbacks on its E-2 program and KC-390 program resulted in a reasonable loss. Over the year 90 commercial aircraft have been delivered including one EMB170, 67 EMB175s, thirteen EMB190s, five EMB195s and four EMB190-E2s. They are expecting EMB195-E2 certification in Q2 2019 and first deliveries to Azul starting in Q3 2019. In the meantime the EMB175E-2 will need some engineering as weight issues keep the current draw from expected performance specifications and caused one year delay towards 2021.

On the executive side 91 deliveries took place in 2019. To be precise eleven EMB500/Phenom 100s, 53 EMB505/Phenom 300s, four Legacy 650s, fourteen EMB545/Legacy 450s and nine EMB550/Legacy 500s were delivered. For 2019 Embraer aims for the same numbers of deliveries, including some KC-390s following the collaboration with Boeing.

More joyful surfaced on 25 March 2019 as the 500th delivery milestone of the EMB505 Phenom 300 series was reached. With this marker the EMB505 joins the formation of Gulfstream 550, CL-300 series and Ce550 Citation II. These types all broke the 500 delivery marker.

## Gulfstream

In the 2018 annual report parenting company General Dynamics reported the following results for Gulfstream over Q4 2018: a total of 42 (34/8) new Gulfstreams and three pre-owned deliveries. The entire year shows 121 (92/29) new Gulfstreams delivered and seven pre-owned. The shown dividing is the separation Gulfstream makes between its large-cabin division (G650ER, G650, G600, G550 and G500) and its mid-cabine division (G280). In 2019 Gulfstreams aims to deliver 145 jets, pending sales boosts with the G600/G500 business jets as sales pillars.

## Honda Aircraft Company

### HA-420 Hondajet

In 2018 Honda Aircraft Company delivered 43 Hondajets to customers worldwide. Since deliveries started back in 2015 a total of 105 HA-420s have been delivered.

## Irkut Corporation

### MC-21-300

On 16 March 2019 MC-21-300 prototype number three took to the skies. Wearing registration 73054 (MC004) this aircraft will be outfitted as the first MC-21 with a complete cabin interior as needed for its public debut at MAKS 2019 later in August. Later this year a fourth prototype will join the team at Irkut.

## Leonardo

Happy faces at Leonardo this week, as they have received the FAA type approval for the Trekker version of their A109 helicopter on 14 March. The Trekker had already been approved by the European aviation authorities with an EASA type certificate on 26 December 2017. Earlier variants of the Leonardo A109 have proven to be very popular in North America for VIP, Emergency Medical Services (EMS) and law enforcement duties. Leonardo has more than sixty orders worldwide for this type. The clients are mainly in North America, Europe and Asia. The A109 Trekker is based on the A109 Grand and equipped with landing skids and digital glass cockpit. The helicopter is powered by two Pratt & Whitney Canada PW27C turbine engines (735 shp each). The cabin sizes are equal to the A109 Grand which means it can accommodate up to six passengers or two stretchers with two medical attendants. The first flight of prototype 1 with registration I-AGGR (22002) was on 2 March 2016. This Trekker, in yellow, blue and white colours, was originally built as an A109S. For the program a second A109S was bought and modified to the A109 Trekker standard. That helicopter, in red and white company colours, was I-ESPE (22088).

## Mitsubishi Aircraft

### MRJ90

In the first week of March 2019 Mitsubishi Aircraft stated that their FTA-4 prototype officially started certification flight tests with the FAA assisting the Japan Civil Aviation Bureau (JCAB). The Government shutdown delayed this step for some time however the MRJ90 remains on schedule for a delivery to launch customer ANA Q2 2020.

## Pilatus

You might not expect is however the Swiss Pilatus PC-24 versatile jet produced eighteen deliveries in 2018. Following their success in the turboprop segment with the PC-6 (three units) and PC-12 (80 units) and PC-21 their first jet powered year shows a humble beginning with a backlog of 84 units.

## Robinson

Robinson's R22 helicopter officially turns 40-years-old on 16 March. In celebration, at this year's Heli Expo convention in Atlanta, Robinson will display a new R22, registered as N40YR (4797) painted in the same scheme and colours as the very first R22 N67010 (0001), which later became N22RH. While the exterior will pay tribute to the R22's origins, the interior will showcase modern avionics including the Avidyne IFD 440 GPS/COM with built in Wi-Fi and Synthetic Vision. The aircraft is also equipped with a pilot-side accessory bar designed to support personal devices, e.g., iPhone or iPad.

Les Gillespie of Gardner Aviation (GA), a Robinson dealer since 2013, has purchased the retro-painted helicopter and will accept delivery at the show.

Founded in 1973, Robinson Helicopter Company of Torrance (CA) is the world's leading manufacturer of lightweight civil helicopters. The two-seat R22 was designed by Frank Robinson in 1973 and has been in production since 1979. To date 4788 examples of the R22 have been built. Of the larger, 4-seat Robinson R44, 2581 examples have been built.

## Rostec

As announced by the Russian state corporation Rostec, they transferred the first batch of eight specialized helicopters to the National Air Ambulance Service (NCCA) on 8 February. These four Ansat and four Mi-8 helicopters, are the first of a fleet of modern helicopters in HEMS (Helicopter Emergency Medical Service) configuration. The transfer of these helicopters took place on the territory of the flight test complex of the Moscow Helicopter Plant in the village of Tomilino. Reportedly, during the ceremony, four Ansat helicopters in a yellow-red livery with registration numbers RA-20024 (33098), RA-20025 (33099), RA-20026 (33100) and RA-20027 (33101) were handed over to the National Air Ambulance Service. Four MI-8AMT helicopters were also handed over - three in yellow-red-black colours with registration numbers RA-24139, RA-24148 and RA-24151 and one in white and red with registration number RA-22846.

By 2021, Rostec plans to have delivered a total of 104 Ansat and 46 Mi-8s. Medical helicopters and airplanes are not only seen as an opportunity to provide emergency assistance in the traditionally remote and hard-to-reach areas of the Russian Federation, but also an important part of the ambulance system in large cities, with their heavy traffic and traffic jams. Already today, air ambulances operate in 45 regions of the Federation, and the immediate goal is to make air ambulances available to every citizen of the country. The supplied helicopters are real flying ambulances, fully equipped with modern tools for diagnostics and medical care during the flight, including a special module with life support systems for transporting newborns. Helicopters will perform sanitary tasks in St. Petersburg, Amur, Leningrad, Moscow, Tver, Novgorod, Novosibirsk, Magadan, Sverdlovsk regions and Khabarovsk Krai. The project also provides the creation of 130 aircraft-based points, a network of mobile fuel filling stations, and helicopter pads in the territories of more than 1.5 thousand health care facilities.

## Sikorsky

### S-92B

Early March Sikorsky launched their new version of the S-92A, designated not surprisingly S-92B. Improved specifications on avionics, electronics, cabin and interior will make

the new version even better than the current model. Release for the Bravo model is expected in 2022 and Sikorsky will also provide upgrade packages for current S-92A models towards S-92B standard, being designated as S-92A+. Current logbook for the S-92 contains 33 orders, including 15 CH-148 Cyclones for the Royal Canadian Air Force and 6 VH-92A for the US Marine Corps on behalf of the VXX-US presidential program.

### Schweizer

Considering that the original design of its predecessor, the Hughes 269, flew in 1956, you can call the Schweizer 300 a real success. The civilian 269 and its military variant, the TH-55 Osage have been produced in large numbers, initially by Hughes, then by Schweizer as the improved 300 series. The company was then sold to Sikorsky, which on its turn sold the type certificate to Schweizer RSG in 2018. As the first successful sale since the sale, Schweizer RSG, based at Fort Worth (TX), has recently signed an agreement to sell 25 S300CBis to International Defense and Aerospace Group (IDAG). Deliveries are scheduled to begin in the third quarter of 2020. The International Defense and Aerospace Group offers multiple flight training operations in Europe and the recent acquisition will allow United States Aviation Training Solutions (USATS) in Titusville (FL) IDAG is the largest Schweizer operator worldwide. They will be adding the 25 new S300CBis to the current fleet of more than 30 S300's and the existing company fleet of over 50 primary, advanced, and tactical training aircraft including UH-60 Blackhawks.

### Sierra Force

As reported on Scramble's Facebook page on 8 March, more and more former US Army Black Hawks are sold (through the so-called Black Hawk Exchange and Sales Team (BEST) Program) to civilian companies. One of the companies active in the field of upgrading older UH-60s is the Sierra Nevada Corp. They have teamed up with partners Genesys Aero-systems and XP Services, and offer clients several levels of upgrades all starting with a fully digital glass cockpit and three-axis autopilot (pitch, trim and yaw). The autopilot is active during flights over 110 km/h (60 knots). A future development will allow autopilot controlled hovering at 10 feet above the ground level.

On the ultimate side of upgrading is, what the Sierra Nevada Corp. calls "Sierra Force" This is a fully modernized and

remanufactured UH-60L Black Hawk equipped with a revolutionary, state-of-the-art glass digital avionics suite and mission-specific equipment. To become a "Sierra Force" a UH-60 aircraft undergoes a complete Aviation Engineering Division (AED), Army-certified A-to-L configuration at the Corpus Christi Army Depot (CCAD), essentially making it a new aircraft at a significantly lower cost. It includes complete evaluation & inspection of all components, two new GE T-701D engines, a new improved reliability gearbox, new main rotor blades, new tail, intermediate gear boxes and a zero-time unlimited lifecycle airframe.

As Sierra Nevada has earlier lost the contract to supply upgraded Black Hawks to replace the ageing US Air Force UH-1H fleet, the current targets are the US Department of Defense and US Department of State (with their anti-drugs unit) and foreign military customers.

According to the FAA register, Sierra Nevada currently owns two Black Hawks: UH-60A N244AA which was originally delivered to the US Army as 85-24441 and flew more than 16248 hours when it left the service. The other one is N465SN, used in the US Army as EH-60A with serial 85-24465. This helicopter left the Army after 8345 hours. Since the US Army started to phase-out the oldest Black Hawks, more than 271 UH-60As have left the service.

### Textron Aviation

Not to be forgotten in the annual year results overview. As part of Textron Aviation the Cessna Aircraft brand produced 188 deliveries over 2018. To be specific 34x Ce525 Citation M2, 37x Ce525B Citation CJ3+, 29x Ce525C Citation CJ4, 21x Ce560 Citation XLS+, 6x Ce680 Citation Sovereign +, 57x Ce680A Citation Latitude and 4x Ce750 Citation X+.

On the turboprop side the Ce208 Caravan still goes strong with 19 deliveries and 79x Ce208B Grand Caravans making a total of 92 units. The King Air segment also provided 94 units over the year with 12x King Air C90, 30x Beech B200/250 and 53x Beech King Air 350.

### Viking Air

DHC-6-400

Viking Air managed to deliver 9 new Twin Otters from their production line in 2018.



The Global 7500 used to be named Global 7000, but was changed into Global 7500 after performance improvements. This fifth example of the Bombardier productionline is a test-machine and will undergo many tests more in the near future. This picture was taken by Frits Jongerman at sunny Mesa in the state of Arizona. (25 March 2019)



In January 2019, Lufthansa Airbus A319 D-AILB was painted in the new Lufthansa colour scheme. In that same month the aircraft was also transferred to Lufthansa Cityline as can be seen by the small titles "Operated by Lufthansa Cityline" stickers. It is the first A319 to be transferred to Lufthansa Cityline. Four more aircraft of the same type will follow by the end of 2020 and all aircraft will be based at Munich. The transfer is the result of a new agreement between Lufthansa CityLine and pilots' union "Vereinigung Cockpit" on new employment conditions for their approximately 650 pilots. The collective bargaining agreement also sets the stage for the introduction of a new, future-proof aircraft type at Lufthansa CityLine in the form of larger A320 family aircraft. Lufthansa CityLine will begin operating Airbus A319s on its regional network, which will be taken over from the parent company Lufthansa in Spring 2019. (Munich, 23 February 2019)

## Europe

### The Netherlands

At the A4E Aviation Summit in Brussels, the CEO of [KLM](#) has, once again, denied all rumours about the airline not taking delivery of the Airbus A350. According to him, KLM will take delivery of the seven A350-900s as planned and that they, if it wasn't the case, would have announced it already. The airline is expecting to take delivery of their first A350-900 in 2021.

[Maastricht CityLiner](#) is the name of a new start-up in The Netherlands. The new company is planning to use a wet-leased Embraer ERJ135 or ERJ145 on flights from Maastricht to London and Munich. The airline hopes to start in May and will wet-lease the aircraft from JetNetherlands.

The new CEO of Air France-KLM is moving forward with its plan to bolster the three strong brands in the group. This time, French newspaper Les Echos is reporting that he wants to significantly expand [Transavia](#). Growth of Transavia has been a sore topic for the French part of the low cost airline and has resulted in a deal with the French pilot unions that the airline's fleet cannot exceed 40 planes. Now, negotiations are underway with these unions to alter this deal to let Transavia grow. When successful, the airline group will acquire 100 B737MAX8s for both the Dutch and French units of Transavia to facilitate the growth. Deliveries should start in 2021.

### Austria

This year retrojets seem to be becoming a returning trend with Garuda, British Airways and now [Austrian Airlines](#) introducing a new one. The plane involved is Airbus A320 OE-LBO.

[Laudamotion](#) has started talks with Airbus for an order for 50 A321neos with options for another 50 aircraft.

### Bosnia-Herzegovina

They still have to launch their first flight, but [FlyBosnia](#) has signed lease-agreements for three additional Airbus A319s. The trio should be delivered before the end of this year. The airline will use the planes to link Sarajevo to, at first, Frankfurt and London and later Bahrain, Jeddah and Riyadh.

### France

The TUI Group has sold 53% of its shares of [Corsair](#) to German aviation specialist Intro Aviation. The TUI Group will, at

first, keep a stake of 27% in the French carrier. Currently the airline's fleet consists of seven aircraft; three B747-400s, two A330-200s and two A330-300s. Under its new owner Corsair will grow the fleet to thirteen aircraft. A lease-deal for three A330-900s has been signed and these aircraft will replace the airline's three B747-400s by 2021. Another three A330-900s are to join the fleet between 2021 and 2023.

### Germany

The Lufthansa Group has announced that it has ordered twenty B787-9s and twenty additional A350-900s. The new planes will be delivered between 2022 and 2027 and will mainly replace older four-engined aircraft. The Group also announced that part of the deal with Airbus is the sale of six of their fourteen A380s back to Airbus. The six will leave the fleet in 2022 and 2023. At a later stadium the Group will decide which airline will receive which aircraft and when.

The Group is also planning to order new narrowbodies next year. The order will be a triple-digit order for either the A320neo- or B737MAX-family, for use with the various airlines within the Group.

### Hungary

Østnes Helicopters of Oslo, the Norwegian representative of Airbus helicopters has announced the sale of nine Airbus (ex Eurocopter) EC135P2 and P2+ helicopters. These were part of the fleet of the Norwegian Air Ambulance (Norsk Luftambulans) and are replaced by a mix of new built machines, including one EC135P2+, three EC135P3s and eight H135s. The former Norwegian helicopters have been acquired by the [Hungarian Ministry of Defense, Electronics, Logistics and Property Management](#). As dedicated HEMS equipment, the EC135P2+ machines will play an important role in providing Air Ambulance services in Hungary. Starting in January, the first three have now been cancelled from the Norwegian register, and the helicopters have also been transported by road to their new owner. One of the EC135s, LN-OOD, was involved in an incident during ground transportation 28 January. The truck carrying the helicopter had a failure in its rear axle, and as a result the trailer made a swing and went over the safety barrier between the German towns of Kirchroth and Tiefenthal. Fortunately LN-OOD remained undamaged in the event.

The helicopters concerned are EC-135P2+ LN-OOO (**0350**),

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LN-OOG (0393), LN-OOJ (0586), LN-OOK (0669), LN-OOL (0736) and EC-135P2s LN-OOD (0356) LN-OOE (0357) LN-OOF (0390), and LN-OOH (0399), which were built between 2003 and 2008.

#### Iceland

On 28 March WOW air ceased all operations after the financial difficulties became too large to handle. Earlier in the month the talks with Indigo Partners collapsed and a last-minute and second attempt to tie-up with Icelandair also wasn't successful. The airline, which was founded in 2011, was in financial troubles since last year and already reduced its fleet and staff. In the end they operated a fleet of ten leased A321s.

#### Ireland

Ryanair has expressed interest in adding the B737MAX10 to its fleet, but only when the price is right. According to their CEO this condition doesn't exist yet, but they are talking with Boeing about it.

#### Italy

Blue Panorama Airlines has acquired three A330s which it will use to replace their three B767-300ERs, which are on average 27 years old. At this moment it is yet unknown which airframes are involved and when the planes will be delivered.

#### Malta

A new Airbus A340-600 operator is quite rare, so the news that Maleth Aero from Malta has taken delivery of their first one is good news. The aircraft involved is c/n 1030, which has been registered as 9H-PGS. The Airbus is a former Etihad-plane and is outfitted with eight First, 32 Business and 276 Economy seats and will be used for ACMI-operations and charter flights. A second A340-600 is due next month. This is c/n 1040 and will become 9H-PSI.

#### Poland

The Ryanair Group has decided to rebrand its leisure-carrier Ryanair Sun into Buzz. The rebranding should start in autumn this year. Ryanair Sun is a separate carrier within the Ryanair Group and currently operates seventeen B737-800s on a Polish AOC. This year the fleet will grow to 25 aircraft. The Ryanair Group now consists of four airlines; Buzz, Ryanair DAC, Ryanair UK and Laudamotion.

#### Russia

Red Wings Airlines has decided to cancel their lease agree-

ment for six Airbus A220-300s with lessor GTLK. The move comes as GTLK decided to adjust the lease rates of the plane. The airline will officially phase out their five remaining Tupolev Tu204s which have not been flying since October last year. Instead Red Wings will focus on being an all A320/A321-operator until their new MC-21-300s start to arrive. Red Wings was planning to add ten planes to their fleet, but this now will only be four used A321s.

Currently the airline operates a fleet of four A320s and eight A321s.

#### United Kingdom

The International Airline Group and Boeing signed an agreement for eighteen B777-9s and 24 additional options for British Airways. BA will use the aircraft to replace fourteen B747-400s and four B777-200ERs. The planes will be delivered between 2022 and 2025 and will seat 325 passengers in a four class-configuration.

While you read this issue of Scramble, British Airways have completed the painting of their retrojets to celebrate their centennial. Airbus A319 G-EUPJ is now flying in the livery of BEA, while three Boeing B747-400s are plying the skies as a retro. G-BYGC is in the BOAC-livery, G-BNLY in the Landor-livery and G-CIVB in the Négus-livery.

#### Africa

##### Algeria

According to Algerian newspapers, Air Algerie has reached a deal with the government for the funding of new aircraft and will issue a RFP soon. In the RFP the airline will seek tenders for nine new aircraft; four narrowbodies, three widebodies and two freighters. No exact types are known, but the newsreports are suggesting that as for the widebodies the A330neo and B787 are favorite candidates. In total the airline plans to renew its fleet with 30 new aircraft in the coming years.

##### Egypt

Flyegypt is going to add four leased The Boeing Company B737MAX8s to its fleet. Three of them are expected to be delivered in May, June and November of this year. The fourth one is due in May next year. Currently the airline operates a fleet of seven B737s; five -800s and two -700s.



Airbus (ex Eurocopter) EC135P2 LN-OOH is one of the nine Norwegian Air Ambulance (Norsk Luftambulanse) helicopters of this type which have recently been sold through Østnes Helicopters of Oslo. The between 2003 and 2008 built helicopters have found a new home in Hungary, where they will continue to serve in the HEMS role. The first three of this batch have been delivered to Hungary by road, the others will follow in the coming months. (somewhere over the North Sea, Østnes Helicopters)





British Airways has ordered 25 Airbus A320 NEO aircraft. Ten of them have been delivered so far. G-TTNC is one of them and was ferried from Toulouse to its homebase London-Heathrow in June 2018. (Lisbon, 19 March 2019, Ton Jochems)

### South Africa

If you want to see how a B737MAX8 looks like in British Airways-livery, you can now go to South Africa. On 26 February, the BA-franchise [Comair Limited](#) took delivery of their first leased MAX8.

### Asia

#### China

During a visit to France of Chinese President Xi Jinping, a deal was signed between Airbus and the [China Aviation Supplies Holding Company](#) for new planes. In total CASHC has committed to buy 300 planes; 290 A320neo-family and ten A350-family aircraft. The exact breakdown of types and which airlines will receive them is currently unknown.

[China Southern Airlines](#) did a minor modification on their outstanding orders with Boeing. The airline decided to change orders for two B777-300ERs into two B777Fs. Both will be delivered next year.

#### Hong Kong

[HK Express](#) has been sold by the HNA Group to Cathay Pacific. Cathay was searching for means to expand at Hong Kong but was unable to do so until the expansion of the airport is ready in 2024. This move gives them an instant expansion. HK Express will be retained as a brand by Cathay. Currently the LCC operates a fleet of 24 aircraft; eight A320s, five A320neos and eleven A321s.

According to the South China Morning Post, [Hong Kong Airlines](#) is planning to phase out their ten Airbus A330-200s in order to balance their books. Hong Kong Airlines is being investigated by the authorities for their financial situation and is being sued by several lessors for unpaid leasing fees. The subsidiary of the HNA Group is also not able to take delivery of four new Airbus-aircraft; three A350-900s and one A330-300 due to lack of money.

#### India

Daily business has become more and more difficult for [Jet Airways](#), as over half the fleet has been grounded over financial problems. Stakeholder Etihad Airways is reluctant to invest more, as are a consortium of Indian banks. One of the biggest issues they had was with the founder of the airline, but he stepped down, hopefully clearing the way for a rescue of the airline.

[SpiceJet](#) is in talks with several lessors to take-over the leases of twelve or thirteen B737-800s, which have been grounded by rival Jet Airways for not paying the leasing fees. SpiceJet is looking at these planes to fill the gap that has occurred due

to the grounding of their thirteen B737MAX8s.

#### Indonesia

[Garuda Indonesia](#) is the first airline to officially cancel their order for the Boeing Company B737MAX. Currently the airline operates one B737MAX8 and has decided to cancel the remaining 49 aircraft. Garuda had the 49 planes already deferred, but is now saying the Indonesian customers does not trust the MAX anymore and sees therefore no other option than to cancel.

In other news, Garuda has now also painted a B777-300ER in a retro livery. The plane involved is PK-GIK.

#### Japan

[Japan Airlines](#) has unveiled the name and logo of their new longhaul LCC. The airline, which will start operating before summer next year, will be called [ZIPAIR](#). ZIPAIR will start with two B787-8s, which will be sourced from Japan Airlines. It's first two destinations will be Bangkok and Seoul. The first year the new company will fly only to destinations in Asia, but after that they are planning to expand first with routes to the US.

The airline will also have introduced a first Tokyo 2020-livery for the upcoming summer Olympic Games by the time you read this. It's painted on B777-246 JA773J.

#### Malaysia

The Japanese travel news site Traicy has reported that [AirAsia](#) is in talks with Mitsubishi for a possible order for twenty MRJ90s. AirAsia is interested in the plane as the Airbus A320 is not able to land at every airport and could help expand the airline's presence in smaller markets in Asia. The MRJ90 is expected to get its type certification this year and its order book now stands at 213 firm orders, with options for 194 more MRJ90s. The aircraft manufacturer is also developing a smaller MRJ70-variant.

#### Maldives

New operator [Manta Air](#) commenced operations in February with a pair of leased ATR-72s. In true Maldivian style, the airline will shortly also take delivery of two DHC-6 seaplanes.

#### Philippines

In a few months, [Cebu Pacific Air](#) will issue a RFP to both Airbus, Boeing and lessors in which it seeks offers for 13-16 new widebodies. The new planes should start to be delivered from 2022 onwards. They will be used to replace the airline's current eight A330-300s, which will still be quite young by 2022, with an average of eight years old.

#### Taiwan

Taiwanese start-up [Starlux Airlines](#) signed a firm order with

Airbus for seventeen A350s which will consist of five A350-900s and twelve -1000s. The order was previously announced during last year's Farnborough Air Show. Starlux is also planning to lease ten A321neos and hopes to take delivery of their first of those at the end of this year. Commercial flights would then start in January of 2020.

#### Thailand

Bangkok Airways is closing in on their decision for the renewal of their Airbus A319 and A320-fleet. The airline hopes to come to a conclusion at the end of this quarter. The airline has been evaluating the A220 and A320neo-family from Airbus and the B737MAX from Boeing. One of the most important destinations for the airline is Koh Samui and that airport is not able to handle A320neos or B737MAX8s, so an order would also include smaller aircraft like the A220, A319neo or B737MAX7. Two factors are of importance for selecting the types and that are the costs of retraining crews if another manufacturer will be chosen and the availability of the aircraft. The last factor could also sway a direct order with either Airbus or Boeing to signing lease agreements with lessors for the new aircraft.

KOM Airlines firmed up its Zhukovsky 2018 Letter of Intent for six Sukhoi Superjets into formal orders. The aircraft will be operated from the second half of this year and 2020.

#### Vietnam

During the visit of President Trump to Vietnam, two airlines announced firm orders for Boeing-aircraft. VietJet ordered 100 B737MAX, which break down to 20 B737MAX8s and 80 B737MAX10s. With this latest order, the Vietnamese LCC now has firm orders for 200 B737MAXs. These latest 100 planes were already announced during last year's Farnborough Air Show.

The other airline that placed an order is Bamboo Airways. They signed up for ten B787-9s. This order was also already known as both Boeing and the airline announced their intentions for this order back in June last year.

The CEO of Vietnam Airlines has also been talking about ordering new aircraft and said that the airline is looking to place an order for 50-100 A320neo-family or B737MAX-family planes. Despite that the airline has just started adding new leased A321neos, the CEO said that a Boeing-order could still be a possibility.

### Latin America

#### Brazil

Azul Linhas Aéreas Brasileiras has signed a non-binding agreement with the administrators of Avianca Brasil in which the airline agrees to buy the AOC of Avianca, slots and up to

30 Airbus A320s. Azul will merge these into the airline's own operations. Avianca Brasil has been operating under bankruptcy protection for quite some time now and this proposed take-over will end this situation. Once merged Azul will be Brasil's largest airline.

#### Colombia

To reduce its capital expenditure in the coming years, Avianca has decided to cancel seventeen Airbus A320neo-family aircraft and defer deliveries of another 35 aircraft. The deferred aircraft will now be delivered between 2026-2028 instead of 2020-2022. In 2015 the Colombian carrier signed an order with Airbus for 100 A320neo aircraft, including the possibility to switch the planes to the A319neo or A321neo when necessary. With this cancellation the order now consists of 83 planes, of which 3 A320neos and 2 A321neos have so far been delivered.

#### Curaçao

The curtain has fallen for InselAir as a last possible investor backed off. The airline came into problems two weeks ago when their last aircraft, a Fokker 50, was grounded due to technical issues. The airline was founded in 1993 and started flying in 2006. In these years the airline flew with 17 different planes; one EMB110, six Fokker 50s, three Fokker 70s, four MD-82s and three MD-83s. Financial difficulties have been haunting InselAir since 2016.

Start-up Jetair Caribbean has taken delivery of their first aircraft, Fokker 70 PH-KZD. The plane arrived at Hato Airport on 20 March. The new airline hopes to fill the gap created by the demise of Insel Air and is planning to fly to Aruba, Bonaire, Colombia, Haiti, Jamaica, St. Maarten and Trinidad & Tobago. The Fokker 70 is outfitted with 80-seats and Jetair Caribbean hopes to start operations in April when it obtains its AOC. A second Fokker 70 is due in April and will serve as a back-up plane to ensure on-time performance.

#### El Salvador

TACA will dispose seven of its twelve E190s, as parent Avianca Holdings intends to downsize its total fleet size in the time to come, which will also be made possible by cutting non-profitable routes from the Avianca network.

### Middle-East

#### Saudi Arabia

The CEO of Saudi Airlines has said that the airline will place a large order for new widebody aircraft within the next six months. Under consideration are the A350 from Airbus and the B787 from Boeing. Saudia has also changed their lease agreements for 35 A320neos and upgraded them to 35 A321neos. Fifteen of these A321neos will be A321neoLRs, which the



With the introduction of the 787-9 in their Fleet, Royal Air Maroc introduced a new colour scheme. Boeing 737-800 CN-ROU is one of the first aircraft in their fleet which has been repainted in these new colours. The aircraft was repainted early March 2019 and Walter Heukensfeld had the scoop to photograph the aircraft in the new colours at Amsterdam-Schiphol on 27 March 2019.

airline will use to open up new destinations in Europe. The first A321neo is due in 2021.

## North America

United States of America

Alaska Air has also introduced a retro-livery; DHC-8-400 N421QX is now flying in a retro Horizon Air-livery.

## Oceania

Vanuatu

Last month we already reported about it, but this month we can officially confirm it; Air Vanuatu has ordered four A220s with Airbus. However, we anticipated that these four would be A220-300s, but the deal is for two -100s and two -300s.

## Aircraft orders

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

### Airbus 2019 firm orders

Air Vanuatu 2 A220-100  
2 A220-300

Total	4
<b>ATR 2019 firm orders</b>	
Avation	8 ATR72-600
Total	8
<b>Boeing 2019 firm orders</b>	
Private	1 <u>BBJMAX</u>
Royal Air Force	4 P-8A
Royal Norwegian Air Force	5 P-8A
Unidentified	6 B737MAX
	4 <u>B767-300F</u>
	14 B787-9
	4 B787-10
US Navy	10 P-8A
Total	51
	(+5)

### Bombardier 2019 firm orders

Chorus Aviation 9 CRJ900  
Total 9

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



Azores Airlines has ordered six Airbus A321 NEO aircraft. As of late March 2019 two of them have been delivered. Airbus A321 NEO CS-TSF is one of them and is painted in special "Breathe" colours. (Lisbon, 19 March 2019, Ton Jochems)

## Jetliners

A220	-300	<b>55050</b>	YL-AAO	airBaltic. Delivered on 27 March.
A300	B4-605R	<b>773</b>	EP-MNM	Iran Airtour, ex Mahan Air. Delivered on 10 March.
A319	-112	<b>1901</b>	EC-NBD	Volotea Airlines, ex VP-BTE of Ural Airlines. Delivered on 19 March.
	-112	<b>1916</b>	EP-SSL	Meraj Air, ex EP-THB of Tehran Air. Delivered on 12 March.
	-111	<b>2091</b>	EP-THC	Tehran Air, ex EP-SAS of Qeshm Airlines. Delivered on 26 February. Only a few weeks later....
	-111	<b>2091</b>	EP-SSP	Meraj Air, ex EP-THC of Tehran Air. Delivered on 17 March.
	-112	<b>1886</b>	LZ-AWT	DAE Capital, ex D-ASTK of Germania. Registered on behalf of the lessor in March. Aircraft had been stored at Rostock since 4 February, but was ferried to Lourdes for continuous storage on 14 March.
	-111	<b>3364</b>	LZ-AWU	DAE Capital, ex D-ASTJ of Germania. Registered on behalf of the lessor in March. Aircraft had been stored at Bremen since 4 February.
	-111	<b>3403</b>	LZ-AWV	DAE Capital, ex D-ASTQ of Germania. Registered on behalf of the lessor in March. Aircraft had been stored at Bremen since 4 February, but was ferried to Lourdes for continuous storage on 13 March.
	-111	<b>4781</b>	OE-LSY	easyJet Europe, ex HB-JYG of easyJet Switzerland. Registered in Austria on 6 March.
	-115ACJ	<b>5040</b>	M-YULI	Prime Value Trading, ex VP-CAD of AMAC Corporate Jet. Delivered on 5 March.
A320	-214	<b>879</b>	LZ-MDO	Fly2Sky, ex Alpeflyet. Returned from lease on 24 March. Fly2Sky is the new name for Via Airways.
	-214	<b>888</b>	ES-SAK	TUI fly Belgium, ex SmartLynx Estonia. Delivered on summer lease on 21 March.
	-232	<b>1183</b>	ES-SAP	SmartLynx Estonia, ex VietJet Air. Returned from lease on 21 February.
	-232	<b>1422</b>	LZ-MDK	Rahila Air, ex Fly2Sky. Delivered on lease on 18 March.
	-214	<b>1725</b>	ES-SAS	SmartLynx Estonia, ex Jetstar Pacific Airlines. Returned from lease on 25 February.
	-214	<b>1762</b>	YL-LCU	SmartLynx, ex VietJet Air. Returned from lease on 21 February.
	-232	<b>1823</b>	YL-LCP	SmartLynx, ex VietJet Air. Returned from lease on 21 February.
	-232	<b>2161</b>	EI-GHM	Castlake, ex A7-ADI of Qatar Airways. Registered on behalf of the lessor early March.
	-232	<b>2173</b>	LY-NVW	Avion Express, ex F-WTDD of Azur Aviation. Delivered on 15 March. Former ZK-OJG of Air New Zealand.
	-232	<b>2502</b>	OE-LMB	LaudaMotion, ex AP-BMD of Shaheen Air International. Delivered on 7 March. Registered in between as OE-IHI of AerCap.
	-232	<b>2724</b>	SX-ODS	Orange2fly, ex Salam Air. Returned from lease on 21 March.

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Sunwing Airlines took delivery of its fourth Boeing 737 MAX 8 on 11 March, one day after the fatal 737 MAX crash in Ethiopia. So only two days after its delivery it was already placed in storage together with the other three Sunwing 737 MAX aircraft at Windsor International Airport (Ont.) due to the flight ban for the 737 MAX. The aircraft is painted in a special Planet Hollywood colour scheme and it is seen here at Renton (WA) on takeoff for its first flight on 2 March. (Steve Bailey)

	-232	<b>2838</b>	OE-LOZ	LaudaMotion, ex PR-MBD of LATAM Airlines Brasil. Delivered on 24 February.
	-214	<b>2902</b>	OE-LVR	LEVEL, ex EC-MYB of Vueling Airlines. Delivered on 14 March.
	-214	<b>2994</b>	OE-LOI	LaudaMotion, ex RP-C3242 of Cebu Pacific Air. Delivered on 3 March.
	-232	<b>3012</b>	TC-FHM	Freebird Airlines, ex VN-A559 of Jetstar Pacific Airlines. Delivered on 14 March.
	-214	<b>3027</b>	OE-LOO	LaudaMotion. Delivered on 21 February. Former B-6311 of Juneyao Airlines.
	-232	<b>3125</b>	LZ-BHI	BH Air - Balkan Holidays International, ex SaudiGulf Airlines. Returned from lease on 26 February.
	-232	<b>3581</b>	ER-00001	FlyOne, ex VietJet Air. Returned from lease on 21 February.
	-214	<b>3627</b>	VP-BZQ	Rossiya - Russian Airlines, ex Aeroflot. Transferred on 25 February.
	-214	<b>8068</b>	HB-JXN	easyJet Switzerland, ex G-EZRP of easyJet. Transferred to Switzerland on 27 February.
	-214	<b>8165</b>	HB-JXP	easyJet Switzerland, ex G-EZRU of easyJet. Transferred to Switzerland on 25 March.
	-214	<b>8390</b>	HB-JXO	easyJet Switzerland, ex G-EZGZ of easyJet. Transferred to Switzerland on 20 March.
	-271N	<b>8728</b>	D-AINU	Lufthansa. Delivered on 19 March. Test registration was D-AXAC.
	-251N	<b>8754</b>	UK32021	Uzbekistan Airways. Delivered on 11 March. Test registration was D-AVVA.
	-251N	<b>8772</b>	G-TTNJ	British Airways. Delivered on 28 February. Test registration was F-WWBH.
	-271N	<b>8775</b>	VP-BWB	S7 Airlines. Delivered on 28 February. Test registration was F-WWIS.
	-251N	<b>8792</b>	TC-NBZ	Pegasus Airlines. Delivered on 4 March. Test registration was F-WWIB.
A321	-112	<b>514</b>	LZ-AWS	DAE Capital, ex I-BIXM of Alitalia. Registered in behalf of the lessor in February. Aircraft was ferried to Kemble for storage and scrapping on 26 February.
	-231	<b>1015</b>	SX-ACP	Olympus Airways, ex VietJet Air. Returned from lease on 21 February.
	-231	<b>1060</b>	SX-ABQ	Olympus Airways, ex Jubba Airways. Returned from lease on 5 March.
	-211	<b>1881</b>	G-TCDY	Thomas Cook Airlines, ex C-GTXY of Air Transat. Returned from winter lease on 15 March.
	-231	<b>2211</b>	YL-LCQ	SmartLynx, ex Jetstar Pacific Airlines. Returned from lease on 27 February. Aircraft was lease to JetStar Pacific and not to VietJet as we mentioned in Scramble 477 (page 36).
	-211	<b>4103</b>	C-GEZN	Air Transat, ex VQ-BEF of Aeroflot. Delivered on 26 February.
	-251N	<b>8145</b>	CS-TJM	TAP Air Portugal, ex OE-IHV of GECAS. Delivered on 6 March. Former OY-PAA of Primera Air Scandinavia.
	-271NX	<b>8257</b>	TC-LSB	Turkish Airlines. Delivered on 12 March. Test registration was D-AVYH.
	-251NX	<b>8421</b>	G-UZMD	easyJet. Delivered on 20 March. Test registration was D-AZAO.
	-271NX	<b>8712</b>	HA-LVA	Wizz Air. Delivered on 7 March. First A321neo for Wizz Air. Test registration was D-AYAM.
	-251NX	<b>8718</b>	G-NEOT	British Airways. Delivered on 1 March. Test registration was D-AYAP.
	-231	<b>8724</b>	HA-LTH	Wizz Air. Delivered on 21 February. Test registration was D-AYAR.
	-271NX	<b>8727</b>	TC-LSD	Turkish Airlines. Delivered on 22 February. Test registration was D-AYAS.
	-271NX	<b>8732</b>	TC-LSE	Turkish Airlines. Delivered on 25 March. Test registration was D-AYAU.
A330	-243	<b>818</b>	EC-NBN	Wamos Air, ex B-6077 of China Southern Airlines. Delivered on 23 March. Registered in between as OE-IBP of CDB Aviation.
	-243	<b>1208</b>	N974AV	AVIANCA, ex PR-OBS of AVIANCA Brasil. Transferred on 3 March.
	-243	<b>1291</b>	B-6545	China Eastern Airlines, ex Shanghai Airlines. Returned after six year lease on 16 March.
	-243	<b>1303</b>	B-6546	China Eastern Airlines, ex Shanghai Airlines. Returned after six year lease on 3 March.
	-243	<b>1440</b>	B-5931	China Eastern Airlines, ex Shanghai Airlines. Returned after four and half year lease on 2 March.
	-941N	<b>1900</b>	CS-TUF	TAP Air Portugal. Delivered on 8 March. Test registration was F-WWYZ.
	-941N	<b>1904</b>	CS-TUG	TAP Air Portugal. Delivered on 14 March. Test registration was F-WWKJ.
	-941N	<b>1910</b>	9H-SZN	Air Sénégal International. Delivered on 8 March. Test registration was F-WWCM.
A340	-311	<b>115</b>	ZS-	Global Aviation Operations, ex TC-JDM of Turkish Airlines. Delivered on 12 March.
	-313X	<b>180</b>	ZS-	Global Aviation Operations, ex TC-JDN of Turkish Airlines. Delivered on 15 March.
A350	-941	<b>214</b>	A7-AMI	Qatar Airways. Delivered on 19 March. Test registration was F-WZNQ.
	-1041	<b>215</b>	A7-ANG	Qatar Airways. Delivered on 1 March. Test registration was F-WZNV.
	-941	<b>265</b>	A7-AQA	Qatar Airways. Delivered on 21 March. Airframe originally built for LATAM Airlines Brasil as PR-XTJ and is dry-leased by the Qatari from the Brazilians. Aircraft is in LATAM colour scheme. Test registration was F-WZGO.
	-941	<b>272</b>	B-306Y	China Eastern Airlines. Delivered on 1 March. Test registration was F-WZNF.
	-941	<b>277</b>	N513DZ	Delta Air Lines. Delivered on 1 March. Test registration was F-WZNN.

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	-941	<b>278</b>	9V-SHD	Singapore Airlines. Delivered on 1 March. Test registration was F-WZGU.
	-941	<b>279</b>	VN-A898	Vietnam Airlines. Delivered on 1 March. Test registration was F-WZNP.
	-941	<b>284</b>	B-307C	Air China. Delivered on 27 February. Test registration was F-WZFO.
	-1041	<b>286</b>	B-LXJ	Cathay Pacific Airways. Delivered on 14 March. Test registration was F-WZHG.
	-941	<b>287</b>	D-AIXM	Lufthansa. Delivered on 16 March. Test registration was F-WZHC.
A380	-841	<b>262</b>	JA381A	ANA - All Nippon Airways. Delivered on 20 March. First A380 for ANA. Test registration was F-WWSH.
BAe146	-RJ85	<b>E2345</b>	N416AC	Aero Flite, ex EI-RJH of CityJet. Ferried to Abbotsford (B.C.) 17 February. Registered on 13 March
	-RJ85	<b>E2334</b>	EI-RJD	Aer Lingus. Leased from CityJet per 15 December. Titles and logos applied in February.
	-RJ85	<b>E2346</b>	EI-RJI	Aer Lingus. Leased from CityJet. Per 10 March in full new Aer Lingus colours.
	-300	<b>E3193</b>	EK14601	Armenia Airways, ex YR-AVR of Aviro Air. Delivered on 11 February as YR-AVR.
B737	-4K5	<b>24130</b>	N721VX	Wells Fargo Trust Co NA Trustee, ex EC-LNC of AlbaStar. Registered on 15 March. Ferried to Goodyear (AZ) last December. Will be converted to freighter.
	-3H4	<b>26573</b>	LZ-LVK	Air Lubo - ALK Airlines, ex N362SW of Southwest Airlines. Delivered on 21 February.
	-430	<b>27003</b>	9H-HUE	Blue Panorama Airlines. Leased (again) from Air Horizont per 16 March.
	-46JSF	<b>27213</b>	G-CKUZ	West Atlantic, ex N120WF of Vallair. Delivered on 8 February.
	-8Q8	<b>28213</b>	OM-FEX	Sun d'Or International Airlines. Leased from AirExplore per 28 February.
	-8Q8	<b>28218</b>	N820TJ	UMB Bank NA Trustee, ex TC-TJM of Corendon Airlines. Registered on 19 March. Registered VP-CCF of Merlin Aviation Leasing (Ireland) 8 Ltd and 2-ACSA of UMB Bank NA Trustee in between. Destined for Swift Air.
	-36N	<b>28668</b>	SX-LWB	Lumiwings, ex 9H-ALI of Hyperion Aviation. Delivered on 29 March.
	-490SF	<b>29270</b>	OE-IBO	ASL Airlines Belgium, ex N799AS of GECAS. Delivered on 28 February as N799AS. Re-registered on 6 March.
	-8Z0	<b>30072</b>	9H-GAW	Blue Panorama Airlines, ex EI-GAW. Re-registered 22 March.
	-8CX	<b>32359</b>	N277EA	SmartWings, ex Swift Air. Delivered on summer lease on 26 March.
	-86J	<b>32917</b>	N917XA	SmartWings, ex Swift Air. Delivered on summer lease on 20 March.
	-8BK	<b>33018</b>	OM-KEX	AirExplore, ex Fly All Ways. Returned from lease 26 March.
	-86N	<b>34247</b>	G-DRTU	Jet2, ex LZ-GNA of GECAS. Delivered on 21 March.
	-84P	<b>35276</b>	F-HTVL	Transavia France, ex B-5835 of Hainan Airlines. Delivered on 20 March.
	-86N	<b>36548</b>	C-FFLA	Flair Airlines, ex OY-PSJ of Primera Air Scandinavia. Delivered on 29 March. Registered as 2-YPSJ in between.
	-86J	<b>36881</b>	TC-COE	Corendon Airlines, ex EI-IRI of Air Italy. Delivered on 26 March.
	-8K5	<b>37246</b>	G-TAWY	TUI Airways, ex SE-RFX of TUI fly Nordic. Transferred on 4 March. But...
	-8K5	<b>37246</b>	SE-RFX	TUI fly Nordic, ex G-TAWY of TUI Airways. ...transferred back on 21 March, due to the MAX issues.
	-8K5	<b>37254</b>	D-ATYI	TUI fly Germany, ex G-FDZW of TUI Airways. Delivered on 2 March.
	-86J	<b>37756</b>	D-ABKN	Eurowings. Operated by TUI fly Germany in full Eurowings colours per 11 March.
	-86J	<b>37785</b>	D-ABMV	Eurowings. Operated by TUI fly Germany in full Eurowings colours per 25 March.
	-86J	<b>37780</b>	D-ABMQ	Eurowings. Operated by TUI fly Germany in full Eurowings colours per 18 March.
	-86N	<b>38012</b>	9H-TJC	Corendon Airlines Europe, ex OE-IIF of Avolon. This former B-5563 of Xiamen Airlines is delivered on 20 March.
	-8JP	<b>39024</b>	LN-NGM	Norwegian, ex G-NRWY of Norwegian UK. Transferred on 20 March. LV-HOQ of Norwegian Air Argentina NTU.
	-8K5	<b>39093</b>	EI-GKX	Fitzroya Issuance Designated Activity, ex OO-JAD of TUI fly Belgium. Registered on 23 February.
	-81D	<b>39412</b>	TC-CON	Corendon Airlines, ex EI-FJC of Norwegian. Delivered on 26 February.
	-8KN	<b>40242</b>	HL8344	Eastar Jet, ex A6-FDO of FlyDubai. Delivered on 27 February.
	-8KN	<b>40243</b>	N832SY	Sun Country Airlines, ex A6-FDP of FlyDubai. Delivered on 27 March.
	-8K5	<b>41664</b>	D-ATUR	TUI fly Germany, ex C-FZUR of Sunwing Airlines. Back from lease on 22 March.
	-9	<b>44357</b>	TF-ICA	Icelandair. Delivered on 22 February. Line # 7348.
	-8	<b>44358</b>	TF-ICO	Icelandair. Delivered on 4 March. Line # 7410.
	-8	<b>44599</b>	G-TUMF	TUI Airways. Delivered on 23 February. Line # 7395.
	-8	<b>44600</b>	G-TUMG	TUI Airways. Delivered on 4 March. Line # 7400.
	-8	<b>44649</b>	PH-TFP	TUI fly Netherlands. Delivered on 26 February. Line # 7385.



TAP Air Portugal is the launch customer of the Airbus A330-900neo, with nineteen planned for delivery until the end of 2019. The first aircraft delivered is CS-TUB, which is shown here. It was ferried from Toulouse to Lisbon on 28 November 2018. (Lisbon, 19 March 2019, Ton Jochems)

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Cayman Airways has ordered four Boeing 737 MAX 8 aircraft, of which two have been delivered so far. Seen here is their second aircraft VP-CIX arriving at Boeing Field (WA) on a test flight. The aircraft was delivered on 7 March. The MAX was placed subsequently in storage at Georgetown in Guyana after the Ethiopian 737 MAX crash on 10 March. (Steve Bailey)

	-8	<b>60011</b>	CN-MAY	Royal Air Maroc. Delivered on 1 March. Line # 7389.
	-8	<b>60054</b>	TC-LCL	Turkish Airlines. Delivered on 23 February. Line # 7416.
	-8	<b>60055</b>	TC-LCM	Turkish Airlines. Delivered on 21 February. Line # 7406.
	-9	<b>60062</b>	TC-LYA	Turkish Airlines. Delivered on 1 March. Line # 7388.
	-800	<b>62578</b>	PH-BCG	KLM Royal Dutch Airlines. Delivered on 19 March. Line # 7447.
	-800	<b>62579</b>	PH-BCH	KLM Royal Dutch Airlines. Delivered on 27 March. Line # 7472.
	-800	<b>64868</b>	VP-BQM	Pobeda. Delivered on 27 March. Line # 7467.
B747	-412BDSF	<b>27071</b>	ER-BAJ	Uni-Top Airlines, ex AeroTrans Cargo. Delivered on lease on 22 November.
	-4KZF	<b>36132</b>	N405KZ	Atlas Air, ex N405KZ of NCA – Nippon Cargo Airlines. Delivered on 20 February.
	-8F	<b>63787</b>	VP-BJS	AirBridgeCargo. Delivered on 23 February. Line # 1551.
	-8F	<b>64260</b>	N614UP	UPS - United Parcel Service. Delivered on 14 March. Line # 1552.
B757	-208	<b>24760</b>	D4-CCG	TACV - Transportes Aéreos de Cabo Verde, ex TF-FII of Icelandair. Per 16 March.
	-28ASF	<b>28161</b>	D-ALEV	EAT Leipzig, ex G-DHKI of DHL Air. Transferred on 28 March.
	-28ASF	<b>28174</b>	D-ALET	EAT Leipzig, ex G-DHKJ of DHL Air. Transferred on 18 March.
B767	-319ERBDSF	<b>26915</b>	N382CM	ATI - Air Transport International, ex Cargo Aircraft Management. Delivered after cargo conversion on 9 March. Former ZK-NCJ of Air New Zealand.
	-304ER	<b>28208</b>	SE-RNC	TUI fly Nordic, ex G-OBYF of TUI Airways. Registered in Sweden on 20 March.
	-33AER	<b>28140</b>	VQ-BEN	Azur Air, ex N580HA of Hawaiian Airlines. Delivered on 27 February.
	-300F	<b>63104</b>	N173FE	FedEx Express. Delivered on 12 March. Line # 1175.
B777	-312	<b>33375</b>	5N-BWI	Air Peace, ex EI-FMZ of AerCap. Delivered on 20 March. Former 9V-SYK of Singapore Airlines.
	-F	<b>62773</b>	A7-BFP	Qatar Airways. Delivered on 13 March. Line # 1592.
B787	-9	<b>34819</b>	HL8345	Korean Air. Delivered on 12 March. Line # 817.



In January 2019 Swiss A220-300 HB-JCA received its second special colour scheme to honour and highlight this summer's Fête des Vignerons festival in Vevey in Western Switzerland. In contrast to the right side, which is mainly red and purple to represent the wine culture, the left side shown in this picture is painted in yellow and other bright colors to show the flora and fauna in the region. It is the second time HB-JCA wears a special colour scheme. Between June 2017 and November 2018, the aircraft was painted in special Swiss Romandy colours. Both colour schemes were in the same style as they were designed by the same Swiss artist Fichtre. (Geneve, 31 January 2019, Corentin Altherr).

	-9	<b>38361</b>	C-FVND	Air Canada. Delivered on 22 February. Line # 812.
	-9	<b>38756</b>	LN-LNX	Norwegian, ex G-CJGI of Norwegian UK. Transferred to Norway on 11 March.
	-9	<b>38792</b>	A4O-SI	Oman Air. Delivered on 20 March. Line # 819.
	-9	<b>39679</b>	A6-BLY	Etihad Airways. Delivered on 16 March. Line # 818.
	-9	<b>40657</b>	N841AN	American Airlines. Delivered on 25 February. Line # 807.
	-10	<b>40937</b>	N12005	United Airlines. Delivered on 21 February. Line # 800.
	-9	<b>42119</b>	B-17883	EVA Air. Delivered on 21 February. Line # 801.
	-8 (BBJ)	<b>44572</b>	V8-OAS	Government of Brunei. Delivered after cabin outfitting at Waco (TX) on 3 March. Line # 325.
	-10	<b>60262</b>	9V-SCI	Singapore Airlines. Delivered on 8 March. Line # 816.
	-9	<b>60322</b>	B-208C	Suparna Airlines. Delivered on 22 February. Line # 805.
	-9	<b>63319</b>	G-CKWS	Norwegian UK. Delivered on 28 February. Line # 813.
	-9	<b>63711</b>	B-208X	Shanghai Airlines. Delivered on 18 March. Line # 811.
	-9	<b>64976</b>	C-GUDO	WestJet. Delivered on 14 March. Line # 815.
ERJ	145EU	<b>145126</b>	G-SAJG	Loganair, ex G-EMBI of BMI Regional. Registered on 8 March.
	145EU	<b>145134</b>	G-SAJH	Loganair, ex G-EMBJ of BMI Regional. Registered on 8 March.
	145EP	<b>145136</b>	G-RJXA	Loganair, ex BMI Regional. Registered on 22 March. Will be G-SAJL.
	145EP	<b>145142</b>	G-RJXB	Loganair, ex BMI Regional. Registered on 22 March.
	145EP	<b>145201</b>	G-SAJI	Loganair, ex G-EMBN of BMI Regional. Registered on 8 March.
	145EP	<b>145245</b>	G-RJXE	Loganair, ex BMI Regional. Delivered on 22 February.
	135ER	<b>145376</b>	G-RJXL	Loganair, ex BMI Regional. Registered on 22 March. Will be G-SAJT.
	135ER	<b>145431</b>	G-SAJR	Loganair, ex G-RJXP of BMI Regional. Registered on 12 March.
	135ER	<b>145494</b>	G-RJXX	Loganair, ex BMI Regional. Registered on 22 March. Will be G-SAJU.
	135BJ	<b>145516</b>	2-VAZV	Vivancon Holding Ltd, ex N976LR of Team Aero LLC. Registered on 14 December.
	135BJ	<b>14500854</b>	F-HJMA	Madar Aviation, ex G-HUBY of Luxaviation UK. Registered on 21 March.
	135BJ	<b>14500986</b>	G-KGKG	Luxaviation UK, ex 9H-OKG of Jet Aviation. Registered on 28 February.
	135BJ	<b>14501236</b>	D-AIRV	Air Hamburg Private Jets. Delivered on 14 March.
	195AR	<b>19000088</b>	UR-EMG	Ukraine International Airlines, ex EI-FLR of Celestial Aviation Trading 2 Ltd. Delivered on 12 March.
	190LR	<b>19000114</b>	D-ACJJ	WDL Aviation, ex N914AZ of E190 MSN114 LLC. Delivered on 12 March as N914AZ.
	190AR	<b>19000265</b>	HB-JVS	Helvetic Airways, ex N983TA of Wells Fargo Trust Co NA Trustee. Delivered on 1 March.

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



Former Flight Options' Embraer ERJ135 Legacy 600 N904FL was ferried to a new Italian corporate owner early February. During its ferry flight it made a fuel stop at Rotterdam. The N-registration has already been cancelled, but its new Italian registration is still unknown. (8 February 2019, Kees van Boven)

## Commuters

ATR42	-500	<b>639</b>	F-WTBD	Ex OK-KFP of CSA Czech Airlines. Delivered on 31 January to Hevillift Austria.
DHC-6	-300	<b>655</b>	8Q-TAK	Trans Maldivian Airways, ex HB-LYC of Zimex Aviation. Delivered on 11 January and registered on 23 January. Will be operated for Four Seasons Resorts.
Do328	-110	<b>3115</b>	OE-LIR	Tyrol Air Ambulance, ex Welcome Air. Registered in March.

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

## Propliners

DHC	2	<b>690</b>	N110AW	Sealand Air, in Campbell river has taken up this Beaver. Transferred late February, but no Canadian registration known yet.
	2	<b>1548</b>	C-FBVR	Registration cancelled in Canada, sent to USA 22 March 2019.
	2	<b>1585</b>	ZK-WKA	Auckland Seaplanes, tilted on its nose during a water landing in Waitematā harbour in Auckland New Zealand on 1 March 2019. Airplane ended up upside down in the water, we hope the damage can be repaired.
	2T	<b>1623TB14</b>	N343KT	Rust's Air, registration change was already reserved in March 2018, but was first noted with the new registration and the red "rust's" colours in March 2019. But still officially not transferred on the register. Former N45GB, of Rusts Air, painted as the "Magnum Beaver".
Douglas	DC-3A	<b>2204</b>	HB-IRJ	Bought by the M.S.Ö. Air & Space Museum based at Sivrihisar Air Park a remote little airfield about

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				150km southwest from Ankara. The ex Aeropassion and ex Breitling DC-3 was delivered to Turkey 13/14 March 2019 Plans are to keep her airworthy and on the Turkish Air Show scene. First airshow at Sijrihisar 14/15 September.
	C-47A	<b>4282</b>	MT-203	Mexico Navy, moved by road to be preserved at a new to open museum in Mexico City. Fuselage strapped to a truck 15 February 2019. More details are welcome.
	C-47	<b>6223</b>	4X-AES	Arkia, full colours, noted at its new location, the new 'Eilat-Ramon Airport'. Noted there 22 March 2019. It looks like the rudder sustained some damage in the transport from the old airport in downtown Eilat. Former Israeli Air Force 040.
	C-47A	<b>11906</b>	CF-TES	A farewell ceremony was organised on 9 March 2019, in Winnipeg, the airframe is going to be preserved in Poland.
	C-47A	<b>13310</b>	N115SA	Was registered to Aerometal in Aurora (WA) in may 2018, and was reported there in 2018. Now, on 3 March 2019 it was noted at the ramp of Basler Turbo conversions in Oshkosh (WI). Wings fitted but engines, tail and flight controls missing.
Fairchild	TC47K C-119G	<b>33105</b> <b>10956</b>	HK-2494 N5216R	Laser Aero, crashed on a flight from San Jose de Guaviare to Villavicencio on 10 March 2019. RollingBoxcar, has finally acquired an aircraft for their project. N5216R, Tanker 136, was destined for the scrap heap. It has been so cannibalized that it would never fly again but she has what we call "good bones". The wings will be removed, and the fuselage will be motor driven, this way they will travel the USA, Canada and Alaska, to tell some history. This C-119 is the one at Battle Creek (AZ).
Lockheed	L1649A	<b>1038</b>	N8083H	TWA Hotel JFK, the fuselage was transported by road from Auburn to JFK late March 2019. Including a detour through downtown New York, for publicity. The airplane will be preserved in the new TWA Hotel at JFK.
Noorduyn	Norseman Mk.IV <b>89</b> Norseman Mk.V <b>364</b>	SE-CPB CF-FQI		Norseman removed from the Swedish register on the owners request on 13 February 2019. Transferred to the US register on 13 March 2019.
Vickers	Visc815 <b>375</b>	SE-IVY		The Wild West Theme park has their Viscers Viscount for sale on an auction. The airplane is preserved at the High Chaparral, a Wild West Theme park in Kulltrop is Southern Sweden. 250 km north of Malmo.

Credits : Aad van der Voet, Ruud Leeuw, Michael Prophet, Neil Aird (DHC2), online propliner communities.

## Fokker News

FH-227	C	<b>506</b>	XA-TIS	This former Aerocaribe Fairchild was stored for some seventeen years on the boneyard of Hermosillo Airport. The Mexican Tax Service had impounded the aircraft and finally sold it in November 2018 to the Parque La Ruina recreation and food park in the same city. It will serve there as a memorial of regional aviation history. The all white aircraft, missing its tail and outer wings, was towed to its new home at the other side of the city during a nightly transport. It had the logo of the La Ruina park painted on the nose.
F27	-050	<b>20107</b>	VH-FNB	SkyWest Airlines. Still at Singapore-Seletar and has been towed inside a hangar for the dismantling process.
	-050	<b>20110</b>	5Y-SKN	Fly Tristar Airlines, ex Rudufu. For promoting the annual Diani Beach Festival in December, this Fokker 50 was decorated with special decals. Fly Tristar is a partnership of Bush Air, Rudufu and Buffair, which started flying in May last year, but already suspended operations in January 2019.
	-050	<b>20113</b>	RP-C7636	LEASCOR, ex VH-FNH SkyWest Airlines. Already sold to LEASCOR back in October 2018 but presently still at Singapore-Seletar. Has already done engine runs and should ferry to Clark, Philippines soon, with its new registration (although still in basic SkyWest colours)
	-050	<b>20181</b>	JU-8883	Hunnu Air. As the Mongolian aviation authorities have decided that older aircraft will no longer be allowed from 2020, Hunnu Air operated the very last Fokker 50 flight with on 22 January 2019. For that occasion, the aircraft had a special "Thank you Fokker" sticker.
F28	-0100	<b>11302</b>	EP-IDG	Iran Air. Performed a belly landing at Tehran-Mehrabad, after having operated flight IR215 to Kish Island but returned due to hydraulic issues. For more information see Dustpan & Brush.
	-0070	<b>11582</b>	PH-KZD	JetAir Caribbean, ex PH-KZD, P2-ANB Air Niugini. Arrived in full colours at Willemstad, Curacao, on 21 March.

Credits: Merv Crowe, Skyliner.



Former KLM Fokker 70 PH-KZD was originally intended for Air Niugini as P2-ANB, but that deal fell through. A new operator was found in start up airline Jetair Caribbean. The airline has announced its intention to start up as a leisure airline from its base at Curacao-Hato. The Fokker was delivered in full colours but still with its Dutch registration on 20 March. (Curacao-Hato, 20 March 2019, Larry Every)





A typical ambience picture at Stans-Buochs with this PC-24 ZS-KAT with construction number 130 doing a compass swing at its place of "birth". The new owner/operator in South Africa was not known at this time of writing. (Stans-Buochs, 20 February 2019, Stephan Widmer)

## Bizjets

BAe	125-900XP	<b>HA-0017</b>	5N-KBS	Noted Hawarden 11 February, ex T7-KBS.
Cessna	501	<b>0246</b>	S5-CNN	Ex LZ-TBP, acquired in July.
	650	<b>0117</b>	CN-SRL	Sarah Airways, ex F-GGAL which was cancelled on 28 December.
	750+	<b>0528</b>	N622KH	Global Transport, registered on 5 February.
Challenger	750+	<b>0531</b>	N2828B	F8 Leasing, registered on 4 February.
	350	<b>20679</b>	N892AB	AFBD 3, re-registered from N884BN on 19 February.
	350	<b>20784</b>	N632RP	Bombardier Aerospace, ex C-GUGY. Registered on 19 February.
Embraer	604	<b>5321</b>	XA-VTE	Recently re-registered from XA-UWR.
	505	<b>50500232</b>	F-HLRS	Ex D-CCWM of MHS Aviation was sold to Air Vendee Investissements S.A.
	505	<b>50500272</b>	2-NORN	Ex N272NR van Cross Jet Inc. was sold to Cross Aviation Ltd.
Falcon	505	<b>50500480</b>	D-CDTZ	Former D-CDAG of Dietz AG was re-registered.
	8X	<b>448</b>	VP-CST	Deer Jet (Hong Kong) Business Management, ex F-WWZL. Departed Little Rock (AR) for delivery on 18 January.
	900EX	<b>213</b>	XA-ARK	Former XA-BTI was recently re-registered XA-ARK.
Global	2000EX	<b>54</b>	CS-DLJ	Ex N221QS.
	2000LX	<b>136</b>	N610SN	TVPX Aircraft Solutions, ex M-ARIA. Registered on 12 February.
	Express	<b>9081</b>	N869AP	Ex 9H-IVG, moved to the USA on 27 February.
	XRS	<b>9351</b>	N935TC	Ex G-OXRS of TAG Aviation, delivered to the USA on 1 March.
	5000	<b>9840</b>	N173ET	Ex C-FZKE, delivered on 25 March.
Gulfstream	6000	<b>9622</b>	9H-OVG	Elit'Avia. Ex T7-FHG, seen at Guernsey on 6 March.
	6000	<b>9842</b>	N668BB	Ex C-FZLN, delivered to Bombardier on 20 March.
	IVSP	<b>1260</b>	N7DK	TVPX Aircraft Solutions, re-registered from N810LP on 19 February.
	G450	<b>4175</b>	TC-EDH	Noted Istanbul-Atatürk on 3 March, ex TC-KHB.
	G550	<b>5462</b>	CN-MMR	Noted at Farnborough on 25 February, ex CN-AMR.
IAI	G550	<b>5577</b>	N904JY	B&D Aviation, ex N577GA. Registered on 14 February.
	G650	<b>6350</b>	9H-CAA	N350GD was cancelled to Malta on 7 March.
	G650ER	<b>6354</b>	B-603R	N654GA was cancelled to China on 5 March.
	G500	<b>72018</b>	N188SW	AF Holdings, ex N518GD. Noted at Westchester County (NY) 6 January.
	1124	<b>187</b>	N187TJ	Registration expired on 23 February.
	1124	<b>240</b>	N298HM	Registration expired on 9 March.
	1124	<b>301</b>	N890BA	Registration expired on 26 February.
	1124A	<b>304</b>	N22AV	Ex N78PT, reregistered on 8 March.
	1124	<b>329</b>	N124HS	Registration expired on 11 March.
	1125SP	<b>47</b>	N166RL	Ex N166RM, from 8 March.
Pilatus	1125SPX	<b>134</b>	N400GS	Delivered on 22 February, ex N666K.
	G200	<b>4</b>	N999MC	Ex PR-WTR, to the USA on 28 February.
	G200	<b>84</b>	N5BC	Ex N882SG, was a reservation.
	G200	<b>85</b>	N860CB	Ex N585DD, registered on 7 March.
	G200	<b>114</b>	N138NS	Ex N888NS, registered on 7 March.
	G200	<b>164</b>	N180LD	Ex N212U, registered on 6 March.
	G280	<b>2158</b>	N778MT	Ex N258GA, delivered to Micron Technology on 12 March.
	G280	<b>2159</b>	N618KG	Ex N259GA, delivered on 6 March.
	G280	<b>2173</b>	N473GA	Delivered to Bombardier on 12 March.
	PC-24	<b>106</b>	VH-KWO	Former HB-VSG of Pilatus Flugzeugwerke was sold to Royal Flying Doctors Service in Australia.

	PC-24	<b>118</b>	VH-FMP	Former HB-VSS of Pilatus Flugzeugwerke was sold to Royal Flying Doctors Service in Australia.
	PC-24	<b>128</b>	N128PJ	Former HB-VUC of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the U.S. in March.
Raytheon	PC-24	<b>134</b>	HB-VUI	Registered to Pilatus Flugzeugwerke in March.
	390	<b>RB-255</b>	D-IKUG	Aircraft is owned by Klaus Union GmbH & Co KG, but operated by Star Wings Dortmund Luftfahrt GmbH. Addition to Scramble 478 – Page 40.

## Bizprops

Beech	B90	<b>LJ-327</b>	N139WF	Former G-JOTA of Jota Aviation was sold to Southern Aircraft Consultancy Inc.
	C90	<b>LJ-741</b>	N143WF	Former G-JOTB of Jota Aviation was sold to Southern Aircraft Consultancy Inc.
Piaggio	P180	<b>1121</b>	N615CJ	Ex N159SL, delivered on 4 March.
	P180	<b>1141</b>	N224JD	Finally taken up on 13 March after reservation in 2016.
Pilatus	PC-12/47E	<b>1218</b>	PH-CZD	Former N869TW of N987CZ Corp. Trustee was sold to an unknown operator in The Netherlands.
	PC-12/47E	<b>1839</b>	RA-07870	Former HB-FQX of Pilatus Flugzeugwerke was sold to an unknown operator in the Russian Federation in December.
	PC-12/47E	<b>1841</b>	D-FDDD	Former HB-FQZ of Pilatus Flugzeugwerke was sold to an unknown operator in Germany in January.
	PC-12/47E	<b>1845</b>	OY-	Former HB-FRD of Pilatus Flugzeugwerke was sold to an unknown operator in Denmark in January.
	PC-12/47E	<b>1846</b>	N846NG	Former HB-FRE of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in January.
	PC-12/47E	<b>1854</b>	N854NG	Former HB-FRM of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in February.
	PC-12/47E	<b>1856</b>	N856NG	Former HB-FRO of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in February.
	PC-12/47E	<b>1859</b>	N132TP	Former HB-FRR of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in March.
	PC-12/47E	<b>1862</b>	HB-FXR	Registered to Pilatus Flugzeugwerke 24 February.
	PC-12/47E	<b>1865</b>	HB-FRW	Registered to Pilatus Flugzeugwerke 25 February.
	PC-12/47E	<b>1866</b>	HB-FXS	Registered to Pilatus Flugzeugwerke 3 March.
Piper	46-500TP	<b>4697147</b>	D-FLYY	Noted Kassel 7 February, ex N391CC.



A very nice visitor at Ostend in the shape of this Cessna 208B with construction number 208B-0746 and temporary (sticker) registration N716MM on its way on delivery to its new owner in Nepal, Makalu Air. It is commonly known this type of aircraft is well equipped for use on short and unpaved runways, so it will well fit its tasks in mountainous Nepal. (Ostend, 25 March 2019, Nik Deblauwe)

## Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes et cetera. To get the most from this extensive database (some 140,000 records) consider using the advanced search options. Near the bottom of the same page (Soviet Transport database on [www.scramble.nl](http://www.scramble.nl)) is a link to the Soviet Transports downloads page featuring an illustrated guide to ST construction numbers. It can be downloaded free of charge together with production lists of all types included in the Soviet Transports database and a list of abbreviations, translations, location codes and a Google Earth KMZ file with all airports in the Soviet Transports database.

An-2T	<b>1 02 473 04</b>	X985	Soviet MVD	mfd	1950	involved in an accident 25aug51
An-2T	<b>1 02 473 05</b>	CCCP-A2586(1)	AFL/Ukraine	dbr	16jul52	on a training flight from Borodyanka due to poor CRM
An-2T	<b>1 15 473 10</b>	CCCP-A2640	AFL/Yakutiya	dbr	29feb52	stalled on app Trofimovsk at low height and crashed
An-2T	<b>1 16 473 01</b>	CCCP-A2641(1)	AFL/Northern	dbr	01jul55	on an emergency landing when engine lost power
An-2SKh	<b>1 39 473 03</b>	CCCP-23769	AFL/Urals	w/o	02apr74	MTOW exceeded and CoG out of the envelope
An-2R	<b>1G31-06</b>	CCCP-23643	AFL/Krasnoyarsk	w/o	15sep63	when an intoxicated pilot, sacked for heavy drinking, took off and collided with a high-voltage power-line
An-2P	<b>1G141-65</b>	RA-70411	Aviator	photo	26feb19	full Avialesookhrana full c/s with additional Aviator titles
An-2PK	<b>1G159-43</b>	YR-BLU	Lukoil	ARW	13oct18	all-white c/s with titles
An-2R	<b>1G165-02</b>	UP-A0129	Aero	rgd	21oct16	latest CofA issued 21jun17; ex UN-16078
An-2R	<b>1G168-12</b>	UP-A0339	Ak Sunkar	rgd	22jun18	no current CofA by 10jul18; ex CCCP-82850

Personal copy

An-2TP	<b>1G170-16</b>	"50" white	no titles	Srm	07jul16	fuselage used for parachute ground training
An-12BK	<b>00 34 75 03</b>	RF-94396	Russian Air Force	photo	mar19	in grey c/s with 'VKS Rossii' titles; ex СССР-11343(2)
An-12B	<b>8 34 61 07</b>	EW-518TI	Grodno Aviak.	photo	21jan19	in Afghanistan, blue and white c/s, no titles; ex EY-411
An-12	---	СССР-11576	Sov AF/AFL titles	photo		built before early 1965
An-12	---	СССР-86730	Sov AF/AFL titles	photo		built before early 1965
An-24RV	<b>4 73 092 01</b>	RA-46650	Turukhan	TJM	24feb19	all white with small UTair titles on the starboard side
An-26	<b>27 05</b>	not known	Strat.Rocket Forces	w/o	28dec79	on final approach to Kluychi
An-26	<b>42 04</b>	"01"	Strat.Rocket Forces	w/o	06may83	when tried to land at Klyuchi in heavy snowfall
An-26KPA	<b>46 01</b>	RF-46894	Russian Navy	Pep	nov18	coded "22" blue; grey with titles
An-26	<b>60 08</b>	"09"	Strat.Rocket Forces	w/o	26oct89	CFIT on approach to Petropavlovsk-Kamchatski
An-26	<b>106 05</b>	9S-AFP	Air Kasai	photo	05aug18	ex 9Q-CFP
An-26	<b>115 06</b>	OB-1876-P	TA Cielos Andinos	ret	08nov12	current on register in 2016 but with an expired CofA
An-26	<b>115 07</b>	RDPL-34114	Laos Government	mfd	21sep81	confirmed exported to Laos, serial not confirmed
An-26RT	<b>118 08</b>	"04"	Soviet Air Force	w/o	20apr88	when right engine flamed out on go-around
An-26	---	RF-36114	Russian Air Force	Bls	2018	coded "19" red
M28-05	<b>AJE 003-17</b>	44	Estonian Air Force	h/o	12mar19	at -mari; no titles; ex 09-0317
M28	<b>AJE 003-47</b>	D-CPDC	PD AIR Operation	h/o	07feb19	left for Goose Bay (Canada) 09feb19, but returned to Germany later that month
An-32	<b>23 07</b>	KA3067	Indian Air Force	Ban	16feb19	no code
An-72-100	<b>365 760 92 850</b>	72850	Kaz Border Guards	ALA	16feb19	no prefix; large 'Kazakhstan' titles; l/n ALA 28feb19
Il-18D	<b>1880 106 03</b>	74296	NPP "MIR"	l/n	aug18	wfu at Pushkin and broken up there feb19
Il-76MD	<b>00234 35030</b>	СССР-86899	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 40168</b>	86922	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 41169</b>	86923	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 41181</b>	76531	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 41201</b>	UR-76532	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 42210</b>	UR-76534	Ukraine Air Force	OZH	28apr99	broken up before sep10
Il-76MD	<b>00234 42213</b>	UR-76535	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00234 42221</b>	СССР-76536	Ukraine Air Force	OZH	06aug08	broken up before sep10
Il-76MD	<b>00334 42238</b>	СССР-76540	Ukraine Air Force	OZH	06aug08	broken up before sep10
Il-76MD	<b>00334 43255</b>	UR-76395	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76MD	<b>00334 48382</b>	76565	Ukraine Air Force	Krv	mar17	scrapped at Kryvy Rih, rear fuselage cut off by 27feb18
Il-76TD	<b>00434 49468</b>	UP-I7649	Kaz Air Trans		26mar18	details from Ilyushin.org this date
Il-76MD	<b>00434 50476</b>	UR-76580	Belbek 5P	OZH	08jul07	broken up before sep10
Il-76MD	<b>00434 50487</b>	UR-76582	Centre	OZH	06aug08	broken up before sep10
Il-76MD	<b>00434 51508</b>	UR-76396	Ukraine Air Force	OZH	08jul07	broken up before sep10
Il-76TD	<b>00434 56692</b>	UR-UCL	Ukraine Cargo Airways	OZH	03aug18	in the process of being broken up feb19
Il-76MD	<b>00634 67003</b>	UR-UCB	Ukraine Cargo Airways	OZH	02aug18	reported in the process of being broken up feb19
Il-76MD	<b>00634 68029</b>	76683	Ukraine Air Force	l/n	2019	flying supplies to Greenland; named 'Oleksandr Biely'
Il-76MD	<b>00834 88629</b>	KI3013	Indian Air Force	Plm	15mar19	serial no longer on the tail but on the rear fuselage
Il-76MD	<b>00734 81426</b>	RF-76765	Russian Air Force	Tgr	mar19	with an unusual shape tail flag
Il-76MD	<b>10034 05172</b>	RF-76829	Rosgvardiya	ZIA	15nov18	now named 'Ivan Yakovlev'
Ka-27PL	<b>#5002311205</b>	RF-19688	Russian Navy			coded "33" red
Ka-28	---	47	Cuban Air Force	photo		
L-410-UVPE3	<b>88 21 01</b>	PR-VLA	Aerocord	CAC	12feb19	
PS-84	<b>6 5 14 ?</b>	"35"	Soviet Air Force	w/o	18dec42	CFIT when descend through low cloud cover
Li-2	<b>184 127 01</b>	not known	Soviet Air Force	w/o	28feb44	when encountered snowfall
Li-2	<b>184 288 10</b>	СССР-L4392	AFL/Central Asia	dbr	02sep55	after t/o Damly due to the left engine lost power
Li-2P	<b>184 275 09</b>	СССР-84635	AFL/Far East	dbr	05jan61	on a forced landing Smidovich with one engine on fire
Li-2	<b>3 34 438 10</b>	СССР-L5009	AFL/Northern	w/o	27jan55	before t/o, engine's feathering mechanism caught fire
Li-2	<b>3 34 448 07</b>	501	SOKAO	h/o	1949	Korean name of the operator Chosonhangon
Li-2	<b>36 01</b>	СССР-L4453	AFL/Ukraine	dbr	09nov51	collided with tree tops on 2nd app Vnukovo in nigh
Li-2	<b>42 10</b>	СССР-84634	AFL/Far East	dbr	23feb61	carburetors heating not switched on take off Ossora
Li-2	---	СССР-G209	Mingeo		15jun51	force landed in the river Podkamennaya Tunguska
Li-2	---	СССР-G226	Mingeo		15feb51	opb VAGT Ministerstva geologii; lost orientation
Li-2	---	СССР-G302	Mingeo	dbr	10aug50	landed short and collided with obstacles
Li-2	---	СССР-I1014	MAP zavod # 21		16feb51	suffered an engine failure
Li-2	---	СССР-I1022	MAP Lyotny otryad		12jan51	suffered an engine failure
Li-2	---	502 & 503	SOKAO	h/o	1949	destroyed Mirim by a US air raid in 1950
Li-2	---	504	SOKAO	h/o	1949	
Mi-1	<b>9 68 015 01</b>	СССР-68101	AFL/Far East	dbr	17dec61	on an unauthorised flight from Kkhutsin
Mi-1MU	<b>0 68 017 02</b>	СССР-68142	AFL/Far East	w/o	24dec63	intoxicated pilot flew very low, collided with a cable and
Mi-1AU	<b>8 7 039 01</b>	"05"	DOSAAF	dbr	17mar61	on a training flight from Aramil-Uktus
Mi-1M	<b>03 038</b>	СССР-17849	AFL/East Siberia	w/o	13sep76	forced to perform an auto-rotation landing
Mi-1MNXh	<b>3 02 005</b>	СССР-17879	AFL/North Kavkaz	w/o	22may69	crashed into a lake
Mi-1M	<b>4 03 040</b>	СССР-81541	AFL/Kazakhstan	dbr	13jul65	caught by a whirl shortly after take-off
Mi-1M	<b>4 04 012</b>	СССР-14870	AFL/Urals	w/o	22jan66	encountered a snow flurry near lake Tormentor
Mi-1M	<b>4 04 015</b>	СССР-14873	AFL/Uzbekistan	w/o	11aug74	intoxicated pilot ran out of fuel and crashed
Mi-1M	<b>6 01 010</b>	СССР-17918	AFL/Turkmenistan	w/o	25mar67	intoxicated passenger interfered with aviating
Mi-1M	<b>6 02 014</b>	СССР-17937	AFL/Kazakhstan	w/o	25jun66	the blades of the main rotor struck the tailboom
Mi-1MMKh	<b>6 02 023</b>	СССР-17952	AFL/East Siberia	dbr	19jun70	encountered below-minima weather conditions
Mi-2	<b>55 0815 029</b>	0815	Polish Air Force		22mar19	pre. in a private collection at Gewerbegebiet West
Mi-2	<b>54 2629 102</b>	СССР-15764(1)	AFL/Kazakhstan	w/o	13apr82	attempted emergency landing after both engines failed
Mi-2	<b>54 8014 013</b>	RA-15764(2)	not known	rgd	20jun14	canx between 24dec18 and 19feb19
Mi-2	<b>54 9330 075</b>	RA-23427	Yug-AVia	rgd	08dec09	canx between 24dec18 and 19feb19
Mi-2	<b>52 9913 086</b>	86	Libyan Air Force	MRA	25sep18	ex UR-20277

Mi-2	<b>52 9946 106</b>	06	Libyan Air Force	MRA	14aug18	ex UR-15611
Mi-2	<b>5210626 058</b>	RA-14082	Kubanspetsavia	trf	10nov98	canx between 24dec18 and 19feb19
Mi-2	<b>5410225 057</b>	057	Libyan Air Force	photo	dec18	marked in the cockpit as '373'
Mi-2	<b>5311129 040</b>	RA-14242	Barkol	rgd	22may06	canx between 24dec18 and 19feb19
Mi-2	---	23	Libyan Air Force	photo	08feb19	in beige/green camo c/s with light blue underside
Mi-4A	<b>07 74</b>	CCCP-31583	AFL/Yakutiya	toc	08may59	force landed 07jan70, 31oct70, 06apr72 and 16nov73
Mi-4A	<b>07 77</b>	CCCP-66837	AFL/Yakutiya	toc	27aug59	struck off charge 01jul75 as life-time expired
Mi-4A	<b>05 79</b>	CCCP-66869	AFL/Yakutiya	toc	25sep59	struck off charge 24dec75 as life-time expired
Mi-4A	---	CCCP-31588	AFL/Krasnoyarsk	dbf	22jun59	MTOW exceeded and was not able to climb over a hill
Mi-8	<b>30 04</b>	CCCP-25557(1)	AFL/Tyumen	w/o	27jan79	after a loss of spatial orientation, and crashed
Mi-8T	<b>77 28</b>	RA-25215	Uraivavia	trf	08apr93	canx between 24dec18 and 19feb19
Mi-8T	<b>80 10</b>	RA-22625	Angara	rgd	unknown	canx between 24dec18 and 19feb19
Mi-8TP	<b>82 46</b>	RA-24618	Naryan-Mar Avn Ent	NNM	09mar18	canx between 24dec18 and 19feb19
Mi-17-1V	<b>9 6612</b>	ANX-2220	Mexican Navy	photo	08mar19	ex AMHT-220
Mi-8T	<b>9 82 06921</b>	RA-25370	Naryan-Mar Avn Ent	NNM	mar17	canx between 24dec18 and 19feb19
Mi-8T	<b>9 84 17291</b>	RA-24717	Uraivavia	trf	08apr94	canx between 24dec18 and 19feb19
Mi-8T	<b>9 89 43015</b>	RA-24169	Yamal	dam	22mar19	came down hard on landing in at Nori
Mi-171C	<b>171C00360137367U</b>	RA-22662(2)	Barguzin	rgd	19may17	canx between 24dec18 and 19feb19
Mi-171A2	<b>171A02398170109U</b>	"719" black	Kazakhstan	h/o	feb19	
Mi-8AMTSh	---	RF-04479	Russian Air Force	photo	2018	coded "34" yellow
Mi-17-1V	<b>031M08</b>	DQ-03	Azerbaijani Mol	Che	oct18	c/n now known
Mi-17V-5	---	LH94756	Chinese Army	TSN	18sep17	
Mi-171E	---	LH981718	Chinese Army	photo	08may18	
Mi-17-1V	---	LH992731	Chinese Army	photo	feb19	
Mi-171E	---	LH993729	Chinese Army	photo	mar19	ex LH9107xx; opb 73rd Brigade
Mi-8MTV-1	<b>108M40</b>	UR-CMZ	Kroonk	dam	16mar19	was hit by a flash flood at Sentani
Mi-17V-5	---	2019	Ethiopian Air Force	photo	02may15	
Mi-8ST	<b>10551</b>	93+39	German Air Force		22mar19	pres. in a private collection at Gewerbegebiet West
Mi-8ST	<b>10552</b>	970	East German AF		22mar19	pres. in a private collection at Gewerbegebiet West
Mi-17V-5	<b>288M01</b>	GHF690	Ghana Air Force	PED	13feb19	in light grey c/s with titles; ex G690
Mi-17	---	Z2877	Indian Air Force	Ban	21feb19	
Mi-17	---	Z2888	Indian Air Force	Ban	20feb19	
Mi-17-1V	---	ZM2894	Indian Air Force	Ban	19feb19	
Mi-17V-5	---	ZP5130	Indian Air Force	Ban	20feb19	
Mi-17V-5	---	ZP5222	Indian Air Force	Ban	16feb19	f/n at the Pokhran range (Rajasthan) 16feb19
Mi-17-V5	---	YI-162	Iraqi Army Avn	photo	unknown	taken flying in te Kazan factory airfield
Mi-171E	---	7304	Libyan Air Force	photo	21feb19	possibly c/n 171E 00 196 13 7304U; near Tripoli
Mi-17	---	58662	Pakistan Army	photo	23feb19	preserved
Mi-17-1V	<b>646M07</b>	RAF-1510	United Nations	dam	15mar19	on a flight from Pagak to Malakal (South Sudan)
Mi-17	---	RAF2301	Rwanda Air Force	KGL	13feb19	
Mi-8	---	5V-TV9	Togo Air Force ?	photo	feb04	in all-white c/s
Mi-24P	<b>242 344 20671</b>	920	Libyan Air Force	photo	06dec18	ex Sudan 920
Mi-24	---	2114	Ethiopian AF	photo	12feb19	at Debre Zeyit
Mi-35M	---	786-801	Pakistan Army	photo	20mar19	serial not visible on photo but reported as such
Mi-35M	---	786-802	Pakistan Army	photo	10apr18	l/n over Islamabad 23mar19
Mi-35M	---	786-804	Pakistan Army	photo	23mar19	over Islamabad
Mi-26	<b>34001212639</b>	RF-13455	Russian Air Force	OVB	20mar19	coded "80" red
Mi-28NM	<b>OP-1 (NM)</b>	RF-13633	Russian Air Force	f/n	mar19	in MVZ im. Milya 17apr18; coded "701" yellow
MC-21-300	<b>MC.0004</b>	73054	primer	f/f	16mar19	the third prototype, with PW1400G-JM engines
RRJ-95B	<b>95 120</b>	9H-SJI	SuperJet International	rgd	06dec18	ex EI-FWG
RRJ-95B	<b>95 174</b>	RA-89120	not known	rgd	15jan19	
RRJ-95B	<b>95 175</b>	RA-89121	not known	rgd	15jan19	
RRJ-95B	<b>95 181</b>	89135	primer	Kxy	26feb19	ferried via OVB to ZIA 26feb19
RRJ-95	<b>95 182</b>	97016 (6)	primer	f/f	06feb19	
RRJ-95B	<b>95 183</b>	97020	primer	f/f	21feb19	
RRJ-95B	<b>95 184</b>	97011 (8)	primer	f/f	11mar19	
Tu-22M3	---	RF-34018	Russian Air Force	Kzp	mar19	coded "47" red; RF- registration not visible on photo
Tu-134A-3	<b>60540</b>	RA-65097	Tsentr-Yug	CEK	2019	scrapped, forward fuselage and cockpit only remaining
Tu-134Sh-2	<b>0 35 51060</b>	RF-66030	Russian Air Force	photo	2019	at Chelyabinsk- Shagol; coded "34" red
Mi-1MU	<b>WA 06 039</b>	CCCP-17857	AFL/North Kavkaz	w/o	28feb78	on a training flight from Nalchika at night
Yak-12R	<b>10 4 17</b>	CCCP-56359	AFL/Far East	w/o	02mar62	when the pilot performed dangerous manoeuvres
Yak-12M	<b>04 5 36</b>	CCCP-05776	AFL/Azerbaijan	w/o	09jul66	on a positioning flight from Liman to Astrakhan
Yak-12M	<b>07 5 13</b>	CCCP-74117	AFL/Privolzhsk	w/o	09oct65	on a crop-spraying flight in the Terenga district
Yak-12M	<b>08 5 07</b>	CCCP-74072	AFL/West Siberia	w/o	04jul64	on a crop-spraying flight in the Omsk region
Yak-12M	<b>19 5 17</b>	CCCP-56478	AFL/Belarus	w/o	20jul66	on a crop-spraying flight over hilly terrain
Yak-12M	<b>23 5 18</b>	CCCP-62600	AFL/Moscow SPiMVL	w/o	28jul65	on an unauthorised flight during crop-spraying
Yak-12A	<b>06 6 09</b>	CCCP-90632	AFL/Kazakhstan	w/o	30mar65	when entered the wake turbulence of a MiG-17
Yak-12A	<b>12 6 17</b>	CCCP-72683	AFL/Ukraine	w/o	22mar65	on a crop-spraying flight from Kremennaya
Yak-12A	<b>3 9 100</b>	CCCP-44401	AFL/Urals	w/o	23jun65	on a forest patrol flight from Kusa
Yak-18T	<b>8 20 09 16 ?</b>	F-HSFB		photo	24feb19	active at Tours-Sorigny; same c/s as HA-HUG
Yak-40	<b>9 52 12 41</b>	UR-DAP	Aero Charter	f/n	31jan19	in Air Zoo Museum, Jurmala-Tukums Airport, Estonia
Yak-42D	<b>452042 10 14 494</b>	RA-42378	KrasAvia	RTW	19mar19	no titles, ex Saravia c/s, active;
H5	---	72096	Chinese Air Force	ph,	20jan19	preserved in the Xin Aeronautical University
Y8C	---	6011 & 6014	Chinese Air Force	photo	19mar19	15th ABC; ex 605.
Y8C	---	9251	Chinese Navy	photo	feb19	2nd Div/4th Reg
Y8C	---	30971	Chinese Air Force	WUX	17feb19	26th Div/77th Reg

Y8C	---	31015	Chinese Air Force	TV	mar19	20th Div/60th Reg
Y8C	---	31016	Chinese Air Force	SYX	10aug18	20th Div/60th Reg
KJ500H	---	81034	Chinese Navy	photo	feb19	3th. Div.
Y9G	---	31017	Chinese Air Force	TV	23feb19	20th Div/60th Reg
Y9	---	88180	Chinese Navy	photo	jan19	

Of the seemingly successful Sukhoi Regional Jet regarding their construction numbers it seems 184 have been built. But how many of them are not completed, used for tests, withdrawn from service or have no operator using them. The list below gives 52 aircraft. However, it is known of the 22 aircraft delivered to Interjet in Mexico 15 are known to have been grounded for various reasons. Of the 50 aircraft now in use with Aeroflot it is known only about 50% are in service at any one time. This gives the sad total of some 90 plus aircraft potentially not in service. As such about 50% of the entire production run, representing a huge amount of money, is not active. The list below shows those aircraft known as having been withdrawn from service or never having entered service so far. The Interjet and Aeroflot aircraft are not included.

RRJ-95B	<b>95 001</b>	97001	Sukhoi Civil Aircraft	ZIA	dec13	stored, will not fly again
RRJ-95B	<b>95 002</b>	95002	primer	mfd	nov06	static test airframe
RRJ-95B	<b>95 004</b>	97004 (1)	Sukhoi Civil Aircraft	w/o	09may12	on a demonstration flight from Jakarta-Halim
RRJ-95B	<b>95 006</b>	95006	primer	l/n	dec15	dynamic test airframe for fatigue trials at the SibNIA
RRJ-95B	<b>95 007</b>	no reg	Moskovia	ZIA	06dec13	ntu. AOC was revoked 29aug14
RRJ-95B	<b>95 008</b>	RA-89001	IrAero	IKT	27jun17	stored; l/n feb19; CofA expired 18aug17
RRJ-95B	<b>95 010</b>	RA-89002	IrAero	KZN	02mar17	stored; l/n feb19; CofA expired 10may18
RRJ-95B	<b>95 012</b>	RA-89004	Tsentr-Yug	SVO	01oct15	stored; l/n oct18; AOC revoked; annulled 23oct15
RRJ-95B	<b>95 013</b>	RA-89005	Aeroflot	ZIA	22jan14	stored since; returned to Sukhoi Civil Aircraft
RRJ-95B	<b>95 014</b>	RA-89006	Aeroflot	ZIA	22apr14	stored since; returned to Sukhoi Civil Aircraft
RRJ-95B	<b>95 015</b>	RA-89007	Bural	SVO	01oct15	stored; l/n oct18; AOC Bural revoked 07feb17
RRJ-95B	<b>95 017</b>	RA-89009	Aeroflot	ZIA	19mar14	stored; l/n mar17; was returned to Sukhoi Civil Aircraft
RRJ-95B	<b>95 019</b>	RA-89011	Yakutia	dbf	10oct18	when overran on landing Irkutsk
RRJ-95B	<b>95 020</b>	RA-89012	Yakutia	YKS	12aug17	stored there since this date
RRJ-95B	<b>95 021</b>	RA-89021	Yakutia	YKS	07sep17	stored; was to be returned to GTLK in 2017
RRJ-95B	<b>95 022</b>	97011 (7)	Sukhoi Civil Aircraft	ZIA	02nov18	stored there since this date
RRJ-95B	<b>95 026</b>	RA-89074	not known	rgd	15sep16	current on register 24dec18, but does not have a CofA
RRJ-95B	<b>95 027</b>	RA-89084	not known	rgd	11nov16	current on register 24dec18, but does not have a CofA
RRJ-95B	<b>95 031</b>	97008 (5)	Sukhoi Civil Aircraft	ZIA	24aug18	stored there since this date
RRJ-95B	<b>95 040</b>	XA-PBA	Interjet	dam	25oct15	while being towed at MEX; not repaired by jan19
RRJ-95LR	<b>95 067</b>	RA-89035	all white, n/t	DME	07jan18	l/n 12nov18
RRJ-95LR100	<b>95 075</b>	--	primer	mfd	2014	dynamic test airframe for the version B3/LR3
RRJ-95B	<b>95 087</b>	I-PDVY	SuperJet International	VCE	24may16	stored since; l/n VCE 14apr18
RRJ-95B	<b>95 102</b>	EI-FWA	CityJet	DUB	03jan19	and stored since
RRJ-95B	<b>95 104</b>	97004 (4)	primer	VCE	11aug16	stored?, not reported seen since
RRJ-95B	<b>95 105</b>	EI-FWD	Brussels Airlines	SNN	03dec18	and stored since
RRJ-95B	<b>95 106</b>	I-PDVZ	SuperJet International	VCE	13jan17	in full Interjet c/s; not delivered
RRJ-95B	<b>95 108</b>	EI-FWB	CityJet	DUB	08jan19	and stored since
RRJ-95B	<b>95 110</b>	97010 (4)	primer	VCE	03jun16	stored?, not reported seen since
RRJ-95B	<b>95 111</b>	EI-FWC	CityJet	BRU	15jul18	flown to the UK and stored since dec18
RRJ-95LR	<b>95 112</b>	RA-89069	Yamal	ZIA	nov18	stored
RRJ-95LR	<b>95 113</b>	RA-89070	Yamal	TJM	oct18	stored
RRJ-95LR	<b>95 114</b>	RA-89071	Yamal	TJM	aug18	stored
RRJ-95B	<b>95 117</b>	EI-FWE	Brussels Airlines	SNN	26nov18	and stored since without titles
RRJ-95B	<b>95 118</b>	EI-FWF	Brussels Airlines	DUB	07jan19	and stored since
RRJ-95B	<b>95 120</b>	9H-SJI	SuperJet International	rgd	06dec18	was l/n 18jan19 as EI-FWG stored at VCE
RRJ-95B	<b>95 122</b>	97012 (4)	primer	fff	18jan17	l/n VCE 16apr18 stored, unsold?
RRJ-95B	<b>95 157</b>	97012 (5)	primer	fff	02mar18	l/n ZIA 14feb19 flying still in primer, unsold?
RRJ-95B	<b>95 163</b>	97013 (6)	primer	fff	30may18	l/n ZIA 22jun18 and not seen since, unsold?
RRJ-95B	<b>95 164</b>	97018 (2)	primer	fff	18jun18	l/n BEG 19jan19 and unknown where since, unsold?
RRJ-95	<b>95 167</b>	97017 (4)	primer	fff	10jul18	l/n ZIA 17jul18 and not seen since, unsold?
RRJ-95B	<b>95 168</b>	97004 (6)	primer	fff	25jul18	l/n BEG 19jan19 and unknown where since, unsold?
RRJ-95B	<b>95 169</b>	97002 (7)	primer	fff	30jul18	l/n ZIA 21dec18 and not seen since, unsold?
RRJ-95B	<b>95 170</b>	97010 (6)	primer	fff	30sep18	l/n BEG 20jan19 and unknown where since, unsold?
RRJ-95B	<b>95 171</b>	97015 (4)	primer	fff	01oct18	l/n BEG 20jan19 and unknown where since, unsold?
RRJ-95EN	<b>95 173</b>	--	Severstal	no	reports	fff also not reported or not taken place
RRJ-95B	<b>95 174</b>	RA-89120	not known	fff	12oct18	rgd 15jan19; l/n ZIA 22nov18 marked 97008, unsold?
RRJ-95B	<b>95 175</b>	RA-89121	not known	fff	23oct18	rgd 15jan19; l/n ULY 17nov18 marked 97017, unsold?
RRJ-95B	<b>95 176</b>	97014 (4)	primer	fff	08nov18	l/n ZIA 03dec18 and not seen since, unsold?
RRJ-95B	<b>95 177</b>	89122	all white, n/t	fff	unknown	l/n ZIA 25jan19 and not seen since, unsold?
RRJ-95VIP	<b>95 178</b>	97013 (7)	primer	fff	05dec18	l/n ZIA 14mar19 and for an unknown customer
RRJ-95B	<b>95 179</b>	97009 (5)	primer	fff	13dec18	not seen since, unsold?
RRJ-95B	<b>95 180</b>	RA-89136	Azimuth	fff	25jan19	l/n ZIA 15mar19 and not yet delivered
RRJ-95B	<b>95 181</b>	RA-89135	Severstal	fff	unknown	l/n in primer at the factory 26feb19, unsold?
RRJ-95	<b>95 182</b>	97016 (6)	primer	fff	06feb19	not seen since, unsold?
RRJ-95B	<b>95 183</b>	97020	primer	fff	21feb19	not seen since, unsold?
RRJ-95B	<b>95 184</b>	97011 (8)	primer	fff	11mar19	not seen since, unsold?

## PH register

Newly registered aircraft:  
PH-AWX Sonex

0462

19feb19

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PH-CUB	Piper PA-18A-150	<b>18-4264</b>	08feb19	Ex I-VALP.
PH-CZD	Pilatus PC-12/47E	<b>1004</b>	05feb19	Ex N869TW.
PH-DFE	SOCATA TB-10	<b>1069</b>	20feb19	Ex D-EPLJ, PH-DPE, D-EBAP.
PH-IPL	Cessna F172M	<b>F17201348</b>	22feb19	Ex G-IIPL.
PH-KIO	Tecnam P2006T	<b>279</b>	27feb19	
PH-KZD	Fokker 70	<b>11582</b>	19feb19	Ex P2-ANB, PH-KZD, (PK-JGN ntu).
PH-RMJ	Kubicek BB20GP	<b>552</b>	04feb19	Ex HA-760.
PH-TBB	Cameron Z-120	<b>12260</b>	22feb19	
PH-TDB	Rand Robinson KR-2S	<b>6873 / 063</b>	11feb19	
PH-TFP	Boeing 737-8	<b>44649</b>	25feb19	TUI Airlines Nederland.
PH-ULK	Eurocopter AS355N	<b>5733</b>	28feb19	Heli Air. Ex G-STRL.
PH-4Q4	Pipistrel Alpha Trainer	<b>505 AT 912</b>	14feb19	
PH-4S7	Blackshape Prime BS100	<b>BPU 044</b>	14feb19	
PH-8L1	Parajet Volution Moonair 01	<b>659</b>	15feb19	
PH-1611	Rolladen-Schneider LS 6-b	<b>6137</b>	08feb19	Ex F-CGUE.
PH-1617	Diamond HK-36TC	<b>36.518</b>	01feb19	Ex RF-01068.
PH-1624	Schleicher ASW 20 L	<b>20127</b>	22feb19	Ex D-2657.
PH-1625	Schleicher ASW 24	<b>24158</b>	15feb19	Ex D-6139.

Change of ownership:

PH-AWA	Cessna 152	<b>15285528</b>	13feb19	
PH-CTH	Dassault Falcon 2000EX	<b>194</b>	07779	22feb19
PH-DHN	Cameron Z-250	<b>11046</b>	07121	20feb19
PH-JVB	Cessna 152	<b>152-80786</b>	04984	28feb19
PH-NPT	Cessna F172N	<b>F17201641</b>	02684	28feb19
PH-RIC	Mudry CAP-10B	<b>02</b>	06269	22feb19
PH-SGG	Slingsby T67C	<b>2099</b>	06166	28feb19
PH-SKG	Cessna 152	<b>152-85168</b>	04070	28feb19
PH-UII	Cameron Orion-105	<b>10265</b>	06245	20feb19
PH-WCM	Cessna F172M	<b>F17201333</b>	09027	13feb19
PH-4C7	ATEC 321 Faeta	<b>F371107A</b>	20860	08feb19
PH-9G7	Fresh Breeze Snap 120	<b>199</b>	20836	05feb19
PH-449	Schleicher ASK-13	<b>13413</b>	01999	28feb19
PH-1169	Glaser-Dirks DG-800B	<b>8-163B87</b>	05758	12feb19
PH-1169	Glaser-Dirks DG-800B	<b>8-163B87</b>	05758	21feb19
PH-1481	Schempp-Hirth Janus	<b>09</b>	07726	08feb19
PH-1526	Grob G-102 Astir CS	<b>4003</b>	08187	22feb19
PH-1550	Grob Standard Cirrus B	<b>375 G</b>	08433	22feb19

Cancelled from register:

PH-AIJ	Piper PA-34-200T	<b>34-7870029</b>	08feb19	To Italy.
PH-BGE	Boeing 737-7K2	<b>30371</b>	07295	28feb19 To LX-LBT.
PH-EDE	Cameron Z-160	<b>10584</b>	06597	08feb19 To Spain.
PH-ITH	Ultramagic M-130	<b>130/48</b>	06950	08feb19 To Hungary.
PH-JFH	Soloy/Cessna P210N	<b>P210-00726</b>	04952	13feb19 To LX-LEM.
PH-PST	EMB-500 Phenom 100	<b>50000132</b>	07549	07feb19 To D-IAAS.
PH-YCE	Rutan VariEze	<b>2174</b>	09882	15feb19 To France.
PH-YLO	Lindstrand LBL-240A	<b>197</b>	08622	01feb19 To USA.
PH-7R8	Miniplane Top 80 ABM	<b>800605025</b>	08642	06feb19 "No longer compliant with the requirements".
PH-1239	Schleicher K-7	<b>7109</b>	06088	20feb19 Wfu.

Credits: Inspectie Leefomgeving en Transport.



ProRail will regularly fly a helicopter above the tracks to take aerial photos and laser scans of the tracks. They make recordings to update the topographical map and make 3D views of stations. For this they use the AS355N PH-ULK from HeliAir. (Harskamp, 23 March 2019, Ernesto Bauer)

# Luchtvaartbeurs Dutch Spotters Convention

Worldhotel Wings Rotterdam The Hague Airport  
zaterdag 20 april 2019 10:00-16:00

Op zaterdag 20 april 2019 wordt de Rotterdamse luchtvaartbeurs Dutch Spotters Convention (DSC) weer gehouden. Al vele jaren is deze beurs dé plaats voor de Nederlandse luchtvaartenthousiast om vele verschillende aan de luchtvaart gerelateerde zaken te kopen, te verkopen of te ruilen. Er zullen tientallen stands zijn opgesteld met boeken, tijdschriften, dia's, foto's, DVD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten.

Daarnaast zullen verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby aanwezig zijn.

De luchtvaartbeurs is ook een prima gelegenheid om bij te praten met vrienden en collega-hobbyisten.

Bijvoorbeeld om de plannen voor het komende seizoen te bepraten. Tot slot heb je vanuit de zaal in het hotel uitzicht over een deel van het platform, dus kun je vliegactiviteiten in de gaten blijven houden. Dat gaat nog iets beter vanaf het kleine terras naast de zaal.

Stands worden verhuurd per strekkende meter. De tafels zijn ongeveer 70 cm diep. De kosten zijn € 10 per strekkende meter. Wil je een stand reserveren kijk dan op onze website.

Toegang tot de luchtvaartbeurs bedraagt € 3 per persoon. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.



Voor meer informatie zie onze website  
[www.luchtvaartbeurs-dsc.nl](http://www.luchtvaartbeurs-dsc.nl)

# Wrecks & Relics



Former Patrulla Águila CASA101EB E.25-23 arrived by road at the Museo del Aire at Cuatro Vientos on 11 March 2019. It was put directly on display. (16 March 2019, Paco Rivas)

## Netherlands

Apeldoorn  
 (90+36) FWP149D (OO-LWG) **050** mar19

The Piaggio is now outside the Straalbedrijf Siebum company at Kanaal Noord 151 (N52.22182, E5.97272). It used to be dismantled in a yard some 2,5km to the south west in the same town.

Teuge

Ex Swedish Bulldog 61063/HA-TUG has become PH-BLD on 19 February. It is still for sale.

## Austria

Aigen in Ennstal  
 3E-KG Alouette 3 preserved, on pole **1461** mar19

The Alouette was revealed as a monument on 29 March. It is pole mounted outside the gate of the airfield. The aircraft used to be stored on the airfield.

Niederösterreich

Ex Czech MiG-15SB 1836, which was last known to be at Schwaz some 20 years ago, is still alive. It currently with a private collection at an unknown location in Niederösterreich area who plans to restore the aircraft for display.

## Belgium

Jodoigne  
 23+79 MiG-21UM preserved, cockpit **03695163** 18

A private collector keeps the cockpit of this former Hermeskeil aircraft inside his house.

Koksijde

RS03 Sea King Mk48 **WA833** mar19

The town of Koksijde has bought RS03 on 20 March for 1 Euro, one day before the fleet of Sea Kings was officially retired.



FWP149D 90+36/00-LWG at its new location, Straalbedrijf Siebum, in Apeldoorn (28 March 2019, Michiel Vermeer)

RS03 will be preserved along the Robert Vandammestraat near the airbase. Sea King RS02 made its last flight on 13 January and RS04 on 15 February. Both are now for sale.

Oostende

RS05 Sea King Mk48 instructional **WA835** mar19

This Sea King was ferried to Oostende on 26 March to the VLOC (Vlaams Luchtvaart Opleidingscentrum) at the airfield.

## Bulgaria

Sofia Vrazhdebna

114 L-29 dumped **2948100** feb19

The Delfin is derelict in a remote area and used to be at Novi Iskar. Stored L-410UVP-E3 068 is now operational again.

## Czechia

Brno Líšeň

During Janaury 2019 both the L-29R 2821 and MiG-21F-13 0520 were removed from their outside storage and transported to one of the Technické Muzeums storage sites for restoration.

## France

Auch Lamothe (32)

After acquisition bij VAMP (Vintage Aircraft Midi Pyrénées) in March 2015 of MS733 134/HB-RAN the aircraft was under restoration off site in a barn. The aircraft is now in red/silver colours and moved to Auch marked as F-AYOT where it is being made ready for its first post restoration flight.

Caylus (82)

The fuselage of former Ailes Anciennes Toulouse Noratlas 191 is reported to have moved on 9 March 2019 to Camp de Caylus (N44.27726, E1.74445). It will probably be an instructional airframe for the based paratrooper regiment.

Gréolières les Neiges (06)

A dismantled L-39 in primer and a Crusader fuselage are stored at the dead-end road in the hills 30km north of Cannes (N43.83348, E6.96360). Both were seen in October 2018. The Crusader has faded US Marines markings and is most likely F-8A 01 which has gone from Vannes Meucon.

Ploemeur (56)

5 F-8P preserved, cockpit **1218** apr15

The cockpit of the Crusader is mounted against a small building at a private collection at N47.74345, W3.43625. The aircraft came from Quimper.

Mont de Marsan (40)

519 Mirage 3E restoration **519** 18

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39/12-ZM Mirage F1C preserved, ex Rochefort sep18  
 The Mirage F1 is preserved in the Centre d'instruction du contrôle et de la défense aérienne (CICDA) area. Mirage 3E 519 has been removed from Captieux and is now under restoration at the airfield for the base museum.

Tarbes (65)  
 107 TBM700 preserved 107 sep18  
 The TBM700 is preserved inside at the airfield.

Mirage F1  
 Adding to the list of Mirage F1s in Scramble 476 the following have been sold to ATAC in the USA for spares: Mirage F1CT 236, 246, 248, 256, 258, 264, 268, 281 and Mirage F1CR 603, 608, 612, 613, 616, 623, 624, 627, 630, 635, 640, 641, 643, 645 and 650. All are ex Chateaudun storage aircraft.

## Germany

Bessenbach (BY)  
 The stored fuselage of Canadian CT-128 2363 has been sold and left here about a year ago.

Geilenkirchen (NW)  
 92+(27) P149D D-EHVH, preserved 325 sep16  
 The Piaggio is preserved with the aero club on the north western side of the base (N50.96626, E6.03361). Its civil registration was already cancelled in April 2008.

Hohenfels (BY)  
 Photos on internet from March 2019 show three boomless ex Pakistani Mi-8MTVs in use as instructional airframes. These might well be three of the aircraft which used to be at Eindhoven in 2011 and were later seen at Illesheim. They could be 58501, 58505 and 58506.

Mönchengladbach (NW)  
 Two former SATENA ATR42s, FAC1182/OY-YBT and FAC1183/OY-PCB (ex Billund), have been reduced to fuselages only. Both were noted in January 2019 in the scrap area of the RAS company. The ex SATENA ATR42 stored at Saarbrücken, FAC1189/2-LFEA, might be more luckily as it was flown out and is now at Toulouse Franczal (noted February 2019).

## Italy

Borgo Faiti (LT)  
 MM6288/RS-01 G91T preserved 1 mar19  
 MM91001/19 H359 preserved 529 mar19  
 Both are new at the Museo Storico di Piana delle Orme. The Fiat came from Prática di Mare and the Courier from the Museo Storico di Vigna di Valle storage near Fiumicino

(arrived on 15 March).  
 Campogalliano (MO)  
 The three stored AB212ASWs (MM81077, MM81088 and MM81174) at the trucking company had gone by February 2019.

Cérvia San Giorgio (RA)  
 MM54387/5-53 MB326E stored 6500 feb19  
 MM55-3030/3-330 T-33A stored 9571 feb19  
 Both are ex Ravenna and dismantled at N44.22236, E12.30428. G91Y MM6488 was still at Ravenna the same day.

Istrana (TV)  
 MM7126/51-61 AMX stored IX038 feb19  
 MM7152/51-03 AMX stored IX064 feb19  
 MM7161/51-31 AMX stored IX073 feb19  
 MM7172 AMX stored IX084 feb19

These four are parked at a ramp on the west side.

Poggio Renatico (FE)  
 MM7041/50-06 Tornado preserved 5050 feb19  
 MM55050/51-03 AMX-T preserved, ex Treviso IT025 feb19  
 Both have joined the three preserved aircraft at the barracks. They had arrived by October 2018.

Rimini Miramare (RI)  
 MM80553/EI-301 AB205A-1 preserved 4185 feb19  
 MM80684/EI-313 AB205A-1 preserved 4210 feb19  
 Both are behind the gate guard aircraft, deeper inside the base. They were first noted during the open day in November 2018.

Venezia Tessera (VE)  
 Of the three stored A109A-IIs (MM80758, MM81644 and MM81645) only their tails were present in February 2019. The cabins are reported to have moved to Padova. A109A MM80745/PS-45 was still preserved at Venezia.

## Latvia

**Zemītāni**  
 (249) An-2R preserved 1G214-33 feb19  
 The Antonov is parked outside a new aviation school at N56.46300, E24.61850. It had arrived by May 2018.

## Lithuania

**Sasnava Vinčai**  
 11 yellow An-2R stored 1G206-50 feb19  
 The An-2 came from Šiauliai Zokniai. Also still here are An-2s 08 yellow and 42 yellow/LY-AJI.  
 Šiauliai Zokniai



Ex Lithuanian An-2R 11 yellow is now stored at Sasnava Vinčai. It used to be parked at Šiauliai Zokniai (23 February 2019, Benjamin Sadler)

Personal copy

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HA200D A.10B-61 used to be an instructional airframe at Cheste. It is now at Cuatro Vientos where it will be repainted in special colours and planned to be displayed at the football stadion of Atlético Madrid (16 March 2019, Paco Rivas)

Updating EMOOS; Both An-26Bs (03 blue, 05 blue) and five Mi-8s (20 blue, 22 blue (marked as 23 blue), 24 blue, 27 blue and unmarked spares aircraft) were still stored in February 2019, while L-39C 03 blue was still preserved. Gone have Su-7B 01 red and An-2s 15 yellow and 58 blue.

## Poland

Szklarska Poreba (DLS)  
6610 MiG-21PFM preserved **94A6610** feb19  
The MiG-21 is preserved in a small playground at the east side of the village (N50.83105, E15.50644). It is here since at least August 2012.

## Spain

Alginet  
(T.12B-18) CASA212-100 preserved **22** mar19  
The former Utrera Casa is now pole mounted and in yellow/grey/black colours outside a car parts company (N39.27136, W0.46188). It is visible from the nearby A7 motorway.

Cheste  
C.14-90/14-48 Mirage F1M instructional **71** feb19  
The former Albacete storage Mirage is now at the Complejo Educativo de Cheste school. It was exchanged for HA200D A.10B-61 which went to Cuatro Vientos.

Jaca  
(HU.10-31)/ET-211 UH-1H instructional **13226** feb19  
(HU.10-49)/ET-223 UH-1H instructional **13536** feb19  
The unknown boomless UH-1H is at the Escuela Militar de Montana y Operaciones Especiales (see Scramble 474) at the para jump tower has been identified as ET-223 and is visible from outside. ET-211 is at the base of the same tower.

Cuatro Vientos  
E.25-23/79-23 CASA101EB preserved **023** mar19  
The Aviojet arrived by road on 11 March at the Museo del Aire. It is still in its Patrulla Águila colours.  
A.10B-61 HA200D stored, ex Cheste **20/67** mar19  
The Saeta is a recent arrival on the other side of the airfield.

It will go on display at the Atlético Madrid football stadion.

## Sweden

Västerås  
50025/25 Sk50 SE-IGK, ex Skå Edeby **91227** feb19  
The Safir is new in the Västerås Flygmuseum. Several aircraft have left the airfield. L-29 82 red/ES-YLU (to Vaxjo area), J35F 35496 (to Söderhamn), Sk11A 517/SE-AMR (to Skå Edeby), Sk50 50026/SE-IGO (to Siljansnäs), Sk50 50053/SE-IGL (to Stockholm area), Hunter T7B WV318/G-FOXX (to Canada), Hunter T7A XL616/SE-DXH (to Canada) and Pembroke C1 XK884/SE-BKH (scrapped).

## Turkey

Ahili  
5945 TF-104G preserved **5945** aug18  
The Starfighter is preserved on the roof of the Özel Yonca Mesleki ve Teknik Anadolu Lisesi, a private school in the village of Ahili (N39.79411, E33.54703). It had arrived in May 2015 and used to be at nearby Kirikkale.

Izmir Gaziemir  
54-5214 T-34A (TC-CCE), preserved **may18**  
Not reported before but this pole mounted Mentor is already visible on Google Earth on May 2011 at N38.31717, E27.15358. One of the two preserved F-4s just 300 meters to the east of this has been identified as former instructional F-4E 67-0302.

## United Kingdom

Pocklington, East Yorkshire  
Ex Romanian L-29 29 which was preserved on a farm just to the north of the village had been sold and departed to another local farmer by March.

Weston Zoyland, Somerset  
Provost T1 WW453/(G-TMKI) can still be found in a barn at the end of the runway. It is due to be restored for a museum project at the airfield.

Credits: Terry McCreade, Steve Richards, Benjamin Sadler

# Warbirds



One of the Scramble editors on treasure hunt, discovered this fully stripped Catalina fuselage in one of the American Aero Services hangars at New Smyrna Beach Municipal Airport (FL). The vintage amphibian is still owned by the Collings Foundation. Before the foundation bought the Dutch Catalina PH-PBY, they had already acquired former Gouvernement de Quebec Canso C-FPQK Tanker # 712. Initially American Aero Services started a full restoration to flying condition, but the acquisition of PH-PBY changed things. Now C-FPQK lies somewhat pittyful, waiting for things to come. (Jaap Dijkstra, 8 March 2019)

## Netherlands

In the Pentecost weekend of 9 and 10 June, the 10th edition of the most famous Dutch warbirdshow is organised at Oostwold airport. The 2019 edition of the Oostwold airshow has an even more promising program than the previous ones. Several warbirds are expected to come in numbers, such as Mustangs, Spitfires and Curtiss Warhawks. Others, even rarer, like a Sea Fury trainer and a Republic Thunderbolt can also be expected. Another novelty for Oostwold will be the new Dutch Vultee BT-13A Valiant N313BT, which arrived in Lelystad in January this year. And for those with a longing for historic jets, the Dutch Hawker Hunter Foundation will be present with its Hunter F6 G-KAXF, flown by pilot Jan Dam. Of course other entertainment will also be present, like military re-enactors, Andrew Sisters type of musical performance, and historic tractors. Tickets through [www.oostwold-airshow.nl](http://www.oostwold-airshow.nl)

## Australia

On 6 March, Historical Aircraft Restoration Society Lockheed AP-3C Orion A9-753 made its first flight as a warbird. The Orion, now registered as VH-ORI, took off from Albion Park, Illawarra Regional Airport at 10.10 am for a local flight. A9-753 was officially handed over by the RAAF to HARS on 3 November 2017. Eight days later, 14 March, another Lockheed product, P2V-7 (SP-2H) Neptune A89-273 (VH-IOY) made its first flight from the same airport, after more than a year on the ground. The Neptune manufacturer's serial number was 7273 and as BuNo 149073 it was delivered to the RAAF and arrived in Townsville on 10 March 1962. It is also owned by the Historical Aircraft Restoration Society. They acquired the aircraft in April 1988. Its full restoration was initiated in 1996 and was completed two years later. Since then, Neptune A89-273 VH-IOY is the only former RAAF Lockheed Neptune flying in Australia and is maintained, operated and crewed by members of HARS.

## Belgium

Our local correspondent informed us that Lockheed L-12A

Electra Junior, NC14999 (**1252**) is alive and kicking again. It made its first post restoration flight on 24 March. As you might remember, NC14999 skidded off the runway at Genk-Zwartberg on 1 July 2018 when the pilot lost control during the landing. It then made a full 90 degree turn and collided into a closed hangar door. Fortunately, the pilot and the four passengers on board remained unhurt during the impact. The damage to the airframe seems to have been rather mild, regarding the fact that the vintage Electra Junior is already active again!

## Guatemala

On 10 March, North American Trojan N55500 (**200-79**) crashed when it hit treetops during a local airshow in Escuintla, Guatemala. On impact, the pilot was injured, and the mechanic in the back seat was killed. The pilot later died in hospital from the injuries sustained in the crash. A remarkable detail is that the pilot already had flying accidents in 2015 and 2017! Built as US Navy T-28B BuNo 137716, the Trojan was passed on to the US Army, and then rebuilt for the Philippine AF as AT-28D 53-137716. After withdrawal from service, the T-28 returned to the USA. It was finally registered to its current owner Strong Tower Services LLC.

## New Zealand

ZK-COB, Jerry Yagen's newly restored Bell P-39 Airacobra, made its first successful post restoration flight from Ardmore, New Zealand, in the afternoon of 26 February. Accompanied by a locally based Harvard chase plane, pilot Frank Parker took the fighter up for a 14 minutes flight. ZK-COB has been under restoration there at Pioneer Aero Ltd. Its restoration started by Precision Aerospace at Wangaratta, Australia in 2000 but the project was later transported to Ardmore. Strange thing is that this aircraft was initially announced as a former Soviet Air Force P-39Q, recovered there around 1995. For that reason it has been restored to fly as USAAC 42-20341. But it was later found that this airframe is actually Bell P-39F, 41-7215 (**15-554**) which was flown by the USAAF 36th squad-

ron, 8th AF. Flown by Lt. Walter Harvey, it was one of a flight of six that crash landed on 1 May 1942. En route to their new base the flight became lost in thick clouds and all came down near Cape York, in Northern Australia. It was salvaged in 1972. But although ZK-COB's true history is known, it still to retain its P-39Q livery of 42-20241. It had its first successful engine run on 5 February.

Another project destined for Jerry Yagen's Military Aviation Museum is former Finnish Air Force Curtiss Hawk 75A-6 CU-554 (13659). The fighter's restoration was taken up by Mike Nicholls, but it was transferred to Avspecs in Ardmore, where it arrived by the end of 2018. This Hawk was one of the aircraft that were destined for France, but was sent to Norway instead. It was captured by the Luftwaffe during the invasion of Norway, and later sold to Finland. CU-554 allegedly scored nine victories during the Winter war against the Russians, before it was shot down over the Karelia Peninsula. The wreckage was recovered from Russia in 2001.

The future looks bright for Omaka, based FW190A-8N ZK-RFR (990001). The fighter, a new built version of the wartime Focke Wulf Fw190, was damaged in a ground loop on 3 April 2015, and has not flown since then. But it has received a lot of tender loving care from the engineers of JME Aviation. On 4 March, the aircraft's Shvetsov Ash-82FN radial engine had its first successful run since 2015, with Jay McIntyre in the cockpit. ZK-RFR is one of the first FW190s built by Flug Werk as D-FWWC, and was delivered to New Zealand in April 2011. It is owned by the Chariots of Fire Fighter Collection of Blenheim. If everything goes according to plan, ZK-RFR will be ready to perform during the next 'Warbirds over Wanaka' airshow on 10 to 12 April 2020.

## Poland

The fuselage and outer wing panels of Dakota FL547 that was flown by Polish airmen in the Royal Air Force has been repatriated from CAF 17 Wing, Winnipeg, Manitoba to Wrocław, Poland, where it arrived by Antonov An-124 UR-82073 transport on 10 March. The WW II veteran will become part of a museum heritage display. The aircraft, a C-47A-1-DK Skytrain / Dakota III, was built in Oklahoma City (OK) in 1943, and taken on strength with the United States Army Air Force with serial number 42-92139. It was transferred to the RAF on 24 January 1944. From July to September 1944, the aircraft,

registered in the RAF as FL547, flew with an all-Polish crew under pilot Józefa Tyszko in RAF's 216 Transport Group. The aircraft carried normal RAF markings, with the addition of the Polish Air Force insignia of red and white squares behind the cockpit. It was named the "Spirit of Ostra Brama" and was used as the personal transport of the General Inspector of the Polish Armed Forces, General Kazimierz Sosnkowski, who relocated to Canada following the war. After the end of the war the Dakota initially stayed in the UK, flying from RAF Bramcote and RAF Sillth, but was sold as surplus in 1946. The "Dak" was then acquired by Trans Canada Airlines and flown as a civilian airline, registered CF-TES. It served TCA until 1963, and was then sold to Transair and later Lambair. Its registration was cancelled in 1970. The aircraft was then acquired by Keith Olson and became property of the Western Canada Aviation Museum (now titled the Royal Aviation Museum of Western Canada) and, once its wartime history was discovered, it was transferred to 17 Wing for preservation in 2002. Unfortunately, while it was stored in a field on the base, the wing roots and engine nacelles were removed and scrapped in 2006 by persons who were not aware that the aircraft was being retained for historical purposes. What remains of the aircraft today are the fuselage, both outer wings, one landing gear assembly, one tail wheel assembly, and the vertical fin. Thanks to the Canadians, Dakota FL547 has returned to Poland where the veteran transport will be a lasting monument for all those brave Polish pilots who joined the Allies to fight against Nazi Germany!

## Turkey

The well-known Aero Passion Douglas DC-3 Dakota HB-IRJ has found a new home in Turkey this month. The possible cause may have been that the major sponsor, Swiss watch manufacturer Breitling, seems to have cut down its financial support. The perfectly maintained DC-3 has been acquired by the M.S.Ö Air & Space Museum and has moved to the Sivrihisar Uluslararası Sportif Havaçılık Merkezi or Sivrihisar International Sports Aviation Center, southwest of Ankara. Other historic residents there are North American P-51D Mustang "Ferocious Frankie" (ex. G-BTCD/N6340T), now registered as TC-SMO, Stearman TC-OMS and T-6G Texan N726N (flying in its former SAAF colours as '7726'). One of the pilots of the M.S.Ö Air & Space Museum is our friend Ali İsmet Öztürk, known for his aerobatics in purple Pitts Special TC-ABS.



Belgian Lockheed L-12A Electra Junior NC14999 flies again! After its unfortunate clash with a hangardoor last year, the twin has been fully repaired. NC14999 was delivered to Conoco Oil in 1938, and had a multitude of users until 1976 when it was retired and taken up in a museum. In 1989 the aircraft was acquired by Pat Donovan, who started a full restoration. Donovan even crossed the Atlantic in NC14999 to visit the Flying Legends airshow at Duxford in 2016. He sold it to a Belgian owner in 2017. (Genk-Zwartberg, 24 March 2019, Toon Cox)



Unfortunately, only very few photos of warbirds have been sent to us in the past months.. So please send your catches to us, as we need material to illustrate our section. To compensate for this lack, we show you the ultimate jet warbird, a Hawker Hunter, from our files. This example ZZ191, still earns its living while flying for Hawker Hunter Aviation, based out of RAF Scampton. After retirement from the Swiss Air Force, J-4058 was acquired by OFMC and then HHA. ZZ191 is owned and maintained by HHA but flown by FRA pilots on defence simulation and trials taskings.(Linton-on-Ouse, 30 November 2018, Rob Skinkis)

### United Kingdom

Another one bites the dust. The Aircraft Restoration Company announced that one of their two seat Spitfires, TR.IX PT462 (G-CTIX) 'Indy' made a gear up landing on 27 February. The aircraft was on an ARCo flight from its home-base Duxford to Denham Aerodrome. Both the pilot and co-pilot were unharmed in the incident. However, the aircraft has sustained damage, the severity of which can only be identified after its return to the ARCo Duxford based facility. The company has already begun the process of recovering the aircraft back home from Denham Aerodrome. Without any doubt, ARCo will do everything they can to bring 'Indy' back in the skies, as soon as possible!

On the same day, two other Spitfires made their first flight in years! Supermarine Spitfire TR.IX MJ772 (G-AVAV) made it again to the air after a restoration by owner Biggin Hill Heritage Hangar. It was badly damaged in an accident near Woodchurch in Kent, United Kingdom on 7 September 2015. The second Spit to fly again was Battle of Britain Memorial Flight owned PM631, a Photo Reconnaissance PR.XIX. It made its first flight since 2014 from Coningsby.

Two Spitfire restoration projects have recently been registered to Propshop Ltd. Duxford. The first is HF Mk.IX RK912 (**CBAF.IX.3248**). It was delivered to 39 MU on 23 October 1944 and through 222 MU arrived in Casablanca on 15 January 1945. On 19 April 1945, RK912 was hit by flak and crash-landed near Argenta, Italy. It is now registered as G-CLCS. The second Spitfire is Mk.XIVE RN203 (**6S-663419**) which has become G-CLCT. RN203 was shot down by a Focke Wulf 190 on 19 April 1945, while on an armed recce mission.

A new Harvard 4M for the UK is G-CLCJ, registered to MR Thomas W. Gilbert of Burnham. The trainer used to be registered as F-AZQK, flying from Noumea, New Caledonia.

### United States

One of the Scramble editors recently visited the American Aero Services workshops at New Smyrna Beach Municipal Airport (FL). He discovered a fully stripped Catalina fuselage which was said to be owned by the Collings Foundation. Before this foundation bought the Dutch Catalina PH-PBY, they had acquired former Gouvernement de Quebec Canso C-FPQK (**CV-264**) Tanker # 712. Initially American Aero Services started a full restoration to flying condition, but the acquisition of PH-PBY changed things. It is rumoured that C-FPQK, restored to static condition, could have served as a partial payment for the Dutch Cat, but no confirmation could be obtained.

Commemorative Air Force Curtiss P-40N 42-105867 (**29629**) registered as N1226N, which had been participating in a Tora! Tora! Tora! practice for the upcoming airshow season put on by the CAF across the USA was involved in an accident at Conroe airport on 16 March. Just after 1:30pm the aircraft which was landing, experienced a landing gear collapse. That forced the aircraft to spin, causing damage to the wing, and propeller. Due to the propeller hitting the ground the engine must also be overhauled. There are estimates of \$150,000 to get the aircraft back in the air. The pilot was not injured in the incident. N1226N is painted in 'Flying Tiger' colours as '29629/48' of the American Volunteer Group of the Chinese Nationalist Air Force.

North American T-28B N5440F (**200-365**) collided on approach for Compton-Woodley Airport in Compton (CA) with a single-engine Cessna 152 on 19 March. The planes were apparently landing at the same runway at the same time. The Cessna was the first plane to land, according to the FAA's preliminary investigation. The T28 then ran into the Cessna while it was still on the runway. The Cessna caught fire and debris scattered across the airfield. Its pilot died in the crash. The Trojan belongs to Tomorrows Aeronautical Museum at this airport. The 1956 built trainer flies in its original colours as 138294/2P of VT-6.

Well known warbird collector Kermit Weeks (Fantasy of Flight) recently paid a visit to the American Airpower Heritage Museum, the static museum of the Commemorative Air Force. He was interested to see Polikarpov I-16 Rata 45 White (**2421645**), as this is offered for sale. This Rata was once, in the early 2000s, one of the most actively flown I-16s. It was restored in New Zealand as ZK-JIP, and flown from Wanaka. From there it was shipped to the USA and flown by the CAF as N30245. After a visit to Oshkosh in 2003 and to the Midland Airshow in 2005, the fighter was grounded with only 40 flying hours on the clock. Weeks is interested to return the aircraft to airworthy condition.

Credits: Aironline, Toon Cox, Flypast forum, Fundacja Historyczna Lotnictwa Polskiego, G-INFO, l'Echarpe Blanche, WIX.

# Dustpan & Brush



For the first time ever a Japan Air Self-Defense Force (JASDF) Mitsubishi F-2B fighter aircraft crashed. It operated from Tsuiki Air Base in Fukuoka Prefecture and disappeared into the Sea of Japan (also known as East Sea) near Yamaguchi Prefecture on 20th February. The aircraft involved is F-2B 73-8132. Seen here on finals of Matshushima AB still in good shape. (19 October 2009, Dino van Doorn)

## Additions & Corrections:

14jul16 2852 AS350B3e 7534 dam  
See Scramble 447.

26sep18 S2-AJA B737-8Q8 30039 rep  
Repaired and returned to service 27 February 2019  
Chittagong-Hyderabad.  
See Scramble 473.

20feb19 73-8132 F-2B 3032 w/o  
Serial now confirmed. See Scramble 478.

21feb19 HK-5048G Be58-E55 TE-895 w/o  
See Scramble 478.

## New Accidents:

21feb19 N533Q Beech D55 TE-616 w/o

The wreckage of the missing aircraft was located 22 February at Stallion Springs, Tehachapi Mountains, Kern County (CA). The private Beech Baron was spotted from a helicopter about 10:30hrs local time. The body of one occupant was discovered near the crash site. The search continued for the two other occupants, but they sadly passed away too.

Radar and cell phone data directed investigators to Kern County and the Tehachapi Mountains, said the FAA.

22feb19 F-HSOX EC145 9271 w/o

SAMU 64, a Eurocopter operated by Babcock Mission Critical Services France, was dispatched to a patient near Bidarray, France. While hovering in preparation to land, the blast of the blades lifted a sheet of metal of an agricultural building which struck the blades, causing damage to the chopper.

23feb19 N1217A B767-375ER 25865 w/o

A Boeing 767 of Atlas Air, operated for Amazon Prime Air and with a crew of three, left Miami International (FL) as flight 5Y3591 at 11:33 hours local time, with destination Houston-George Bush Intercontinental (TX), reaching its cruise level of 40,000 feet twenty minutes after departure. Fourteen minutes later the Boeing commenced its descent for Houston's runway 26L and was cleared to 3,000 feet nearly thirty minutes later. Soon after the aircraft entered a rapid rate of descent with the NTSB (National Transportation Safety Board) stating that at 12:39, while the aircraft was at approximately 6,000 feet, radio and radar contact was lost. CCTV footage located by the NTSB shows that the aircraft was in a steep nose down descent before it impacted the water of Trinity Bay, approximately 37 miles east-southeast of Houston.

Once all radar and radio contact was lost, approach called the aircraft once without response at about 12:40 and again at

12:47, with ATC querying "how do you read?" In the following minutes approach queried several other aircraft whether they were able to see the aircraft somewhere (on the ground), all with negative responses. The aircraft was found near position N29.7636 W94.7145 having impacted the waters of Trinity Bay, about 1.5 miles north-west of Anahuac's Bayside Community Hospital. Two bodies were recovered from the crash site, the remains of a third person was discovered three days after the accident. The crash scene extends over a distance of three miles in shallow waters up to five foot deep. Multiple dive teams from the Baytown police, Houston police and Texas Department of Public Safety were working at the crash site.

On 24 February the NTSB reported in a press conference, that the aircraft was on a standard arrival route from the south-east, the crew checked in with Houston Approach at about 18,000 feet about 76 miles south-east of the destination. ATC advised there was light to heavy rain ahead and offered vectors around the weather. At about 12:36 the aircraft was cleared to descend to 3,000 feet, shortly followed by the loss of radio and radar contact with the Boeing at 240 knots at about 6,000 feet. A surveillance video was located by the NTSB from the Chambers County Jail about 1.4 miles from the impact area, showing the aircraft in a steep descent in a steep nose down attitude. There were no attempts, according to the surveillance video, to turn or pull up during the last moments of flight.

In the afternoon of 1 March the NTSB announced that the Cockpit Voice Recorder (CVR) was recovered from the crash site and is currently being transported to the NTSB laboratory in DC, where it will be read out.

On 5 March the NTSB reported the download of the CVR was successfully completed. The last portion of the accident flight is available on the two hours' recording, the quality of the recording however is poor and it was difficult to determine what was being said, and occasionally required advanced filter techniques were needed. According to the NTSB: "Crew communications consistent with a loss control of the aircraft began approximately eighteen seconds prior to the end of the recording." The FDR (Flight Data Recorder) was also successfully read out.

26feb19 YV2907 Bell 204 1046 w/o

An Aerocopter Bell 204 crashed under unknown circumstances at Sifontes, Bolivar state, Venezuela, killing all three persons onboard.

26feb19 MiG-21bis w/o  
The Cuban Revolutionary Air and Air Defense Force lost a MiG-21, about forty kilometres from Havana, at Güira de Melena. The plane caught fire in flight according to an eyewitness. The pilot ejected and survived. Here is a YouTube video of the aftermath: [www.youtube.com/watch?v=xP9Og7KnZUo](http://www.youtube.com/watch?v=xP9Og7KnZUo)

26feb19 ZS-SJX ERJ135LR **145428** dam  
A South African Airlink Embraer, performing flight SA8307 from Kasane, Botswana to Johannesburg, was climbing through 7,000 feet out of Kasane at about 240 knots when a large bird, reportedly a hooded vulture, impacted the aircraft's nose, penetrated the pressure vessel and became stuck. The crew returned to Kasane for a safe landing, where the aircraft was still on the ground about 56 hours later.

26feb19 4K-AZ88 G200 **189** dam  
The Gulfstream G200 of Silk Way Business Aviation slid off the side of runway 24C after landing at Moscow's Sheremetyevo International Airport, Russia. The aircraft slid sideways off the left side of the runway and became stuck in snow. The five occupants (three passengers and two pilots) were not injured. Moscow-approach released a video of the incident on Twitter: [twitter.com/moscow\\_approach/status/1100686879819743233](https://twitter.com/moscow_approach/status/1100686879819743233)

27feb19 KF-16D w/o  
A Republic of Korea Air Force KF-16D crashed today into the Yellow Sea, the two pilots on-board were safely rescued. According to the Air Force, the two-seat KF-16D Fighting Falcon fell into the sea at around 12:13 p.m., minutes after departing from Gunsan airbase, North Jeolla Province. The two pilots ejected from the jet just before crashing and were rescued and are reported to be in good condition. The Air Force has formed a task force to determine the cause of the crash.

27feb19 ZP- Mi-17V-5 w/o  
An Indian Air Force Mi-17V-5 crashed in an open field near Garend Kalaan village, Budgam district of Jammu and Kashmir, killing the pilots and one civilian. The chopper broke into two and caught fire immediately. The crash comes amid spiralling tensions with Pakistan over the Kashmir region, which both countries claiming a stake. Earlier reports indicated that the crashed aircraft was a MiG-23.

27feb19 CU2328 MiG-21bisUPG w/o  
India and Pakistan have a contested area, Kashmir, which has been the reason for quite some incidents. Recently it flared up again and an Indian Air Force MiG-21 was shot down after entering Pakistani airspace. It came down on the Pakistani side of Kashmir. The pilot was captured and was shown in official videos and later released again.

27feb19 9N-AMI AS350B3e **8324** w/o  
All seven occupants (including the Nepali Minister for Culture, Tourism and Civil Aviation, the owner of Yeti Airlines & Air Dynasty and the Deputy Director-General of Civil Aviation Authority of Nepal) of the Air Dynasty Écureuil perished after it crashed into a hill side near Pathibhara, Taplejung district, shortly after take-off. The reason for the crash was not immediately known.

27feb19 OB-1926-P PA-34-200T **34-7970492** dam  
The Master of the Sky Piper Seneca II experienced a loss of directional control and a subsequent runway excursion while practicing touch and goes at Lib Mandy Metropolitan Airport. The aircraft sustained substantial damage and the occupant(s) onboard were not injured. Maybe a Master in the Sky, but not so much on the Ground...

27feb19 HL9464 AS365N3 **6730** w/o  
The Gyeongnam Fire Department lost a Dauphin 2 at the Hapcheon Dam, Hapcheon County, South Korea when it crashed into the lake during a forest fire-fighting drill. All three occu-

pants survived the accident.

27feb19 JA184A/SH184 Bell 505 **65032** dam  
A Bell 505 of the Miyagi branch of the Japan Coast Guard School, sustained substantial damage on skids and fuselage by a hard landing while training an emergency landing at Sendai Airport. There were no injuries. The JCG has been operating four Bell 505s since April 2018.

28feb19 N260MW HH-60L **70-1084** w/o  
Former 86-24560 of the United States Army (now operating as a civilian for Arista Aviation Services) crashed en route to HeliExpo 2019 (held 4-7 March in Atlanta (GA)) and came down in Tullahoma, Moore County (TN). Both occupants sustained moderate injuries.

28feb19 N428CD PA-46-350P **4636232** w/o  
Shortly after take-off from Shreveport-Downtown Airport (LA), the pilot of the Lennard Properties Piper Malibu Mirage JetProp DLX declared an emergency and elected to return when the single engine airplane went out of control and crashed into the Red River near the airport. The wreckage was found the following day. Sadly both occupants did not survive the ordeal.  
The JetPROP DLX is an aftermarket turbine engine conversion for the PA-46-310P Malibu and PA-46-350P Malibu Mirage.

01mar19 ZK-WKA DHC-2 **1585** w/o  
Auckland Seaplanes' De Havilland Beaver experienced a nose over subsequent to a gear down landing upon the waters of Auckland's Waitemata Harbour, offshore of the Auckland Central Business District on the North Island. The aircraft remained afloat nose down, having sustained undetermined damage, and the sole pilot onboard was not injured during the incident. A ferry in the harbour passed the aircraft and someone put a video on YouTube: [www.youtube.com/watch?v=FEBWU10oyX0&t=111s](http://www.youtube.com/watch?v=FEBWU10oyX0&t=111s)

03mar19 5Y-KDL Bell 505 **65037** w/o  
The private Bell Jet Ranger X crashed on take-off from Labolo, Lake Turkana, Central Island National Park, Kenya. It was one of two that had earlier landed at the Labolo Camp. All five occupants, the pilot and four American tourists, died in the crash.

03mar19 40 MiG-29M **2960532040/4205** w/o  
A MiG-29M of 41. Eskadra Lotnictwa Taktycznego of the Sily Powietrzne (Polish Air Force) crashed at Stoczek and impacted heavily wooded terrain under unknown circumstances. The Polish Ministry of Defence has confirmed the pilot is in stable condition in hospital.  
As recently as 6 July 2018 a MiG-29 crashed as well, that time the pilot was killed. The previous accident was followed by a grounding of the fleet. It remains to be seen how the recent crash will influence keeping the fleet active for now or not.

03mar19 7T-VIO Beech 1900D **UE-366** dam  
Tassili Airlines had one if its Beech 1900Ds damaged after it experienced a left-hand main landing gear collapse while landing at Ain Beida Airport, in Ouargla, Algeria. None of the sixteen occupants onboard were injured.

03mar19 N105HJ HA-420 **42000105** w/o

03mar19 N715CG CL350 **20537** w/o  
A very strong tornado in Alabama and Georgia not only killed at least 23 persons on the ground, but also destroyed this HondaJet of Banyan Jet Service at Eufaula-Weedon Field (AL). Another jet was Challenger 350 N715CG (20537) of CG Challenger.

03mar19 N14171 ERJ145XR **14500859** dam  
United Express flight UA4933 (from Newark-Liberty International Airport (NJ) to Presque Isle-Northern Maine Regional Airport (ME) and operated by CommutAir), skidded off runway 1 at after its second landing attempt. At 11:09hrs local time, at an altitude of 2,000 feet, and in a limited visibility due

to snow fall and freezing rain, the captain decided to initiate a go-around. About twenty minutes later the crew started a second approach to runway 1. After touchdown, the aircraft went out of control and veered off runway to the right. While contacting snow, both main landing gears collapsed. The left main gear was torn off and collided with the left engine before the airplane came to a stop. A crew member and three passengers were injured. At the time of the accident, the visibility was limited to a half a mile in snow fall and freezing rain. Also, it was reported that both the freezing rain sensor and the Runway Visual Range (RVR) system values were not available at the time of the accident.

04mar19 TI-AOP PA-34-200T **34-7970241** w/o

Wet feet for the pilots of this Prestige Wings Piper Seneca III It took off from runway 09 at Tobias Bolaños but during the initial climb out the aircraft started to develop a technical malfunction. The pilot informed the tower and declared an emergency as the Piper lost speed, forcing the pilot to make an emergency landing in the river Virilla near Alfredo Gonzales Flores Bridge, just 1.28 kilometres from runway 27 of Tobias Bolaños. The aircraft was written off but the pilots walked away without injuries.

04mar19 Bell 214 w/o

The ambulance helicopter struck a power line near Kiar city, Kiar County, Chaharmahal and Bakhtiari province, Iran and crashed. All five occupants died in the crash, while the helicopter was destroyed by fire.

04mar19 C-FAFV Ce208B **208B0528** dam

A Cessna Grand Caravan of Amik Aviation, with seven people onboard, crash landed near Little Grand Rapids (Man.) when the nose-gear collapsed, causing damage to the single-engine turboprop. The RCMP (Royal Canadian Mounted Police) responded around 2:30 pm to the crash on Family Lake, after the Cessna landed short of the remote community's runway by approximately three to five kilometres. Everyone was transported to the Little Grand Rapids nursing station, where some were treated for minor injuries, including the pilot, RCMP said. Little Grand Rapids is primarily a fly-in community, with only an ice road in winter and is located in east central Manitoba, near the Ontario border, about 270 kilometres north-east of Winnipeg.

04mar19 PN-120 MD369FF **0163FF** dam

An MD369FF of the Policía Nacional suffered an accident in Parque Bicentenario-Quito, Ecuador, due to a possible technical malfunction. At the time it was performing a flyby from Quito to Santo Domingo. Two patrol boats, nine Policía Nacional motorbikes and two ambulances of the Ecuadorian Red Cross were transferred to the site, where they found four injured persons.

05mar19 JTH2-20/19/42079 AU-23A **2079** w/o

A Royal Thai Air Force 501sq AU-23A (a Fairchild licence built PC-6) JTh2-20/19/42079 (former FY 74-2079) crash-landed at Wat Bang Sala, Khlong Hoi Khong district around noon. The single-engine plane took off from the 9th ad hoc air force command in Pattani province at 11.56am, heading for Wing 56 in Khlong Hoi Khong. It suffered an engine problem as it was approaching Wing 56 and the pilot made a hard, forced landing in the grounds of Wat Bang Sala in Tambon Ban Phru. Its three-headed crew - two air force pilots and a mechanic - were slightly injured and taken to a local hospital.

The RTAF received the AU-23 Peacemaker gunship, a utility transport plane, from the United States in 1972. The US used a small fleet of the modified Peacemaker, originally a single-engine Pilatus PC-6 Porter built in Switzerland, for counter-insurgency missions during the Vietnam War. All were later sold to the Royal Thai Air Force.

06mar19 9Y-TTA ATR72-212A **968** dam

One of Caribbean Airlines' ATR72s crashed into a wall of the terminal building at Piarco International Airport, Trinidad and Tobago. A statement from the company mentioned that the ATR taxied from the ramp to the hangar for maintenance, when it hit the wall of the terminal. Nobody was injured but the ATR received quite some damage to the nose.

08mar19 N64RA UH-1B **3112** w/o

Following a mayday call, the logging Iroquois of Iron Eagle Helicopter impacted heavily rugged terrain in Olympic Peninsula (WA). The wreckage was located at 09:00hrs local time. The helicopter was destroyed and the sole pilot onboard, the owner of Iron Eagle Helicopter, was fatally injured.

08mar19 MiG-21 Bison w/o

In the afternoon (local time) a Bharatiya Vayu Sena (BVS, Indian Air Force) MiG-21Bison crashed near Bikaner, Rajasthan. The pilot managed to eject successfully. According to local sources, the MiG-21 took off from Nal-Bikaner AFS on a routine mission in the afternoon when it suffered a technical problem in its engine, possibly due to a bird-hit. The aircraft crashed in an open field.

08mar19 427 OA-37B **43397** dam

An A-37 Dragonfly of the Fuerza Aérea Salvadoreña received damage after a crash landing at Monseñor Romero Según Airport in El Salvador. Reason was a partial landing gear extension. Both pilots managed to walk away from the incident.

09mar19 HK-2494 TC-47K **33105/16357** w/o

A LASER Aéreo Colombia Skytrain was destroyed by fire after it crashed on a dirt road in a palm plantation at Vereda La Bendición, near San Carlos de Guaroa, Colombia, killing three crew members and eleven passengers. The aircraft was operating a flight from San Jose del Guaviare to Villavicencio but about forty minutes after take-off, the pilot reported an 'engine problem'. The aircraft apparently crashed shortly after this. The accident site is 32 miles south-east of Villavicencio. Amongst those killed were the mayor of Taraira, her husband and daughter. The USAAF operated this C-47 as 44-76774 for a short while before it was transferred to the US Navy as 99826. After its military career it entered civil life in 1971, ending up in Latin America in 1980, where it remained until this fateful final flight.

09mar19 N922EJ CeT337C **337-0944** w/o

All four occupants of the Western Skymasters Cessna Turbo Super Skymaster were killed after the push prop impacted wooded terrain south of FM 968 on Waldrons Ferry Road. in Harrison County south of Hallsville (TX).

10mar19 ET-AVJ B737-8 **62450** w/o

It is a mix of old and new that unfortunately is coming down the last few days. Today it was a brand new Boeing (delivered 15 November 2018), yesterday a C-47 that first flew in 1945... Ethiopian Airlines Boeing 737MAX8, operating flight ET302 from Addis Ababa, Ethiopia, to Nairobi-Jomo Kenyatta International Airport, Kenya, departed Addis Ababa-Bole's runway 07R at 08:38hrs local time and was in the climb out when the aircraft levelled off at about 9,000 feet. Radar contact was lost shortly after at 08:44hrs and not long after the aircraft wreckage was found near Ejere, with sadly no survivors. The airline reported rescue and recovery forces were on their way to the crash site near Bishoftu, Ethiopia, about 31 miles south-southeast of Addis Ababa. Onboard were eight crew members and 149 passengers, representing 33 different countries.

In a subsequent press conference on 10 March Ethiopian Airlines stated the crew reported difficulties and requested a return to Addis Ababa. The crash site appears to be consistent with a steep dive. The aircraft had undergone last "rigorous first check maintenance" on 4 February and had last operated to and from Johannesburg, South Africa, arriving back in





In 2001 this Embraer ERJ135LR was delivered to South African Airlink. The company changed the titles to Airlink on ZS-SJX in 2008. (O. R. Tambo International Airport, 18 March 2009, Maarten Visser Sr)

Addis Ababa in the morning of 10 March before departing for that faithful flight. The following day, 11 March, the airline announced that both the Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) have been recovered.

This is the second accident involving a MAX8, the first one being Lion Air B737 PK-LQP which crashed on 29 October 2018. On that occasion, on the basis of preliminary information gathered in the investigation, Boeing and the FAA were planning to publish warnings about erroneous angle of attack indications on cockpit instrument displays of the 737 MAX. This accident, so far, seems to have suffered from the same issue, given the impact it made...

10mar19 N55500 T-28B **200-79** w/o

The Strong Tower Services Trojan, flying in USAF colours with former serial 137716/555, crashed during an aerial show at Escuintla, Guatemala. The pilot was injured, and the mechanic was killed. The pilot later died in hospital from the injuries sustained in the crash. This is former 53-137716 when it operated for the USAF.

10mar19 N577AL Bell 407 **53247** w/o

Both occupants of the Bristow US Bell 407 died after it crashed under unknown circumstances off the Louisiana coast, while enroute from Galliano (LA) to Venice (LA).

10mar19 N299GS BAe125-600A **256046** w/o

A BAe125-600 got written off during an apparent forced landing in a jungle area near San Pedro Peralta, Mexico. One of the two pilots was killed, the other sustained serious injuries. The aircraft was found to be carrying 200 kilograms of cocaine. US registration marks 'N18BA' were applied on the engines on both sides of the aircraft and are fake. At the time of the accident the registration was current in the FAA register, belonging to a 125-700A with msn **257167/NA0316**.

11mar19 PK-DPT Ce208B **208B** dam

Operating a cargo flight (goods weighing 1,270 kilograms) from Mozes Kilangin Timika Airport to Aminggaru Ilaga Airport, Puncak Regency, the Dabi Air Nusantara Cessna Grand Caravan sustained damage after a runway excursion and nose gear collapse upon landing when it hit rocks after the overrun. The brakes reportedly malfunctioned and the runway was wet. The crew of two was uninjured.

12mar19 JH-7 w/o

A People's Liberation Army - Naval Aviation (PLANAF, China Naval Aviation) aircraft crashed in the Hainan province, killing two crewmembers. According to a statement from the Ministry of Defence, the crash happened during a training over Ledong county in the southern part of Hainan Island. The type of aircraft was not confirmed in the statement, but

an unverified witness account mentions the type as a twin-seat Xian JH-7.

12mar19 N400JM PA-31-350 **31-8152002** w/o

The pilot of this MARC Piper Navajo Chieftain, that crashed into a house in Madeira, was confirmed dead, according to Madeira Indian Hill Fire Chief Stephen Ashbrock. According to fire officials the Navajo had been gathering images for maps and geographic information systems (GIS), went down between a house and a fence and hit the addition on the back of the house, knocking part of the addition down. The house hit by the Piper was 6548 Rollymeade Ave., just off Kenwood and Shawnee Run roads, just east of the Kenwood Country Club. Neighbours described hearing a thud, but not a violent explosion, when the aircraft struck an addition to the home, destroying about half the room. The crash caused a fire. Witnesses saw some smoke rise from the crash, but by all accounts, the fire was small and contained.

12mar19 ..275. RC690 w/o

The Rockwell 690 Turbo Commander was found on an illegal landing strip at La Laguna Larga, Peten, Guatemala. It had been used for transporting drugs and was destroyed by law enforcement officers. A potential candidate for this registration might be YV2750, being an Aero Commander 681 with msn 6059.

13mar19 N5440F T-28B **200-365** dam

One person was killed and another injured after a private Cessna 152 (N48962, **15281075**) and this private T-28B Trojan (former BuNo 138294/2P of the US Navy's VT-6, and it was flying around as such) collided in a fiery crash at Compton-Woodley Airport, Los Angeles County (CA). It is unclear why the collision occurred and whether both people were onboard. The FAA is investigating the circumstances of the crash.

13mar19 L-39 w/o

The Algerian Air Force lost an L-39 Albatros under unknown circumstances at Sidi Ghanem, Oran, Algeria, while on a local training flight. The pilot and trainee died in the crash.

13mar19 Mi-24/35 w/o

An Armée de l'Air Tchadienne Mi-24/35 went missing during a flight from home base N'Djamena-Hassan Djamous-Kosseï to Faya-Largeau in northern Chad. The attack helicopter left N'Djamena for a support mission, but never arrived at Faya. The AAT as well as Chadian ally France sent reconnaissance aircraft to support a search and rescue mission. The Armée de l'Air is active in and over Chad. It had deployed Mirage 2000s - including their sophisticated ASTAC tactical reconnaissance pods - to Chad in support of Operation Barkhane.

The Adla Mirage 2000s and an AAT Beech 1900 were also searching for the Hind, which most probably crashed or made a precautionary landing somewhere in the Chadian desert. For several months, the army has been deployed in the extreme north of Chad, Tibesti, scene of recurrent clashes between miners and the army.

14mar19 UH-60 dam

The IDF (Israel Defense Force) lost a Yanshuf in the settlement of Beit Shemesh, which is near the city of Jerusalem in central Israel, after it struck trees and crashed in bad weather conditions. Preliminary info suggests that the pilot flew in an area known for its long trees in bad weather, which caused him to crash into a large tree.

14mar19 C-FYHT Bell 212 **30869** dam

A Yellowhead Helicopters Bell 212 was conducting heli-skiing operations at Mike Wiegele Helicopter Skiing (MWHs), about thirteen miles north north-east of Blue River (B.C.), with one pilot and eleven passengers onboard. After refueling the helicopter at a remote fuel cache, approximately ten miles north of Blue River, the pilot returned to pick up the nine skiers and two guides. Shortly after take-off, the pilot encountered whiteout conditions caused by the low-density snow disturbed by the rotor downwash. Control of the aircraft was lost, the helicopter impacted terrain, rolled to the left, and came to rest inverted in deep snow, activating the ELT (Emergency Locator Transmitter). The passengers and a guide egressed the helicopter utilizing the interior roof mounted ladder system and the right-side push-out window. The pilot and the other guide exited the helicopter through the right-side pilot door. One of the guides contacted the operator's dispatcher, who initiated the emergency response plan. A company helicopter was sent to the accident site, and all occupants were transported to the Albreda ski lodge. There were no injuries, however the helicopter sustained substantial damage.

15mar19 TG-LEC PA-34-200T **34-7870261** w/o

A private Piper Seneca II impacted trees and terrain a few seconds after take-off from Rubelsanto Airfield, Alta Verapaz, Guatemala, and was consumed by the immediate impact fire. The number of occupants/injuries was unknown.

15mar19 1510 Mi-17-1V **646M07** w/o

A Mi-17-1V of the Force Aérienne Rwandaise, operating for the United Nations with registration UNO-562P, crashed a few kilometres outside Pagak, Upper Nile State, in the north-east of South Sudan in the afternoon. All eleven occupants escaped the hard landing without injuries. The Mi-17 started its journey from Pagak to Malakal when things went wrong directly after take-off. It looks like the helicopter is a write-off, but we have multiple examples of look-a-like Russian helicopters that are repaired after such an incident. Rwanda dispatched Mi-17s to South Sudan in support of UN peace-keeping operations since 2014.

16mar19 PK-EAH Bo105M **5048** w/o

All four occupants of the Air Transport Services Bolkow survived the crash landing at Jayaratu Village, Sariwangi District, Tasikmalaya, Indonesia, with three persons receiving serious injuries.

16mar19 N800DC Beech D50 **DH-120** w/o

The pilot and sole occupant of the Caffey Aviation Beech Twin Bonanza died after the aircraft impacted residential terrain in Riverside County, south-west of Riverside Municipal Airport (CA) after engine trouble. The Beechcraft was partially consumed by the post-impact fire.

16mar19 PK-BSF PAC750XL **129** w/o

16mar19 UR-CMZ Mi-8MTV-1 **108M40** nil

Flash floods and landslides triggered by torrential rain in Indonesia's easternmost province of Papua have killed at

least 58 people, injured dozens and displaced more than 4,000. Next to the human drama hundreds of houses, three bridges and this Cenderawasih Air PAC750XL, parked at Sentani Airport, were damaged by the floods. Another victim was Mil Mi-8MTV-1 UR-CMZ (108M40) of the Indonesian National Board for Disaster Management, which received damage.

17mar19 N424TW Ce421B **421B0816** w/o

The Cessna Golden Eagle of Classic Solutions impacted farm field terrain in Union County, north-east of Plain City (OH). The airplane was damaged beyond repair upon impact with the terrain and powerline supports. The sole pilot onboard the aircraft received fatal injuries. Weather may have been a factor to the incident.

17mar19 EP-FAB B747-281F(SCD) **25171** dam

During the off-loading of cargo at Doha, Qatar, this Fars Air Qeshm Boeing B747-200F EP-FAB tipped on its tail. The cargo handlers mistakenly unloaded the cargo from the nose first! This Jumbo is the sole freighter carrying weapons for the Iranian Revolutionary Guard Corps to Syria.

18mar19 9M-TST CL300 **20135** dam

A Bombardier Challenger 300 of Berjaya Air sustained damage to the left-hand wing after colliding with an airport engineering vehicle after landing on runway 15 at Kuala Lumpur-Sultan Abdul Aziz Shah Airport, Malaysia. The driver of the vehicle was critically injured.

18mar19 N4MH IAI1124 **232** w/o

The twin engine Sundance Airport IAI 1124 Westwind departed Panama City-Northwest Florida Beaches International Airport (FL) at 13:30hrs local time, bound for Sundance Airport located north-west of Oklahoma City (OK). The aircraft was inflight near the threshold of runway 18 when the left engine upper half of the thrust reverser deployed for unknown reasons (most likely a mechanical failure), which caused a rapid asymmetrical thrust situation followed by a rapid roll to the left, which was unrecoverable. The aircraft first contacted the ground inverted off the left side of the runway, heading about 45 degrees off the runway heading. It then slid about two hundred feet while still inverted. There is no ground scaring on the runway or leading off the runway. Both occupants were killed.

19mar19 EP-IDG Fokker 100 **11302** dam

An Iran Air Fokker 100, performing flight IR215 from Qeshm Island to Tehran-Mehrabad with 24 passengers and nine crew, needed to land with both main gear struts not extended at about 21:30hrs local time (18:00Z). The aircraft came to a stop on its nose gear and aft belly. There were no injuries, the aircraft sustained substantial damage.

On 21 March Iran's AIB (Accident Investigation Board) released a preliminary report in Persian stating the #1 hydraulic system had failed just as the aircraft began the descent towards Tehran. As a result of the hydraulic failure the system could not release any of the landing gear struts. The crew worked the related checklists and attempted an alternate gear extension, releasing the gear manually. However, only the nose gear was released that way, the main landing gear was not released. The crew therefore declared an emergency and performed a partial gear up landing. Following the landing the passengers were evacuated from the aircraft, there were no injuries, there was a small and brief fire, which got quickly extinguished. With the assistance by Iran's military the aircraft was removed from the runway to a southern apron of the airport, the runway returned to service about three hours after landing.

20mar19 VH-SZS AS350B3 **7421** w/o

The Aeropower Holdings Ecureuil crashed near Woomera (SA), Australia, while on a contract for energy company ELECtraNet, killing the pilot. The Civil Aviation Safety Authority says the Queensland man was laying power cables not far

from Oz Minerals' Carrapateena copper-gold mine, when it crashed, around 10.30hrs local time in the morning.

21mar19 JA605F B767-316F **30842** dam

21mar19 N623FE MD-11F **48794** dam

Two cargo flights from Tokyo-Narita International Airport, Japan to Shanghai-Pudong International Airport, China were cancelled due to both hitting each other with their tails. ANA All Nippon Airways flight NH8517, Boeing 767 JA605F, was pushed back when its tail crashed into standing FedEx MD-11F N623FE on taxiway W. The ANA Boeing sustained substantial damage on the vertical stabilizer and the tail cone, while the FedEx triholer received damage on the #2 engine (in the tail). No personal injuries were reported but both aircraft were grounded.

22mar19 RA-24169 Mi-8T **98943015** w/o

A Mi-8 of Yamal Airlines performed a hard landing at Nori village while performing a passenger flight on the Nadym - Nori - Nyida - Kutopjugan - Nadym route. All three crew and twenty passengers could escape safely (one passenger suffered minor back injuries), but the helicopter is badly damaged due to a broken tail boom. The passengers were picked up by a spare helicopter and transported to their destination.

22mar19 N990PA Sabre 60 **306-114** w/o

Yet another victim of the illegal narcotics trade between Latin America and Northern America. This private Sabreliner crashed near an illegal landing strip located close to the beach between Bajamar and Punta Sal, Honduras. In the wreckage a package of cocaine was found, along with a fire arm. On the day before the accident the aircraft was recorded by flight tracking website Flightaware as flying from an airfield at or near Chetumal, Mexico. The last data point shows the aircraft at FL221 over the Caribbean Sea on a heading towards Venezuela or Colombia.

23mar19 A2-MBM Beech B200 **BB-1489** w/o

A Beechcraft B200 Super King Air of Major Blue Air impacted the ATC tower and club house at Matsieng Aerodrome, Botswana. The pilot and sole occupant of the aircraft was killed. Earlier in the afternoon the pilot was an uninvited guest at a private function that was held at the Matsieng Flying Club facility. In a statement, the Matsieng Flying Club reported that it was rumoured that the pilot was involved in a domestic dispute earlier in the afternoon. At approximately 20:15hrs local time the aircraft approached the airport from

the direction of Sir Seretse Khama Airport and made a number of low-level fly pasts from different directions, past the Club facilities next to the Air Traffic Control tower. An immediate evacuation of the club premises was ordered. The final extreme low level run by the aircraft along runway 36 resulted in an impact with the Matsieng Flying Club at ground level. The Club and ATC tower were destroyed on impact. The post impact fire destroyed thirteen parked vehicles.

23mar19 N323MT Beech 95-B55 **TC-1256** dam

Following a reported mechanical failure, the 3 BS Aviation Beech Baron impacted a field about four miles east of Big Cypress Airfield, in Hendry County (FL) while on an emergency approach to the airport. The aircraft sustained substantial damage and all three occupants survived with minor injuries.

25mar19 CC-AEM AS350B3 **7157** w/o

Sadly all six occupants of the Ecocopter Ecureuil were killed when it crashed at Colliguay, Quilpué, Chile, while carrying four power lines. The exact circumstances are unknown.

27mar19 Mi-8 w/o

Part of a helicopter four-ship this Kazakhstan Air Defence Force Mi-8 crashed during exercises, while flying from Aktau to Shymkent. It came down in the Zhalagash district, Kyzylorda region and all thirteen onboard did not survive the crash. Exactly what happened is unknown.

27mar19 N818MC AS350B3 **4755** w/o

The Mountain Air Helicopters Ecureuil, on a contract to the US Forest Service, crashed in woodland in the area of Bethel Road and FM 149, during a controlled burn in Sam Houston National Forest, between Conroe and College Station, Montgomery County (TX). A fire-fighter died and the pilot and another fire-fighter received serious injuries.

29mar19 MiG-29 w/o

The Fuerza Aérea del Perú (or Peruvian Air Force) lost a Migoyan Gurevich MiG-29 at Lambayeque, near Chiclayo, while it was on a training flight. The pilot made successful use of the ejection seat.

Credits: ASN, Aviation Herald, B3A, FlightGlobal



A Polish Mig-29 came down in Mazovian Voivodeship shortly after take-off. Luckily the pilot of the fighter with serial 40 managed to eject. (Florennes Air Base, 15 June 2017, Carlos Geurts)

# Military news & updates



Zooming by at Death Valley and clearly aware of the photographer, this F-117 jock makes the Shaka sign. As we revealed, the F-117 was brought back to active service and we suspect this may be one of the last flights before the type is returned to storage. (27 February 2019, Dan Stijovich)

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-011	312/313sq	ex 322sq	<b>6D-167</b>	mar19
J-063	313sq	ex LCW	<b>6D-146</b>	mar19
J-201	322sq	ex LCW	<b>6D-108</b>	mar19
J-362	322sq	ex LCW	<b>6D-119</b>	mar19
J-616	322sq	ex 312sq	<b>6D-48</b>	mar19

#### F-35A

F-003	308th FS	ex Lockheed Martin	<b>AN-03</b>	feb19
F-004	308th FS	ex Lockheed Martin	<b>AN-04</b>	feb19
F-005	308th FS	ex Lockheed Martin	<b>AN-05</b>	mar19
F-006	308th FS	ex Lockheed Martin	<b>AN-06</b>	feb19
F-007	308th FS	ex Lockheed Martin	<b>AN-07</b>	feb19

### Austria

Österreichische Luftstreitkräfte (AF)

In the past, we have already mentioned the Austrian Bundesheer intention to procure three additional S-70A Black Hawk helicopters, as part of the so-called 'Katastrophenschutzpaket'. The Black Hawk helicopter is considered a particularly reliable and versatile multi-purpose helicopter, which is also suitable for use in high mountains and in bad weather conditions, which are very common in Austria. Ace Aeronautics LLC has been awarded with a contract valued at over USD 50 million and involving the design, manufacture, and installation of a new avionics system in the three S-70A Black Hawks. The work will be performed at the Sikorsky company headquarters located in Guntersville (AL), with deliveries beginning in 2021. Ace Aeronautics will be installing the ACE DECK VL-60 cockpit upgrade to the additional aircraft, which offers the GARMIN G5000H Integrated Flight Deck and the tactical military grade agility of the Avalex Technologies Cockpit Management Unit (CMU) and Digital Mapping System. With these additional

Black Hawks, the mittlere Transporthubschrauberstaffel (mTHSSSta) stationed at Tulln-Langenlebarn

The first flight of the S-70A Black Hawk helicopter in Austria took place on 21 September 2002. The first of these helicopters were procured as a result of the catastrophe of Galtür. Since its official service introduction in 2002, the S-70A Black Hawk has flown over 25,000 accident-free hours, transporting about 219,000 people and about 23,000 tons of external and internal loads.

### Estonia

Eesti Õhuvägi (AF)

On 12 March 2019, during a ceremony at Ämari air base in Estonia, the first PZL M28 Skytruck, serial 44 black, was handed over to the Estonian Minister of Defense Jüri Luik. The Skytruck is the first of two M28s donated by the USA. The second one will arrive in the summer of 2019. They will replace the two An-2s still in service with the Estonian Air Force. The new aircraft will enter service with 1.Eskadrill/Lennugrupp (Composite Flight Wing) at Ämari air base.

In 2015 the An-2s were due to be replaced by two Short C-23 Sherpa transport aircraft that were stored at AMARG and were offered free of charge by the USA. The decision to reject the Sherpa was made after internal investigations showed that this type of aircraft did not meet the air force's needs. Especially the lack of VSTOL capability - to land and take off from very small grass fields anywhere in Estonia (as the An-2 can do) - contributed to the decision.

Both PZL M28 Skytrucks were modified by Sierra Nevada Corporation and were designated C-145A during their USAF careers. They were used by the USAF Special Operations Command (AFSOC) before being decommissioned and sent to the Boneyard (AMARG).

#### M28-05

44	1. Eskadrill	h/o 12mar19	<b>AJE00317</b>	mar19
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### France

Armée de l'Air (AF)

#### Armée de l'Air (AF)

LFBT = Tarbas / Ossun Lourdes

#### Alpha Jet E

E112/705-AO	EAC00.314	ex 8-AO		feb19
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### Beech 350ER/ALSR

1018/F-WTAO	on order	<b>FL-1018</b>	nov18
1030/F-WTAP	on order	<b>FL-1030</b>	18

Pre-delivery photos show the serial in grey on the tail of the white aircraft.

### C-160R

R205/64-GE	ex ET00.064	wfu dec18	<b>206</b>
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### TBM-700A

106/BX	pres LFBT	ex DGA-EV	<b>106</b> sep18
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Armée de Terre (AR)

### Tigre HAD

6031/BKE	on order	as F-ZKCY	<b>6031</b> feb19
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### Germany

#### Luftwaffe (AF)

The German government announced that it has funded the Luftwaffe to purchase three Airbus A350-900s as a replacement for the ever increasing failure of the A340-300s. The first A350 will be purchased this year, the second aircraft in 2020 and the last one in 2021. The aircraft will be received in normal cabin configuration and will be refitted for government purposes at a later time.

As mentioned earlier, the German Ministry of Defence decided to add the F-35 to the competition as a replacement for the German Tornados. However, we can now report that the German Ministry of Defence has already put the F-35 out of this competition. For now only the Boeing F/A-18E/F and the Typhoon are in the competition. We will keep you updated!

ETSI = Ingolstadt/Manching

### A400M

54+24	LTG62	d/d: 13feb19	<b>084</b> mar19
54+27	LTG62	d/d: 07mar19	<b>087</b> mar19

### C-160D

50+36	LTG63	ex LTG62	<b>D58</b> mar19
50+72	LTG63	ex LTG61	<b>D109</b> jan19
50+83	LTG63	ex LTG61	<b>D120</b> mar19

### EF2000

30+25	TLG71	ex TLG74	<b>090/GS015</b> feb19
30+75	TLG74	ex TLG71	<b>GS056</b> feb19
30+83	TLG71	ex TLG31	<b>GS063</b> mar19
31+46	TLG31	ex EADS	<b>GS0106</b> feb19
31+50	EADS	f/n: ETSI	<b>GS0110</b> mar19

### NH90-TTH

79+23	lHaz	ex Airbus Heli.	<b>TGEE23/GEAF30/1416</b> feb19
79+32	f/n Airbus Heli.		<b>TGEE32</b> feb19

### UH-1D

70+89	WTD61	"SAR" mks. / ex THR30	<b>8149</b> dec18
73+37	WTD61	ex THR30	<b>8457</b> mar19

### Iceland

#### Íslenska Landhelgisgæslan (CG)

The Icelandic Coast Guard will take delivery of two newly upgraded H225 Super Puma helicopters. The H225s will replace two AS332L1s, registrations TF-GNA and TF-SYN, leased from Bristow Norway. The Super Pumas were upgraded to H225 by Heli-One in Norway and are former model EC225LP.

The first H225, registration TF-EIR, was delivered to Iceland on 16 March 2019. The second helicopter will arrive early April 2019 and will take up registration TF-GRO. Both helicopters are owned by Knut Axel Ugland Holding and are leased to the Icelandic Coast Guard.

### H225

TF-EIR	ICG	ex LN-ONF	<b>2750</b> mar19
TF-GRO	ICG	to be delivered in apr19	

### Italy

BRAC = Bracciano (RM)

LIPE = Bologna-Borgo Panicale (BO)

#### Aeronautica Militare (AF)

In the first week of March, Istrana Air Base near Treviso in northern Italy saw the arrival of six Lockheed Martin F-35A Lightning IIs from the Amendola based 32° Stormo. They operated from Istrana during the exercise 'Lightning Thunder Over Europe' with the main goal of consolidating the full operational capacity of the 13° Gruppo (part of the 32° Stormo). One of the destinations was the Polygone Electronic range at Bann, Germany. This range allows to simulate enemies attacking more realistically and to fight the enemy threats. It prepares pilots for emergencies and gives them the chance to get real-time feedback on their threat reactions and whether or not they would have survived the engagement. The Istrana based 51° Stormo contributed to the success of the exercise by providing logistic and operational technical support.

### AMX ACOL

MM7183/-	GEA 51° Stormo	ex -/3° RMV	<b>IX095</b> mar19
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For now, you will have to go to Luke AFB (AZ) to catch the Royal Netherlands Air Force's Lightning IIs. F-006 is seen on approach to its home base. (6 March 2019, Martin Uleman)



The only two (D-892 pictured) CH-47F Chinook helicopters, flying for the 298sqn, Royal Netherlands Air Force and based at Gilze Rijen, ceased flying activities in Dutch airspace and will continue their missions in the US after being upgraded. (Gilze Rijen, 31 January 2019, Danny Reijnen)

**F-2000A**  
MM7353/36-59 936° GEA new **IS079** jan19

**T-346A**  
MT55231/- 212° GEA new mar19

**TF-2000A**  
MM55133/37-33 18° Gruppo ex 4-36/904° GEA **IT012** mar19

**Tornado IDS MLU**  
MM7040/50-06 pres Poggio Renatico ex RS-01/311° Gruppo **357** oct18  
Aviazione dell' Esercito (AR)

**AB212**  
MM81120/UN-280 ITALAIR ex UN-404/LIPE **5640** jun16  
MM81121/UN-274 ITALAIR ex E.I.405/34° Gruppo **5641** nov18  
MM81123/UN-407 std BRAC ex ITALAIR **5643** apr16  
MM81125/UN-276 ITALAIR ex E.I.409/BRAC **5645** oct16  
MM81127/UN-282 ITALAIR ex E.I.411/BRAC **5647** nov18  
MM81128/UN-278 ITALAIR ex E.I.412/BRAC **5648** nov18  
MM81130/UN-283 ITALAIR ex UN-414/ITALAIR **5650** jan17

**AB412**  
MM81360/E.I.469 std BRAC ex UN-469/ITALAIR **25584** apr16  
Guardia di Finanza (PO)

**AW109N**  
MM81683/GF-305 SA Venezia ex Centro Aviazione **22516** mar19

**AW139**  
CSX81954/GF-410 Leonardo new **31847** mar19  
Vigili del Fuoco (PO)

**AW139**  
I-EAST/VF-139 Leonardo new **31833** mar19  
On 12 March 2019, the second AW139 of the Vigili del Fuoco with test registration I-EAST was noted during at test flight at Venegono (VA). It was unencoded, but should receive code VF-139.

### Norway

Norske Luftforsvaret (AF)

**AW101 Mk612**  
0273 OT&E d/d 20mar19 **50273/NOR06** mar19

**F-35A**  
5290 L-M, LRIP XI f/f 06mar19 **AM-19** mar19

### Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

On 25 February 2019, Belarus officially transferred four MiG-29 type 9-13s (Fulcrum C) to Serbia. The ceremony at the

558 ARZ in Baranovichi (Belarus) was attended by Minister of Defence of the Republic of Serbia, Alexander Vulin, and Chairman of the State Military-Industrial Committee of the Republic of Belarus, Roman Golovchenko. The MiG-29s are donated by Belarus. Serbia will pay for the overhaul and modernisation which will be carried out mostly by 558 ARZ in Belarus. Work has formally started on 22 February 2019 and will last 6-12 months. With these additions, the Serbia Air Force will have fourteen MiG-29s. The aircraft are based at Batajnica and operated by 101.lae (Fighter Aviation Squadron).

**MiG-29 9-13**

	o/o	fn 558ARZ	<b>2960714909</b>
	o/o	fn 558ARZ	<b>2960715133</b>
	o/o	fn 558ARZ	<b>2960715157</b>
	o/o	fn 558ARZ	<b>2960718708</b>

Ministarstvo Unutrasnjih Poslova (PO)

The Republic of Serbia placed an order with Airbus Helicopters for three H215 Super Pumas. All H215s will be taken on charge by the Ministry of the Interior (MUP) for use with the Policija Air Support Unit (Police Helicopter Wing). This unit is based at Beograd/Nikola Tesla. The delivery of the three helicopters is planned for 2021 and 2022. The H215s will add to the other four new H145 helicopters for the MoI.

### Spain

LEAB = Albacete  
LEGT = Getafe  
LEVS = Cuatro Vientos

Ejército del Aire (AF)

**CASA 101EB**

E.25-16/79-16	741 Esc	ex AGA	<b>016</b> mar19
E.25-19/79-19	741 Esc	ex AGA	<b>019</b> mar19
E.25-23/79-23	pres LEVS	ex AGA, as Aguila/3	<b>023</b> mar19

Reportedly, E.25-16 and E.25-19 were transferred from AGA (San Javier AB) to 741 Esc (Matacan AB) retaining their Aguila livery and AGA marks. Whether or not this transfer is permanent remains to be seen as it coincided with exercise SIRIO 19 at Matacan AB and these two aircraft may just have been participants. The third Aviojet was transported by road from Albacete to the Museo del Aire at Cuatro Vientos marked as Aguila/3.

**CASA 212-100**

T.12B-62/72-62	721 Esc	ex 72-18	<b>121</b> jan19
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T.12B-66/72-66 721 Esc ex 72-09 **129** jan19  
 These are the first reported code changes for 721 Esc (Murcia/Alcantarilla AB) according to the newly adopted coding system.

**EF2000**

C.16-23/11-03 Grupo54/CLAEX ex Ala 11/11-03 **SS003** feb19  
 C.16-46/11-46 Ala 11 ex Ala 11/11-20 **SS027** mar19  
 C.16-70/14-28 Airbus LEGT o/o, #10145 **SS051/IPA9** feb19  
 C.16-75/14-33 Ala 14 new, #10205 **SS056** feb19  
 C.16-76/(14-34) Ala 14 new, #10215 **SS057** feb19

The code of C.16-76 needs confirmation but seems plausible.

**H215M**

HD.21-21/802-21 Airbus LEAB o/o, #10216 feb19  
 Fuerzas Aeromóviles del Ejército de Tierra (AR)

**NH90-TTH**

(HT.29-13)/ET-813 Airbus LEAB o/o, #10209 **GSPA13** feb19  
 Noted as ET-813 so the serial needs confirmation

Sweden

Flygvapnet (AF)

The third prototype of the Saab 39 Gripen Next Generation performed static engine tests at the Saab Aircraft production facility at Linköping-Vårdsberg in March 2019. Saab Aircraft will complete three single-seat Gripen E prototypes. Aircraft 39-8 will mainly be used for airframe and general flight control tests and 39-9 as a tactical systems test-bed, while 39-10 will be completed as a production-standard airframe.

**JAS39E**

39-10 Saab Aircraft f/n **39-10** mar19

United Kingdom

Royal Air Force (AF)

Even though this might sound strange, the RAF had two units with the designation IX squadron from 30 January 2019 until 14 March 2019. At RAF Marham, IX(B)sq was still active with the Tornado GR4. At the same time, a Typhoon squadron started their work-up at RAF Lossiemouth on 30 January 2019. In the past, the “new” squadron officially was named “designate”. In this example that would be IX(Designate)sq. But it is unclear if that is still the case. On 14 March 2019, the Tornado squadron was officially de-activated at RAF Marham, while the Typhoon squadron officially stood up at RAF Lossiemouth on 2 May 2019.

On 30 January 2019, the following four aircraft were in use by IX(B)sq at RAF Lossiemouth: ZJ913/913, ZJ921/921, ZJ924/924 and ZJ935/935.

On 21 February 2019, the first operational flights took place of Texan T1 aircraft under the Military Flight Training System (MFTS). This brings the retirement of the Tucano T1 a step closer.

MAR reports that only 637VGS at RAF Little Rissington remains using the Viking TX1 gliders. Until end-2018, this was a dual unit operation with 621VGS and 637VGS. The future of 621VGS is unknown.

On 22 March 2019, it was announced that the Ministry of Defence (MoD) placed an order with Boeing for five E-7A Wedgetail aircraft. These Airborne Early Warning & Control (AEW&C) aircraft are slated to replace the current fleet of Sentry AEW1 aircraft at RAF Waddington. The Wedgetail is based on the Boeing 737-700ER series aircraft, fitted with a Northrop Grumman Electronic Systems Multi-role Electronic Scanned Array radar system. Since last year a number of RAF aircrew has been trained on E-7A operations while embedded with the Royal Australian Air Force (RAAF). The contract is valued at \$1.98 billion and the first aircraft should be delivered in 2023.

The main news from Great Britain of course is the retirement of the Tornado GR4. The first Tornado aircraft were delivered to the RAF in 1980, with the first frontline squadron standing up in 1982. Up until the very last moment, the Tornado GR4 was deployed to RAF Akrotiri (Cyprus) for Operation Shader. The last Operation Shader missions were flown end-January 2019. The eight aircraft deployed returned to RAF Marham early February 2019. These were the following aircraft with the return dates in February between brackets: ZA463/028 (4th), ZA542/035 (4th), ZA587/055 (5th), ZA597/063 (4th), ZA601/066 (5th), ZD744/092 (5th), ZD848/109 (4th) and ZG791/137 (4th).

On 19, 20 and 21 February, flypasses were conducted by three-ship formations over various airfields and other locations associated with the RAF and the Tornado. The details of these flights are:

**Tuesday 19 February 2019**

Aircraft: ZA542/035, ZD716/DH (31sq farewell c/s) and ZD744/092

Air Spares: ZA587/055 and ZA601/066

Kendrew Barracks (former RAF Cottesmore), National Memorial Arboretum at Alrewas (Burton-on-Trent), SECA Stafford, RAF Cosford, RAF Shawbury, DECA Sealand, RAF Valley, BAES Warton, BAES Samlesbury, RAF Spadeadam, RAF Leeming,



We say goodbye to the Belgian Sea King! The last one, RS05, is seen here flying in formation with an Alouette III and NH90s as well as foreign colleagues, Norwegian and German Sea Kings. (Koksijde, 20 March 2019, Nik Deblauwe)



RS05 is specially marked for its 25th year anniversary in service. It was officially withdrawn on 21 March but was ferried to Ostend for the local technical school on the 26th. (Amsterdam Heliport, 12 March 2019, Sjaak Louwen)

RAF Topcliffe, RAF Linton-on-Ouse, RAF Waddington, RAF College Cranwell, RAF Coningsby, RAF Donna Nook, RAF Holbeach and RAF Wyton.

#### Wednesday 20 February 2019

Aircraft: ZA587/055, ZD716/DH (31sq farewell c/s) and ZD744/092

Air Spare: ZD744/092

RAF Honington, Imperial War Museum at Duxford, Bedford (former RAE Bedford), Cranwell Airfield, RAF Halton, RAF High Wycombe, RAF Benson, HQ Land Forces at Andover, QinetiQ Boscombe Down, Pembrey Airfield (former RAF Pembrey), MoD St.Athan, Cardiff Airport, Rolls Royce at Filton, MoD Abbey Wood, MoD Shrivenham and RAF Brize Norton.

#### Thursday 21 February 2019

Aircraft: ZD716/DH (31sq farewell c/s), ZG752/(129) (Camo Tornado Retirement c/s) and ZG775/(134) (IX(B)sq farewell c/s)

Air Spare: ZD744/092

Leuchars Station (former RAF Leuchars), RAF Tain and RAF Lossiemouth.

At RAF Cosford, the DCAE ground school made the flypast a bit more special since they had put three of their ground instruction Tornado aircraft outside on a mock flightline: ZD715/083 (Tornado GR4 in 12(B)sq mks), ZD793/(101) (Tornado GR4 in desert pink c/s) and ZE340/GO (Tornado F3 in 43(F)sq mks). Next to these three were two Jaguars: XX847/EZ (Jaguar T4) and XZ117/ES (Jaguar GR3A), both in 6sq markings.

The last airfield which was visited was RAF Lossiemouth. All three aircraft in special farewell colours participated on this day, with an additional aircraft as air spare (ZD744/092) and a 100sq Hawk T1A (XX198/CH) as camera-ship. Besides the Tornado three-ship flypast, another formation formed up in

the skies over this Scottish RAF Station. Special paint IX(B)sq Tornado ZG775/(134) flew together with two Typhoon FGR4 aircraft in IX(B)sq markings: ZJ924/924 and ZJ935/935.

Probably the most eye-catching farewell flight took place on 28 February 2019. On this day, a nine-ship formation flypast was conducted over RAF Cranwell and RAF Marham. Besides these nine aircraft, two more Tornado GR4s took off to act as air spare. Not a small feat, since only fourteen aircraft were still on strength by this time!

Nine-ship Formation: ZA542/035, ZA553/045, ZA587/055, ZA601/066, ZD716/DH (084), ZD744/092, ZG752/(129), ZG771/(133), ZG791/137

Air Spares: ZA463/028 and ZD848/109

In addition, ZA613/075 was also noted on the airfield on this day, but it did not fly. Hawk T1A XX198/CH (100sq) also participated in this event, acting as camera-ship.

On 14 March 2019, the final day of Tornado operations took place. On this day, both IX(B)sq and 31sq were officially disbanded at RAF Marham as the final RAF Tornado squadrons. A single Tornado GR4 (ZA463/028) performed a flypast over the airfield during the ceremony. Officially, the remaining aircraft remained in the books as operational until the official retirement date of 30 March 2019.

EGAA = Aldergrove	EGXC = Coningsby
EGQS = Lossiemouth	EGXE = Leeming
EGVL = Little Rissington	EGXY = Syerston
EGVP = Middle Wallop	EGYM = Marham
EGDM = Boscombe Down	

7REME 7 Royal Electrical and Mechanical Engineers at Wattisham

ADSU	Apache Depth Support Unit at Wattisham
Airbus Military	Airbus Military at Madrid-Getafe (Spain)
DCTT	Defence College of Technical Training at Lyneham
CMF	Chinook Maintenance Unit at RAF Odiham
GMS	Glider Maintenance School at RAF Syerston
MDMF	Merlin Depth Maintenance Facility at RNAS Culdrose



Membury Southern Sailplanes at Membury  
 StandardAero StandardAero at Fleetlands  
 TST Tornado Servicing Team at RAF Marham  
 WZM Wildcat Maintenance at RNAS Yeovilton

#### Atlas C1

ZM406	Airbus Military	24/70sq	<b>025</b>	feb19
ZM414		24/70sq ex 1312Ft	<b>047</b>	jan19

#### Chinook HC4

ZA674	EGDM	ex StandardAero	<b>M7004</b>	feb19
ZA704	28sq	ex 18(B)sq	<b>M7006</b>	jan19
ZA707	EGDM	ex see note	<b>M7025</b>	jan19

It was reported that ZA707 was handed over to StandardAero Ltd at Fleetlands in December 2018, while other reports suggest it was delivered by 18(B)sq directly to QinetiQ Boscombe Down for conversion to HC6A standard. It is not clear to us which version is correct, but it has been confirmed arriving at QinetiQ Boscombe Down on 11 January 2019.

#### Chinook HC5

ZH898	27sq	ex 18(B)sq	<b>M4477</b>	feb19
ZH901	27sq	ex CMF	<b>M4480</b>	feb19

#### Chinook HC6

ZK551	7sq	ex CMF	<b>M7702</b>	feb19
ZK552	CMF	ex 7sq	<b>M7703</b>	feb19
ZK558	StandardAero	ex 7sq	<b>M7709</b>	jan19
ZK560	7sq	ex StandardAero	<b>M7711</b>	feb19
ZK561	StandardAero	ex 7sq	<b>M7712</b>	jan19

#### Chinook HC6A

ZA675	28sq	ex EGDM	<b>M7009</b>	jan19
ZA675	StandardAero	ex 28sq	<b>M7009</b>	feb19
ZA681	18(B)sq	ex 27sq	<b>M7002</b>	feb19
ZA683	18(B)sq	ex 27sq	<b>M7031</b>	feb19
ZA684	7sq	ex CMF	<b>M7011</b>	feb19
ZD575	CMF	ex 28sq	<b>M7023</b>	jan19
ZD981	28sq	ex EGDM	<b>M7029</b>	feb19
ZD982	18(B)sq	ex StandardAero	<b>M7019</b>	feb19
ZH775	18(B)sq	ex CMF	<b>M4451</b>	feb19
ZH777	18(B)sq	ex StandardAero	<b>M4453</b>	jan19
ZH894	27sq	ex CMF	<b>M4457</b>	feb19

#### Hawk T2

ZK028/FD	25(F)sq	ex 4sq/S	<b>RT019</b>	feb19
ZK031/FG	25(F)sq	ex 4sq/V	<b>RT022</b>	jan19

#### Phenom 100

Following its mid-air collision on 3 July 2018, ZM335 was temporarily repaired for a flight back from RAF Waddington to RAF Cranwell on 3 September 2018. Further repairs

brought the aircraft back to operational status, and it was in use again by 45sq on 15 January 2019. The second Phenom involved (ZM336) is still at RAF Waddington. Its future is unclear, some reports suggest it is damaged beyond repair, while others suggest that repairs are pending. Time will tell!

#### Prefect T1

Damaged ZM314 returned to service by March 2019. The aircraft suffered a bird strike on 7 March 2018 and underwent repairs at RAF Barkston Heath since.

#### Shadow R1+

G-DAYP	Raytheon	ex 14sq	<b>FM-29</b>	jan19
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On 21 January 2019, Beech 350CER G-DAYP arrived at Hawarden where it will be converted to Shadow R1+ standard by Raytheon UK. Once converted it will take up its military identity as ZZ505.

#### Texan T1

All the civil registrations of the Texan T1 aircraft were cancelled on 21 January 2019. Exception is ZM323, which is still registered as G-TBFT.

#### Tornado GR4

ZA369	scrapped	ex std EGXE	<b>166</b>	dec18
ZA449	std EGYM	ex TST	<b>240</b>	feb19
ZA463	std EGYM	ex IX(B)/31sq/028	<b>273</b>	mar19
ZA542	std EGYM	ex IX(B)/31sq/035	<b>050</b>	mar19
ZA553	std EGYM	ex IX(B)/31sq/045	<b>070</b>	mar19
ZA559	scrapped	ex std EGXE	<b>081</b>	nov18
ZA587	std EGYM	ex IX(B)/31sq/055	<b>096</b>	mar19
ZA597	std EGYM	ex IX(B)/31sq/063	<b>116</b>	feb19
ZA601	std EGYM	ex IX(B)/31sq/066	<b>124</b>	mar19
ZA607	std TST	ex IX(B)/31sq/EB-X	<b>138</b>	jan19
ZA607	pres Sealand	ex std TST	<b>138</b>	feb19
ZA612	std TST	ex IX(B)/31sq/074	<b>150</b>	jan19
ZA614	std EGYM	ex IX(B)/31sq/076	<b>153</b>	mar19
ZD716	std EGYM	ex IX(B)/31sq/DH	<b>341</b>	mar19
ZD744	std EGYM	ex XI(B)/31sq/092	<b>371</b>	mar19
ZD848	std EGYM	ex XI(B)/31sq/109	<b>441</b>	mar19
ZG752	std EGYM	ex IX(B)/31sq/(129)	<b>868</b>	mar19
ZG771	std EGYM	ex IX(B)/31sq/(133)	<b>893</b>	mar19
ZG775	std EGYM	ex IX(B)/31sq/AF	<b>907</b>	mar19

This will be the last time that the Tornado is mentioned in this section of our magazine! On 30 March 2019, the Tornado was officially withdrawn from use. We are working on providing a detailed historic overview of the Tornado in service with the RAF, from development until the last flight. If you have any photo material which you want to make available for



Celebrating the 50th (!) anniversary of the SF260 in Belgian service, at least four have received special tail markings for this remarkable feat. So far, ST-02, ST-30, ST-35 and this ST-31 have the black tail. (Kleine Brogel, 22 March 2019, Kenny Peeters)



The second Armée de l'Air A330MRTT Phenix is seen arriving at Manching-Ingolstadt for painting. Marked EC-338, 'F2', and MRTT042, it is construction number 1808. (22 March 2019, Dietmar Fenner)

this, please e-mail a high resolution digital picture to UK@Scramble.nl.

#### Typhoon T3

ZJ802	std TMU	ex 3(F)sq/802	<b>BT003</b>	jan19
ZJ807/807	1(F)sq	ex 6sq/807	<b>BT008</b>	feb19

This leaves only ZJ807 active out of the first batch of sixteen Typhoon T3 aircraft. The following Typhoons have been confirmed as scrapped up until end-February 2019: ZJ802, ZJ803, ZJ804, ZJ806, ZJ808, ZJ809, ZJ810, ZJ811, ZJ812, ZJ814 and ZJ815.

#### Typhoon FGR4

ZJ913/913	IX(B)sq	ex 6sq/913	<b>BS004</b>	jan19
ZJ921/921	IX(B)sq	ex 6sq/921	<b>BS012</b>	jan19
ZJ923/923	II(AC)sq	ex 1(F)sq/923	<b>BS014</b>	feb19
ZJ924/924	IX(B)sq	ex 1(F)sq/924	<b>BS015</b>	jan19
ZJ935/935	IX(B)sq	ex 6sq/935	<b>BS026</b>	jan19
ZJ937/937	TMU	ex 29sq/937	<b>BS028</b>	jan19
ZJ942	i/a EGXC	ex 29sq/942	<b>BS035</b>	jan19
ZJ946/946	II(AC)sq	ex XI(F)sq/946	<b>BS039</b>	feb19
ZJ947/947	6sq	ex 1(F)sq/947	<b>BS040</b>	feb19
ZJ949/949	XI(F)sq	ex 3(F)sq/949	<b>BS045</b>	feb19
ZJ950	TMU	ex 6sq/950	<b>BS047</b>	jan19
ZK301/301	II(AC)sq	ex XI(F)sq/301	<b>BS053</b>	feb19
ZK302/302	1(F)sq	ex 6sq/302	<b>BS054</b>	jan19
ZK302	TMU	ex 1(F)sq/302	<b>BS054</b>	feb19
ZK304/304	XI(F)sq	ex 3(F)sq/304	<b>BS055</b>	jan19
ZK312/312	3(F)sq	ex 6sq/312	<b>BS067</b>	feb19
ZK313/313	6sq	ex 6sq/313	<b>BS070</b>	feb19
ZK315/315	3(F)sq	ex 6sq/315	<b>BS074</b>	feb19
ZK319/319	XI(F)sq	ex 29sq/319	<b>BS080</b>	jan19
ZK323/323	1(F)sq	ex 6sq/323	<b>BS084</b>	jan19
ZK327/327	29sq	ex XI(F)sq/327	<b>BS088</b>	jan19
ZK330/330	1(F)sq	ex 3(F)sq/330	<b>BS091</b>	jan19
ZK334/334	6sq	ex II(AC)sq/334	<b>BS095</b>	feb19
ZK338/338	II(AC)sq	ex TMU	<b>BS099</b>	feb19
ZK341/341	II(AC)sq	ex XI(F)sq/341	<b>BS102</b>	feb19
ZK341/341	6sq	ex II(AC)sq/341	<b>BS102</b>	mar19
ZK342/342	XI(F)sq	ex 29sq/342	<b>BS103</b>	jan19
ZK343/343	1(F)sq	ex II(AC)sq/343	<b>BS104</b>	feb19
ZK347/347	XI(F)sq	ex 3(F)sq/347	<b>BS108</b>	jan19
ZK348	TMU	ex 29sq/348	<b>BS109</b>	jan19
ZK349/349	1(F)sq	ex 6sq/349	<b>BS110</b>	jan19
ZK349	TMU	ex 1(F)sq/349	<b>BS110</b>	feb19
ZK352/352	3(F)sq	ex TMU	<b>BS113</b>	jan19
ZK353/353	II(AC)sq	ex XI(F)sq/353	<b>BS114</b>	feb19
ZK354/354	XI(F)sq	ex TMU	<b>BS115</b>	feb19
ZK360/360	6sq	ex 1(F)sq/360	<b>BS121</b>	feb19
ZK362/362	3(F)sq	ex 29sq/362	<b>BS123</b>	jan19
ZK364/364	6sq	ex II(AC)sq/364	<b>BS125</b>	jan19
ZK368/368	6sq	ex i/a EGQS	<b>BS129</b>	jan19
ZK369/369	3(F)sq	ex II(AC)sq/369	<b>BS130</b>	jan19

ZK371/371	EGQS	ex 29sq/371	<b>BS132</b>	feb19
ZK372/372	3(F)sq	ex 29sq/372	<b>BS133</b>	jan19
ZK374/374	6sq	ex II(AC)sq/374	<b>BS135</b>	jan19
ZK374/374	3(F)sq	ex 6sq/374	<b>BS135</b>	feb19
ZK424/424	3(F)sq	ex 6sq/424	<b>BS140</b>	feb19
ZK425/425	6sq	ex II(AC)sq/425	<b>BS141</b>	feb19
ZK426/426	II(AC)sq	see note	<b>BS142</b>	jan19
ZK429/429	3(F)sq	ex TMU	<b>BS145</b>	feb19
ZK433/433	41(TES)sq	ex TMU	<b>BS149</b>	jan19

Five ex 3(F)sq aircraft were flown out to RAF Lossiemouth to be prepared for deployment to Nellis AFB (NV) for Red Flag. All five (ZK307/307, ZK308/308, ZK317/317, ZK330/330 and ZK340/340) flew from RAF Coningsby to RAF Lossiemouth on 9 January 2019. With the exception of one (ZK330/330), they eventually deployed.

The following aircraft were flown to Nellis AFB (NV) where 6sq used them during Red Flag 2019-1: ZK307/307, ZK308/308, ZK312/312, ZK315/315, ZK317/317, ZK340/340, ZK374/374 and ZK424/424. At the end of the exercise, the aircraft were handed over to 3(F)sq, which used them during a Green Flag exercise at the same USAF air base.

Prior to transferring to XI(F)sq, ZK342/342 also was used by 3(F)sq for a short period of time. Previously, we reported ZK426/426 with 6sq (dec18). This was either incorrect, or the aircraft was on loan only since it was confirmed back with II(AC)sq again in January 2019.

Given the large number of unit changes amongst the RAF Typhoon fleet, it is time for a unit rundown. The overview below reflects the situation during early March 2019:

#### 1(F)sq – RAF Lossiemouth

T3:  
ZJ807/807

#### FGR4:

ZK306/306, ZK310/310, ZK320/320, ZK321/321, ZK323/323, ZK330/330, ZK332/332, ZK336/336, ZK343/343, ZK344/344

#### II(AC)sq – RAF Lossiemouth

This squadron took over responsibility of the aircraft deployed to RAF Akrotiri (Cyprus) for Operation Shader from XI(F)sq during the first week of February 2019. The aircraft marked with an asterisk were deployed to Cyprus at the time of the hand-over. Also ZK341/341 and ZK353/353 were also deployed, but have returned to the UK since (and ZK341 has been re-allocated to 6sq).

#### FGR4:

ZJ923/923, ZJ946/946\*, ZK301/301\*, ZK314/314, ZK324/324\*, ZK325/325\*, ZK328/328\*, ZK337/337, ZK338/338\*, ZK345/345, ZK353/353, ZK378/378

### 3(F)sq – RAF Coningsby

FGR4:

ZJ917/917, ZK307/307, ZK308/308, ZK311/(311), ZK312/312, ZK315/315, ZK317/317, ZK340/340, ZK346/346, ZK352/352, ZK362/362, ZK369/369, ZK374/374, ZK377/377, ZK424/424, ZK429/429, ZK430/430

### 6sq – RAF Lossiemouth

FGR4:

ZJ919/919, ZJ947/947, ZK313/313, ZK334/334, ZK341/341, ZK360/360, ZK364/364, ZK368/368, ZK425/425, ZK426/426

### IX(B)sq – RAF Lossiemouth

Work-up to operational status started on 30 January 2019, official activation of the squadron is planned for 2 May 2019.

FGR4:

ZJ913/913, ZJ921/921, ZJ924/924, ZJ925/925

### XI(F)sq – RAF Coningsby

FGR4:

ZJ949/949, ZK304/304, ZK316/316, ZK319/319, ZK331/331, ZK342/342, ZK347/347, ZK354/354, ZK357/357, ZK358/358, ZK361/361, ZK366/366, ZK427/427

### 29sq – RAF Coningsby

T3:

ZK380/380, ZK381/381, ZK382/382, ZK383/383

FGR4:

ZJ914/914, ZJ916/916, ZJ920/920, ZJ928/928, ZJ929/929, ZJ931/931, ZJ939/939, ZK327/327, ZK351/351, ZK363/363, ZK372/372, ZK432/432

### 41(TES)sq – RAF Coningsby

T3:

ZK379/379

FGR4:

ZK335/335, ZK339/339, ZK365/365, ZK367/EB-R, ZK375/375, ZK376/376, ZK433/433

### 1435Fit – RAF Mount Pleasant (Falklands Islands)

FGR4:

ZJ915/F, ZJ926/H, ZJ933/C, ZJ941/D

### Typhoon Maintenance Unit (TMU) – RAF Coningsby

These aircraft are undergoing maintenance, or in the case of newly delivered aircraft from BAE Warton are being prepared for squadron service:

FGR4:

ZJ937/937, ZJ950/950, ZK300/300, ZK302/302, ZK305/305,

ZK309/309, ZK318/318, ZK322/322, ZK329/329, ZK333/333, ZK348/348, ZK349/349, ZK359/(359), ZK431/431, ZK434/434, ZK435/435, ZK436/436

### Stored:

ZJ940 (marked as “DJ666”), ZJ944 (dam Cat.3 and awaiting repairs), ZJ945, ZJ948, ZK326/FB

### Being stripped for spares (Return To Produce, or RTP):

T3:

ZJ801/BJ, ZJ805/BD, ZJ813/BL

### RAF Aircraft Maintenance and Storage Unit (AMSU) – RAF Shawbury

FGR4:

ZJ910/DO, ZJ911/QO-Z, ZJ912/912, ZJ918/(918), ZJ925/DXI, ZJ927/927, ZJ930/930, ZJ932/DB, ZJ934/934, ZJ936/QO-C

### Weapons Loading Trainers (WLT) – RAF Coningsby

These are temporary assignments only, usually after a few months the aircraft return to regular flight operations after a replacement aircraft has been assigned.

FGR4:

ZJ942/942, ZK373/373

### Viking TX1

ZE495/VA	622VGS	see note	<b>33879</b>	feb19
ZE522	GMS	ex Membury	<b>33891</b>	jan19
ZE522/VL	644VGS	ex GMS	<b>33891</b>	feb19
ZE527/VP	644VGS	ex GMS	<b>33896</b>	jan19
ZE529	GMS	ex Membury	<b>33898</b>	feb19
ZE551	GMS	ex Membury	<b>33910</b>	jan19
ZE553/WA	632VGS	ex std EGXY	<b>33912</b>	feb19
ZE555	GMS	ex 661VGS/WC	<b>33914</b>	feb19
ZE559/WG	661VGS	ex 644VGS/WG	<b>33923</b>	jan19
ZE560/WH	661VGS	ex 644VGS/WH	<b>33924</b>	jan19
ZE562	std EGXY	ex std EGVL	<b>33926</b>	jan19
ZE584/WP	CGS	ex 644VGS/WP	<b>33931</b>	jan19
ZE605/XE	CGS	ex 644VGS/XE	<b>33949</b>	jan19
ZE609	GMS	ex 644VGS/XJ	<b>33958</b>	jan19
ZE609/XJ	644VGS	ex GMS	<b>33958</b>	feb19
ZE614/XN	637VGS	ex 621/637VGS	<b>33969</b>	dec18
ZE628/XS	637VGS	ex 621/637VGS	<b>33975</b>	dec18
ZE629/XT	GMS	ex 644VGS/XT	<b>33976</b>	jan19
ZE631/XV	CGS	ex 644VGS/XV	<b>33978</b>	jan19
ZE632/XW	637VGS	ex 621/637VGS	<b>33979</b>	dec18
ZE637/YA	632VGS	ex 644VGS/YA	<b>33997</b>	feb19
ZE682	GMS	ex 644VGS/YS	<b>34029</b>	jan19
ZE685/YV	644VGS	ex GMS	<b>34034</b>	feb19

Concerning ZE495/VA, it transferred from 661VGS to CGS by January 2019. The next month it moved on to 644VGS and it



PC-21s have been in Swiss Air Force service for 10 years already, as is demonstrated by A-106 marked 2008-2018. Interestingly, also the EC635 celebrates its 10th anniversary and is depicted in the logo as well. (Stans-Buochs, 20 March 2019, Stephan Widmer)

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Ukraine inherited some State Aircraft Plants as well as a sizeable fleet of Il-76s when the Soviet Union dissolved. At Zaporizhzhia/Mokraya, they do not only maintain aircraft, but they also scrap them. (23 March 2019, Airhitcher)

finally ended up with 622VGS on 27 February 2019.

Prior to transferring to 661VGS, ZE559/WG spent some time with CGS. The aircraft with GMS are a mix of gliders undergoing maintenance and gliders restored to airworthy condition awaiting allocation to a VGS-unit.

The following Viking TX1 gliders are undergoing repairs by SERCO at RAF Syerston. All were confirmed present in January 2019:

ZE502/VF, ZE528/VQ, ZE590/WT, ZE605/XE, ZE625/XP, ZE626/XQ, ZE630/XU and ZE680/YQ.

Of these, ZE605 was reported with CGS at RAF Syerston earlier in the same month.

#### Voyager KC3

ZZ332	1312Flt	ex 10/101sq	<b>1275</b>	feb19
ZZ333	10/101sq	ex 1312Flt	<b>1312</b>	feb19

Army Air Corps (AR)

#### Apache AH1

ZJ171	pres EGVP	ex std ADSU	<b>WAH6</b>	feb19
ZJ192	3/4Regt	ex 450FSP AFS	<b>WAH27</b>	feb19
ZJ194	ADSU	ex 664sq	<b>WAH29</b>	dec18
ZJ203	7REME	ex 664sq	<b>WAH37</b>	dec18
ZJ203	ADSU	ex 7REME	<b>WAH37</b>	feb19
ZJ213	653sq	ex 663sq	<b>WAH47</b>	feb19
ZJ218	664sq	ex ADSU	<b>WAH52</b>	jan19
ZJ225	7REME	ex 664sq	<b>WAH59</b>	dec18
ZJ230	663sq	ex ADSU	<b>WAH64</b>	feb19

Of course, ZJ171 will be preserved at the Museum of Army Flying at AAC Middle Wallop.

#### Apache AH2

Serial range ZM700 until ZM749 has been reserved for the Apache AH2 helicopters on order.

#### Bell 212 AH3

ZK067	o/h EGVP	ex 7Flt	<b>30835</b>	jan19
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#### Defender AL1

ZG995	std EGAA	ex 651sq	<b>4005</b>	oct17
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Even though this aircraft was reported every once in a while, it turns out that it has been stored at RAF Aldergrove since October 2017.

#### Gazelle AH1

XW846	std EGVP	ex 7Regt Conv.Flt	<b>1009</b>	jan19
XZ290	665sq	ex StandardAero	<b>1489</b>	jan19
XZ334	667(D&T)sq	ex 665sq	<b>1673</b>	feb19
XZ345	i/a DCTT	see note	1705	nov18
ZB665	StandardAero	ex 665sq	<b>1932</b>	jan19
ZB669	665sq	ex StandardAero	<b>1950</b>	jan19

Four Gazelle AH1 helicopters, previously used for ground instruction purposes at RAF Cosford, will be offered for sale by tender: XW897, XW899, XZ322 and ZA771. MAR reports XZ340 being withdrawn from use. In October 2018, this former 29(BATUS)Flt helicopter arrived in the UK as air freight on 4 October 2018. It was transported by road to StandardAero at Fleetlands on 11 October 2018. It is awaiting transport to RAF Shawbury for storage.

The whereabouts of XZ345 were last reported to us in June 2018. The helicopter was stored at Middle Wallop at that point in time. As it turns out, it was transported to Fleetlands, from where it was moved by road to DCTT at Lyneham on 14 November 2018.

#### Wildcat AH1

ZZ383	1Regt	ex Leonardo	<b>502</b>	feb19
ZZ390	WZM	ex 1Regt	<b>488</b>	jan19
ZZ392	1Regt	ex Leonardo	<b>490</b>	dec18
ZZ408	Leonardo	ex WZM	<b>478</b>	feb19

Fleet Air Arm (NY)

#### Merlin HM2

ZH827	820NAS	ex MDMF	<b>50037</b>	jan19
ZH843	MDMF	ex 824NAS	<b>50093</b>	dec18
ZH860/(5)84	824NAS	ex MDMF	<b>50164</b>	feb19

#### Merlin HC4

ZJ127	MDMF	ex Leonardo	<b>50149</b>	jan19
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#### Wildcat AH1

ZZ399	847NAS	ex Leonardo	<b>472</b>	jan19
ZZ523	WZM	ex 847NAS	<b>530</b>	jan19

#### Wildcat HMA2

ZZ378	Leonardo	ex 825NAS	<b>497</b>	jan19
ZZ413	WZM	ex 815NAS	<b>483</b>	jan19
ZZ514	825NAS	ex WZM	<b>519</b>	jan19

Ministry of Defence (MoD)

With reference to the QinetiQ Civil Flying Organization rundown two months ago, BAe146-RJ70 QQ102 was re-registered as G-ETPK on 23 January 2019.

## Africa

### Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

**AW119Ke**  
AT-33 ESH c/n upd., ex N323YS **14805**

**L-39**  
... 8 EdE w/o 13mar19

**Su-24MR**  
KG-93 525 ERGE w/o 20feb19

**Yak-130**  
NY-31 620 EdA c/n update **130.12-108/0108**

### Egypt

al Quwwat Al Jawwiya II Misriya (AF)

**K-8E**  
... pres Zagazig Faculty of Engineering feb19  
This unmarked K-8 was put on a pole in front of the Zagazig Faculty of Engineering on 8 February 2019. The exact location is unknown but comparing photos on Facebook and Google Earth images we are almost sure the aircraft can be found here: 30°35'11.26"N, 31°28'55.80"E

### Ethiopia

Ye Ityopya Ayer Hayl (AF)  
HAHM = Debre Zeit

**Mi-17V-5**  
2019 20sq f/n DB, photo may15

**Mi-35**  
2114 21sq f/n DB, photo feb19

**MiG-21bis**  
1114 ex 11sq std HAHM oct18  
1116 ex 11sq std HAHM oct18

### Guinea

Force Aérienne de Guinee (AF)

**SA330B**  
3X-AAD Esc. De Liaison ex ALAT 1136/DCM **1136** sep17  
It was known that France donated one of their former ALAT

Puma to the air force of Guinea. On a photo of the handover of the Puma, still in its ALAT colour scheme, at Montauban, France, on 28 September 2016, the code DCM is readable below the cockpit. On 20 September 2017 the French embassy in Conakry released some photos of the arrival of the Puma in the harbour of Conakry. Its serial, 3X-AAD, is clearly readable but unfortunately its construction number is not. Any attempts to find better pictures on Facebook of 3X-AAD failed.

Then several weeks ago one of the editors of Scramble found a video, made in 2017, on the Facebook site of Airbus Helicopter Brasov showing a Puma test flying with serial 1136 large on the tail and FM-DCM readable on the call sign plate. The text added with the video claims this is the second helicopter for Guinea which is at Brasov, Romania, at that time. In the video is also the other one, the Presidential helicopter 3X-AAA with c/n 5533, clearly visible. Looking at all the evidence we are almost sure that 3X-AAD is the former ALAT Puma 1136.

### Tetras 912CSM

249 Esc. L.d.O d/d 06dec18 **249** dec18  
France delivered this Humbert Aviation Tetras 912 for free to the air force of Guinea, most likely to replace the one that crashed on 5 October 2016. It brings the Escadrille légère d'Observation again up to four aircraft.

### Kenya

Kenya Air Force (AF)  
LILN = Varese-Venegono, Italy

**AW139**  
... o/o as CSX81952 f/n LILN **31846** mar15

### Libya

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

**Su-22M**  
302 wfu f/n DB, photo  
315 wfu f/n DB, photo  
316 wfu f/n DB, photo

Libyan National Army Air Force (AF)

**Mi-2**  
23 f/n DB, photo sep18  
057 ex Sudan 373 **5410225057**  
089 f/n DB, photo oct17

Some photos of some logbooks were found on Facebook. On one of the photos the first two digits of a construction number are readable, 54. On another photo, of the same book,



The Texan T1s ZM324 & ZM328 have started flying at RAF Valley and the nearby RLG (Relief Landing Ground) RAF Mona. They are using the 'Anglesey' and 'Gauntlet' call signs. (RAF Valley, 26 February 2019, Hywel 'Taff' Evans)

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Nine Pakistani AH-1Z are stored at 309th AMARG. This is of course not the first time the Pakistanis suffered a delivery ban from the USA... (786-072, Davis Monthan AFB (AZ), 26 February 2019, Martin Uleman)

225057 is readable. The only possible candidate is 5410225057. This Mi-2 was known as the former Soviet Air Force Mi-2 30 (wh), and according to Andy Marden it went to Sudan. On the same photos there is a book visible with 057 printed on it and hand written 373. Some months ago we also found a cockpit photo of a Mi-2 with 057 and 373 written on the instrument panel. First we were not sure what the number 373 meant but after Andy Marden reported that 5410225057 went to Sudan, the puzzle was solved very quickly, 373 is a known Mi-2 of the Sudanese Air Force. Libya had many Mi-2s in their inventory in the past but all had a four digit serial, lately two digit and three digit serials are noted on Facebook photos and so we think Sudan maybe delivered more Mi-2s to Libya. The serial 089 was also only hand written on the instrument panel, while the 23 was freshly painted and had its serial on the tail.

#### Mi-24P

619 new grey c/s feb19

This Mi-24P was bought, together with two other ones, by the United Arab Emirates and was delivered in a sand/brown camo colour scheme with a light grey underside. Since February it has been painted in an overall grey colour scheme and it has no longer the code 03 on the tail.

Government of National Accord [AF]

#### G-2A

10173/173	f/n DB, photo	sep18
10182/182	f/n DB, photo	feb19
10187/187	f/n DB, photo	sep18

#### Mi-2

06	f/n DB, photo	jun18
86	f/n DB, photo	aug18

One of these Mi-2s has a plate on the instrument panel with 20277 on it. We think this is part of its former serial, UR-20277. The construction number which belongs to UR-20277 is 529913086, and so it looks like this c/n belongs to the Mi-2 with serial 86. The other one looks like it has 15611 on the call sign plate, so UR-15611 with construction number 529946106. But we just assume this for both helicopters so if somebody has any additional information please let us know.

#### Mi-171E

7304	Red Crescent	f/n DB	171E00196137304U	feb19
7305	Red Crescent	c/n upd.	171E00196137305U	jan16

We are not 100% sure if the Mi-171s belong to the GNA Air Force, but because 7304 was noted near Tripoli we think they belong to them. Also the construction numbers need confirmation but it is very likely they are correct. Both Mi-171s were first sold to the Slovak company Air Transport Europe but if they were then sold directly to Libya or first to

another country is unknown.

#### SF260WL

5A-DME	ex 670	photoproof	670	sep18
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The Marchetti also has its former serial, 670, painted on the fuselage.

#### Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

On 22 March 2019 it was made public that the US State Department, via the Defense Security Cooperation Agency (DSCA), approved the possible sale to Morocco of F-16C/D Vipers and related equipment for an estimated cost of USD 3,8 billion. The Moroccan Government requested to buy 25 Lockheed Martin F-16C/Ds (Block 72) equipped with the Pratt & Whitney F100-229 engines and the APG-83 Active Electronically Scanned Array (AESA) radar.

The Vipers will further be equipped, among other things, with the Modular Mission Computers, Link-16 Multifunctional Information Distribution Systems, Embedded Global Navigation Systems, Advanced Identification Friend/Foe and Joint Helmet Mounted Cueing Systems. Armament will be the standard M61 A1 Vulcan 20mm gun, supplemented with the most modern weapons like the AIM-120C-7 Advanced Medium Range Air-to-Air Missiles (AMRAAM); GBU-10/-12/-16/-38/-39/-49/-54 in combination with the AN/AAQ-33 Sniper Pods and AN/ALQ-211/-213 EW Management Systems. Morocco also requested six DB-110 Advanced Reconnaissance Systems, a large recce pod that fits on the centerline hardpoint below the fuselage. All the aforementioned comes combined with communications and support equipment, spares and repair parts, logistic support, simulators, training and technical documentation.

On top of this, within the same proposed Foreign Military Sales (FMS) contract, Morocco will start to upgrade its existing twenty-three F-16C/Ds to the F-16V block 52+ configuration, as well as related equipment, for an estimated cost of USD 1 billion. The upgraded aircraft will be brought up to the same standard as the newly purchased aircraft, and this FMS contract will also bring additional systems and weapons, like the ones mentioned in this report.

#### Ce560XLS+

CN-AMJ	re-registered	as CN-MMJ	560-6042
CN-AMY	re-registered	as CN-MMY	560-6253
CN-MMJ	EdT (VIP)	ex CN-AMJ	560-6042 mar19
CN-MMY	EdT (VIP)	ex CN-AMY	560-6253

#### G550

CN-AMR	reregistered	as CN-MMR	5462
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**Nigeria**

Nigerian Air Force (AF)  
LILG = Vergiate, Italy

**Alpha Jet A**

NAF475	ex N42NV (40+42)	<b>0042</b>
NAF476	ex N707XA (40+07)	<b>0007</b>
NAF477	ex N88XA (40+88)	<b>0088</b>

Thanks to some excellent research from Ian Carroll we now know the previous identities of these Nigerian Alpha Jets. The ones still missing are NAF474 and NAF478. N78XA is the best candidate for NAF478, but to be sure we need "recent" photos of this aircraft. If you have photos of this Alpha Jet, made after 2010, please send them to us, they can be useful. NAF472 is for sure not a former German Air Force example, it has the export model spine and round nose cone instead of the pointed one the Germans had.

**AW109M**

NAF576	o/o, CSX81955 f/n LILG	<b>11844</b>	mar19
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**Rwanda**

Force Aérienne Rwandaise (AF)

**Mi-17-1V**

RAF-1510	w/o 15mar19	UNO-562P	<b>646M07</b>	mar19
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**Sudan**

al Quwwat al Jawwiya as-Sudaniva (AF)  
HSSP = Port Sudan

**K-8S**

809 pres HSSP  
Thanks to a photo found by Peter Weinert we now know this K-8 is preserved at Port Sudan Air Base at 19°35'6.85"N, 37°12'51.69"E. It was first visible at this position on Google Earth on September 2012.

**Uganda**

Uganda People's Defence Force (AF)

**Ce172S**

AF-269	ex G-DJMM	c/n correction	<b>172S8482</b>	aug18
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**Zambia**

Zambia Air Force (AF)  
LIMF = Torino-Caselle, Italy

**C-27J**

AF003	o/o, CSX62309 f/n LIMF			mar19
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**Asia**

**Afghanistan**

Afghan Air Force (AF)

Early February 2019, eight MD530F Cayuse Warriors were delivered to the Afghan Air Force (AAF) on board an Atlas Air cargo B747. As far as we know this was the largest shipment in one delivery of this type of helicopter. The Boeing 747 most probably landed at Kabul International Airport. The MD530Fs are registered 281, 286, 287, 288, 289, 290, 292 and 293. All were officially cancelled from the US Register on 12 February 2019. So far 48 MD530Fs have been delivered to Afghanistan, of which five have since been written off.

A US Armed Forces contract dated 27 December 2017 revealed that seven armed Cessna AC-208 Combat Caravans will be delivered to the Special Mission Wing. The innocent looking Caravan equipped with a target designator, ISR-sensors, data links and self-protection, named "Eliminator" can be armed with AGM-114 Hellfire missiles and 70mm guided rockets. The Special Mission Wing already operates the unarmed version of the Ce208 as a cargo and utility transport.

The US Company responsible for the delivery of the aircraft is Orbital ATK Inc. in Dulles (VA). When the contract is finalized, the company will fly the Combat Caravans to a training site in Fort Worth (TX). Alliant Techsystems LLC operates as a subsidiary of Orbital ATK Inc. out of Fort Worth.

**AC-208**

...	d/d, N437EA canx 21mar19	<b>208B-5437</b>
...	d/d, N438EB canx 18mar19	<b>208B-5438</b>
...	d/d, N439EC canx 18mar19	<b>208B-5439</b>
...	d/d, N440ED canx 18mar19	<b>208B-5440</b>
...	Alliant Techsystems Llc, N441EF	<b>208B-5441</b>
...	d/d, N443EG cancx 21mar19	<b>208B-5443</b>
...	Alliant Techsystems Llc, N446EH	<b>208B-5446</b>

**MD530F**

214	Kabul Air Wg	w/o date unknown	<b>0214FF</b>
281		d/d feb19	<b>0281FF</b>
286		d/d feb19	<b>0286FF</b>
287		d/d feb19	<b>0287FF</b>
288		d/d feb19	<b>0288FF</b>
289		d/d feb19	<b>0289FF</b>
290		d/d feb19	<b>0290FF</b>
292		d/d feb19	<b>0292FF</b>
293		d/d feb19	<b>0293FF</b>



Many, many preserved aircraft can be found in Pakistan. Half of the fleet of formerly operated Shenyang FT-5 trainers are dotted around the country. (55-2216, Dera Ismail Khan, September 2017, Erwin van Dijkman)

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Two second-hand AS365N Dauphins were added to the air fleet of the Colombian navy recently. One of these, ARC252, was photographed with its unit Grupo Aeronaval del Caribe at Barranquilla. (Johnny Von Rod, 1 March 2019).

## Bangladesh

Bangladesh Biman Bahini (AF)

### F-7BG

F937 5sq c/n update **0937**

## China

People's Liberation Army Air Force (AF)

### J-7H

67147 63rd Brigade feb19

### J-10A

74210 130th Brigade mar19

### JH-7A

62268 15th Brigade mar19

### JJ-7A

3015 Xi'an FA/2nd Brig mar19

### JL-8

3413 Shijiazhuang FA/1st Brig mar19

3615 Shijiazhuang FA/1st Brig mar19

### JL-9

3521 Xi'an FA/2nd Brig mar19

### Y-8C

6011 15th Airborne Army ex 605x mar19

6014 15th Airborne Army ex 605x mar19

The six Y-8s of this unit (6011-6016) had serials in the 605x range until 2017 and 668x range before 2012.

31015 20th Div/60th Reg mar19

### Y-9G (GX11)

31017 20th Div/60th Reg feb19

Although the prototype was first noted in 2014 and this Electronic Warfare version was reported in an exercise in August 2018, this is the first known serial for it.

### Y-12

6212 15th Airborne Army ex 665x mar19

### Z-8K

51719 ETC/Transport & SAR Brig **Z8K-09** mar19

54115 NTC/Transport & SAR Brig **Z8K-15** mar19

### Z-9W

3016 Xi'an FA/1st Brig feb19

### Z-9WZ

6222 15th Airborne Army dec17

### Z-10K

6326 15th Airborne Army ex 665x feb19

6329 15th Airborne Army ex 665x feb19

People's Liberation Army (AR)

### Mi-17V-5

LH961731 78th Brigade mar19

### Mi-171E

LH993729 73rd Brigade mar19

### Z-8B

LH982803 121st Brigade mar19

LH982813 121st Brigade mar19

### Z-9WZ

LH993726 73rd Brigade mar19

### Z-10

LH981106 74th Brigade feb19

### Z-19

LH991527 71st Brigade mar19

People's Liberation Army Navy (NY)

### Y-8Q (GX6/KQ-200)

82014 1st Div mar19

### Z-8J

9547 9th Div/26th Reg **Z8J-005** feb19

### Z-9D

9434 4th Div/11th Reg **Z9-0761** feb19

## India

Indian Defence (DF)

India's quest to acquire two Raytheon ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance) advanced airborne battlefield and ground surveillance aircraft collapsed in 2017 after big disagreements between the Indian Air Force and the DRDO (Defence Research and Development Organization) over testing and evaluation of the platform. Today, finally, things appear to be back on track.

The ISTAR programme was resurrected under the auspices of the US-India defence technology & trade initiative (DTTI). The programme will see the Pentagon supply India with one ISTAR aircraft, while pooling technological resources for a joint effort with the DRDO to create indigenous sensor systems for an additional four aircraft. It is reported that India's ISTAR acquisition plans had expanded from two aircraft off the shelf previously, to a total of five aircraft now. The last four of which will be integrated with Indian-developed intelligence sensors, avionics and network architecture. The entire programme is likely to cost over USD 3 billion.



The ISTAR platform, also known as Sentinel, is based on the long-range Bombardier Global Express Jet. Scramble Magazine learned that two Global Express Jets were already delivered to India via Tel Aviv (Israel), where the aircraft were equipped with Israel Aerospace Industries ISTAR capabilities. The aircraft were finally delivered to India's ARC R&AW in 2014 and 2015. However, in October 2017 it was reported that Israel Aerospace Industries (IAI) lost the Indian ISTAR deal to Raytheon. According to our database information both Global 5000s were not reported anymore after February 2016. It is unknown what happened to both aircraft.

Bharatiya Vayu Sena (AF)

The first batch of the AH-64E Apache attack helicopters will arrive in India in the period July/August 2019. The Apache attack helicopters will be based at Pathankot AFS in the north of the country (state of Punjab). India has ordered 22 Apache helicopters.

In the same period the final Boeing C-17A Globemaster III will be delivered to 81sq "Skylords" at Hindon AFS. India ordered ten C-17A transport aircraft in 2011 with an option on six more. Procedures in India took too long and the deal for six additional aircraft never materialized, but India was able to get hold of the final C-17A Globemaster III.

The last Tejas LCA (Light Combat Aircraft) IOC-II certified aircraft, serial LA5015 (c/n **SP-15**), completed its maiden flight at HAL Bangalore on 22 March 2019. It will fly a few more regular sorties before it will join 45sq 'Flying Daggers' in April 2019, where it will complete the first squadron strength.

Tejas LA5015 came from a second production line that encountered some delays, but still able to finish its end-of-March deadline set by the Indian Air Force on Hindustan Aeronautics Ltd (HAL). HAL promised that by March 2020, sixteen more FOC Tejas LCA Mk1s will have been delivered to the air force and by March 2021 eight FOC Tejas LCA-T Mk1 trainer aircraft will have been handed over to the air force, thus marking the completion of orders for 40 Tejas LCA Mk1s.

On Monday 25 March 2019 the CH-47F(I) Chinook was officially inducted into the Indian Air Force. The ceremony at Chandigarh AFS (Union territory, state of Punjab and Haryana) showed four Chinooks (see updates). The same four helicopters were offloaded from a Roll-On Roll-Off vessel in the port of Mundra (State of Gujarat, India) on 10 February 2019. After acceptance tests, the helicopters were delivered

to Chandigarh AFS, where they will be based permanently with 126HF "Featherweights". This unit will be renumbered 126HU in the near future.

**An-32RE**

KA2698	ARC R&AW	ex K2698	<b>04 03</b>	mar19
KA2734	FWTF	ex K2734	<b>07 10</b>	feb19
KA3067	FWTF	ex K3067	<b>23 07</b>	feb19

The upgrade to An-32RE for the first two aircraft has to be confirmed.

**C-17A**

CB8011	for 81sq		<b>50273/F272/IND11</b>	feb19
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**CH-47F(I)**

ZL4668/N281RN	126HF	ex Boeing	<b>M2403</b>	mar19
ZL4669/N282RN	126HF	ex Boeing	<b>M2404</b>	mar19
ZL4670/N283RN	126HF	ex Boeing	<b>M2405</b>	mar19
ZL4671/N284RN	126HF	ex Boeing	<b>M2406</b>	mar19

**Dhruv Mk.I**

ZD4041	151HU	ex J4041	<b>CC005</b>	feb19
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**Do228-201**

HM667	FWTF	ex TTW	<b>8081/2008</b>	feb19
HM668	FWTF	ex TTW	<b>8082/2009</b>	nov18
HM669		ex 41sq	<b>8089/2010</b>	feb19
HM670		ex 41sq	<b>8098/2011</b>	jan19
HM673		ex 41sq	<b>3024</b>	dec18
HM675		ex 41sq	<b>3026</b>	nov18
HM681	FWTF	ex TTW	<b>4034</b>	feb19
HM682		ex 41sq	<b>4028</b>	feb19
HM686		ex 41sq	<b>4042</b>	feb19
HM692		ex 41sq		jan19
HM694		ex 41sq		feb19
HM695		ex 41sq		oct18
HM696		ex 41sq		feb19
HM697		ex 41sq		may18
HM699	FWTF	ex unit nn		feb19
HM702		f/n		jan19
HM706		ex 41sq		oct18

**Do228-202K**

KD716	41sq	f/n, c/n to be confirmed	<b>4124?</b>	jan19
KD717	41sq		<b>4125</b>	feb19

**HJT-16 Kiran Mk1**

U717/17 bk	FTS	ex o/h HAL		feb19
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**II-76MD**

KI3013	ARC R&AW	ex K3013	<b>00834 88629</b>	mar19
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The serial of this Il-76MD was presented on the aft fuselage instead of on the upper tail section.



The fleet of Ecuadoran A-37Bs has been withdrawn for some years now, being replaced with the A-29B Super Tucano. This one, FAE-378, was preserved for posterity at Gualaquiza. (11 February 2019, Lucia Cobos Guzman)

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The Parque de los Héroes de Cenepa has the A-37B but also this army SA342M Gazelle E-359. (Gualaquiza, 11 February 2019, Lucia Cobos Guzman)

<b>Jaguar IS</b>					IA2155	253 AA sq	f/n	feb19
JS163		ex 16sq		feb19	IA2156	253 AA sq	f/n	feb19
<b>LCH prot</b>					Bharatiya Nau Sena (NY)			
ZF4604	HAL	serial confirmed	<b>TD-4</b>	feb19	<b>Do228-201</b>			
<b>Mi-17-1V</b>					IN246/COC	INAS550	ex INAS311/VVZ	<b>4085</b> mar19
Z2877	112HU	f/n		feb19	IN251		f/n	jan19
Z2888	112HU	ex 127HU		feb19	Bharatiya Thatrakshak (CG)			
Z2905	112HU	ex UNO 885	<b>223M..</b>	feb19	<b>Do228-201</b>			
ZM2894	112HU	f/n, ex Z2894		feb19	CG778	CGAS745	ex CGAS743	mar19
<b>Mi-17V-5</b>					<b>Indonesia</b>			
ZP5130		f/n		feb19	Tentara Nasional Indonesia-Angkatan Udara (AF)			
ZP5181	155HU			feb19	WARI = Madiun/Iswahyudi			
ZP5222	155HU	f/n		feb19	Over the coming years, various new types will be introduced or existing types expanded in number. Preceding delivery, the information shifts as to which unit gets what. We now think that this is the picture, based on statements made by TNI-AU officials:			
<b>MiG-21Bison</b>					<b>Unit:</b>	<b>Equipment:</b>	<b>Year:</b>	<b>Location:</b>
CU2328	51sq	w/o 27feb19			SkU9	H225M	2019	Jayapura/Sentani (WAJJ)
CU2799	32sq	f/n	feb19		SkU14	Su-35	2020	Madiun/Iswahyudi (WARI)
<b>MiG-27MU</b>					SkU27	CN235, CN295	2020	Biak/Manuhua (WABU)
TU604	29sq	f/n, ex TS604	feb19		SkU31	C-130J	2020	Jakarta/Halim (WIHH)
TU649	29sq	ex TS649	feb19		SkU33	C-130H	2019	Makassar/Hasanuddin (WAAA)
TU664	29sq	ex 32Wg, squadron unknown	feb19		Not certain yet is which unit will operate the three amphibious aircraft, allegedly CL215s, that were purchased to combat forest fires. They may be incorporated into SkU27 but maybe a new unit will be formed for them.			
<b>MiG-29UPG</b>					After long deliberations and scraping for funds, the contract for six C-130Js has been signed early March. They are expected to be delivered by the end of 2020. After their delivery, their H-models will go to SkU33. The contract for the three extra CN295Ms has yet to be signed. Moreover, at least two CN235-220Ms are said to be needed. The medium transport fleet will then be divided between SkU2 and SkU27.			
KBU3113	8Wg	unit update	<b>4101</b>	jan19	<b>CN235-220M</b>			
KBU3118	8Wg	unit update	<b>4106</b>	feb17	AX2347	PTDI	primer	<b>N068</b> feb19
KBU3122	8Wg	unit update	<b>4110</b>	jan19	This looks like a normal transport, no winglets, no sensor bulges or whatever. This is likely the first of the additions to TNI-AU's own fleet (refer above), or the one for Nepal.			
KBU711	8Wg	f/n, ex KB711		feb19	<b>F-5E</b>			
KBU725	8Wg	f/n, ex KB725	<b>3006</b>	feb19	TS-0509	pres WARI	ex std WARI, l/n	apr11 feb19
<b>SA319B (HAL)</b>					It was inaugurated 6 February 2019 and is placed at the gate of the air base. By the looks of it, the MiG-17F that was here has been replaced with it...			
ZA1828	HTS	ex Z1828		feb19				
<b>Su-30MKI-3</b>								
SB207		f/n		feb19				
SB212		f/n		feb19				
SB218		f/n		feb19				
SB417		f/n		feb19				
<b>Tejas LCA Mk1</b>								
LA5006	45sq	ex HAL, f/n with unit	<b>SP-06</b>	feb19				
LA5008	45sq	f/n	<b>SP-08</b>	feb19				
LA5010	45sq	f/n	<b>SP-10</b>	feb19				
LA5011	45sq		<b>SP-11</b>	feb19				
LA5013	45sq	d/d feb19?	<b>SP-13</b>					
LA5014	45sq	d/d feb19?	<b>SP-14</b>					
LA5015	HAL	f/f 22mar19	<b>SP-15</b>	mar19				
LA5016	HAL	f/f 12mar19	<b>SP-16</b>	mar19				
Indian Army Aviation Corps (AR)								
<b>Dhruv Mk.III</b>								
IA1180				feb19				
IA3108	206 AA sq	f/n		feb19				
<b>Dhruv Mk.IV Rudra</b>								
IA2137	253 AA sq	f/n		feb19				

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## Japan

RJAH = Hyakuri	RJNA = Nagoya/Komaki
RJNG = Gifu	RJNK = Komatsu
RJTU = Utsunomiya	
AGG = Hiko Kyodogun	ARW = Koku Kyunandan
ATS = Kyoiku Kokutai	FTW = Hiko Kyoikudan
nmks = no tail unit number	

### Nihon Koku-Jieitai (AF)

On 24 March 2019, the JASDF officially replaced the B747 as its dedicated VIP transport. In a ceremony at Chitose, the official JASDF emblem attached to the inside of the main passenger door (L1) of the B747 was removed and handed over to a government official, who in turn handed it over to a B777-captain for eventual transfer to the L2 cabin door of the B777. Actual flight operations with the B747 ended 31 March and both are up for sale. Reportedly, bids have already been received. Training and overhaul contracts are now performed by ANA Holdings, replacing Japan Airlines.

During a ceremony on 26 March 2019, 302 Hikotai was reformed at Misawa under 3 Kokudan. It took over F-35A operations from temporary unit Rinji F-35A Hikotai which was disbanded on this date. It is possible the unit is now named Rinji 302 Hikotai until full operational status on the F-35A has been established. 302 Hikotai was officially (temporary) disbanded during a ceremony at Hyakuri on 2 March 2019 when the squadron flag was handed over (to the Rinji F-35A Hikotai commander?) however flying continued till 19 March, reportedly mainly joy-flights with 302 Hikotai personnel. The day after the first Phantom was seen with the 'Ojiro-washi' 302 Hikotai bird-badge removed.

### B747-47C

20-1101	ex 701 Hikotai	wfu, for sale	<b>24730/816</b>	mar19
20-1102	ex 701 Hikotai	wfu, for sale	<b>24731/839</b>	mar19

### B777-3SB(ER)

80-1111	701 Hikotai	<b>62439/1422</b>	mar19
80-1112	701 Hikotai	<b>62440/1464</b>	mar19

### C-1

78-1026	402 Hikotai	standard camo	<b>8026</b>	mar19
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This was the C-1 in the special 'Kabuki' colour scheme celebrating the 60th anniversary of 402 Hikotai.

### C-2

88-1209	re-registered	as 98-1209	<b>9</b>	dec18
98-1209	403 Hikotai	ex KHI	<b>9</b>	mar19
98-1210	403 Hikotai	ex KHI	<b>10</b>	feb19

### C-130H

35-1072	401 Hikotai	repaired	<b>382-4980</b>	mar19
75-1078	401 Hikotai	ex IRAN	<b>382-5109</b>	mar19

Hercules 072 was finally seen in one piece after suffering an accident in 2015, damaging the tail-section. Noted under tow, it still has to make its first flight after repairs.

### F-2B

23-8108	o/h RJNA	nb, test, ex 21 Hikotai	<b>3008</b>	mar19
73-8132	6 Hikotai	w/o 20feb19	<b>3032</b>	jan19

F-2B 132 is the first Mitsubishi F-2A/B ever to be written off after an accident under operational circumstances. As always after a crash, the type was grounded but this has already been lifted. Probable cause is suspected to be pilot-error.

With seven now as write-offs in our database, one could have the impression the aircraft-type has an average safety record. However five F-2Bs were declared damaged beyond repair after the March 2011 tsunami and one crashed during take-off at the start of a test-flight after overhaul by Mitsubishi. This was caused by the cross-wiring of the flight control sensors.

### F-4EJ Kai

77-8400	Hyakuri	dumped, 302Hik mks	<b>M100</b>	feb19
87-8413	Hyakuri	dumped, 302Hik mks	<b>M113</b>	feb19
97-8427	301 Hikotai	wfu, last flight 19mar19	<b>M127</b>	mar19

First photographs were seen on twitter of aircraft cut into several large pieces and being removed by lorries.

### F-15DJ

82-8063	23 Hikotai	ex 303 Hikotai		mar19
92-8069	306 Hikotai	ex IRAN		mar19

### F-15J

42-8842	305 Hikotai	ex 201 Hikotai	<b>042</b>	mar19
52-8863	305 Hikotai	ex 203 Hikotai	<b>063</b>	mar19
62-8868	o/h RJNA?	nb, ex 306 Hikotai	<b>068</b>	mar19
62-8873	203 Hikotai	ex 201 Hikotai	<b>073</b>	mar19
72-8881	203 Hikotai	ex IRAN	<b>081</b>	mar19
72-8890	305 Hikotai	prev. l/n dec17	<b>090</b>	mar19
72-8894	203 Hikotai	prev. l/n sep17	<b>094</b>	mar19
82-8897	o/h RJNA	nb, ex 303 Hikotai	<b>097</b>	mar19
82-8901	303 Hikotai	nb, ex IRAN, ex 305Hik	<b>101</b>	mar19
02-8914	306 Hikotai	ex nb/IRAN	<b>114</b>	mar19
02-8921	o/h RJNA	nb, ex 304 Hikotai	<b>121</b>	feb19
22-8933	9 Kokudan	nb, ex IRAN	<b>133</b>	feb19

F-15J 868 was seen departing Komatsu, for the moment no confirmation it went to Nagoya. 933 was seen arriving at Naha after overhaul.



This Falcon 7X FAE-052 visited this year's World Economic Forum. Ecuador received it in 2012, so it is already in its seventh year of operation with Ala 11. (Zurich-Kloten, 23 January 2019, Robert Eikelenboom)

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Mark Rourke was present at RAF Lakenheath to catch four new Boeing F-15SA Eagles on the early evening of 26 March 2019. The ferry of Retro61 flight was supported by McDonnell Douglas KC-10A Extender 84-0189 as Gold 11. The four F-15SA were 12-1046 as Retro61, 12-1049 as Retro62, 12-1074 as Retro63 (photo), and 12-1075 as Retro64. They departed towards Saudi Arabia early morning 28 March 2019. We count around twenty new built F-15SA still to be delivered.

**F-35A**  
99-8712 302 Hikotai ex Rinji F35A Hik, MHI **AX-12** mar19

**UH-60J II**  
88-4608 ARW ex MHI **2058** jan19

**T-4**  
06-5630 303/306/AGG nb RJNK, ex 302 Hik. **1030** mar19  
26-5680 306 Hikotai ex nb, ex IRAN? **1080** mar19  
36-5699 8 Hikotai ex IRAN? 305 Hikotai **1099** mar19  
56-5739 o/h RJNG? nb RJA, ex 302 Hik **1139** mar19  
76-5759 unknown unit nn Ashiya, ex store? **1159** mar19

T-4 759 was last seen November 2016 with 302 Hikotai. The March 2019 photograph did not show the tail with unit badge, it was still in the standard grey colour-scheme.

**T-7**  
46-5921 o/h RJTU nb, test, ex 11 FTW **21** mar19

**U-125A**  
92-3011 Akita Kyunantai unit surmised **258348** mar19  
This aircraft still has the unit name applied, however this could not be verified due to the quality of the photos.

Rikujo Jieitai (AR)

No funds were reserved for the AH-X program (replacing the AH-1S) in the most recent Mid Term Defense Program. However the JGSDF feels this project should be top priority as airframe hours for the oldest AH-1S frames are running out. It is expected the MoD will find another way to fund this project and a request for proposals will be issued this year.

The JGSDF has resumed flights of the OH-1 Ninja on 1 March 2019. These were suspended after the crash of 32634 on 17 February 2015. Faulty engine parts were discovered after which all OH-1s were stored at various locations. It took four years to address these issues. For the moment only one OH-1, serial 32604 was seen active at Akeno.

**AH-1S**  
73447 IVATH NOT VATH code **47** mar19  
Although operating from Akeno, it still has the IVATH code applied, correction Scramble 478 – page 67.

**UH-1J**  
41855 VII ex XI? **1J55** mar19  
41890 NEH ex TDY RJTU **1J90** mar19

Many times we have made comments on the way the JGSDF is applying the unit codes, making life difficult for the average spotter. It is particularly hard to get the code from pictures on the net as UH-1J 41855 this time proves. On the most recent

photo the code looks more like VII. It does not help both 7 and 11 Hikotai are based at the same airfield, Okadama.

**UH-60JA**  
43116 o/h RJNA ex XVH **4016** mar19

**UH-X**  
45001 MoD/ATLA ex Subaru mar19

This new type was delivered on 4 March 2019 to the Japanese MoD. It was flown to Akeno on 6 March and will be tested by the ATLA (Acquisition, Technology & Logistics Agency) before hand-over to the JGSDF. Another more obvious JGSDF designation for the UH-X was suggested, the UH-2.

**T-34A**  
60501/N ex preserved removed by jun17 **KD-2** may14  
60505/N ex preserved removed dec16 **KD-28** aug16

Two former JGSDF Mentors, both preserved on Hokaido, have been removed. T-34A 60501 was at camp Higasi-Chitose and 60505 at the Bihoro Aviation Park.

Kaijo Jieitai (NY)

**P-1**  
5520 3 Kokutai ex nmks **20** mar19

**P-3C**  
5027 o/h Nippi nmks, ex 2 Kokutai **9024** feb19  
5053 Atsugi/Nippi? nmks? ex 1 Kokutai **9050** mar19

**UP-3D**  
9161 for 91 Kokutai old c/s, test Atsugi **3001** mar19

This Orion was badly damaged at Atsugi when the Nippi Industries hangar collapsed on 15 February 2014. Several JMSDF and US Navy Orions were inside the hangar for overhaul and were damaged, some even beyond repair, when the hangar roof caved in after accumulating a large amount of snow. We believe three P-3Cs and one OP-3C of the JMSDF were actual write-offs, however UP-3D 9161 finally emerged after repairs and was seen test-flying in March 2019.

**T-5**  
6364 201 ATS ex IRAN **64** mar19

**Kaijō Ho'an-chō (CG)**

**EC225LP**  
JAxxxx/MHxxx on order  
JAxxxx/MHxxx ordered mar19  
JA693A/MH693 on order, registration reserved  
JA694A/MH694 on order, registration reserved  
JA695A/MH695 on order, registration reserved

Six helicopters are already active for the Japan Coast Guard.

## Laos

Laos People's Liberation Army Air Force (AF)

### LE500

742		jan19
743		jan19

### EC155B1

RDPL-34236	for sale, t/t 432hrs	<b>7002</b>	sep17
RDPL-34237	for sale, t/t 239hrs	<b>6997</b>	sep17

Both Dauphins were put up for sale in 2017, less than two years after they had been delivered to Laos.

## Myanmar

Tamdaw Lay (AF)

### Ce550

4400 pres Naypyidaw Zoological Gardens **550-0358** feb19

## Nepal

Nepal Army (AR)

### M28-05

On 1 March 2019, the Mielec (Poland) based Polskie Zaklady Lotnicze Sp. z. o.o. aircraft manufacturer received a USD 19 million contract from the Nepal Government for two M28 Block 5 aircraft. In addition to the two aircraft the contract includes associated initial aircraft and maintenance training, technical publications and the ferry flight service from Mielec to Kathmandu (Nepal).

Both Skytrucks are expected to be delivered by 20 December 2019. The US Government is financing the deal through US Air Force funds as a country-directed sole-source acquisition. The Army had another M28 (serial NA-048, ex RAN-48), but that one crashed on 30 May 2017 during an emergency landing at Bajura Airport, killing the pilot and injuring the co-pilot and the loadmaster.

### CN235-220M

AX2347 primer **N068** feb19

This aircraft was rolled out of the factory at Bandung with its test serial painted on the unpainted fuselage. Given the timing this aircraft is expected to be the one destined for the Nepalese army that was ordered in June 2017.

## Pakistan

Pakistan Fiza'ya (AF)

OPMI = Mianwali/PAF Base M.M. Alam

### AW139

18-012 nn s/n confirmed **31830** mar19

### Ce172

74-553 fate? f/n photo

### Ce172P

91-660	wfu 2009	f/n, ex 41(LC)sq	photo
91-664	wfu 2009	f/n, ex 41(LC)sq	photo



The Frontier Works Organization in Pakistan operates a handfull of AS350B3s. Although they look quite commercial, they have military serials. (2851, FWO)

### JF-17

18-255 14(AS)sq f/n mar19

### FT-5

55-1138	pr. Nawabshah	ex 1(FCU)sq, l/n	oct92	nov18
55-1531	pr. Sheikhpura	ex 1(FCU)sq, l/n	feb01	jun18

The PAF selection centre at Nawabshah has this trainer pole-mounted at 26.25233°, 68.40225°. Although discovered recently, it has been here since at least September 2013. The other one is in Jinnah Park, along the main Lahore-Sargodha road through town, at 31.71184°, 73.98058°. The aircraft was awaiting placement there, while the park was being landscaped, in July 2015.

As you may have noted, we really love the A-5, F-6 and FT-5. Luckily, Pakistan is full of them! With the 25th FT-5 preserved we tracked down in Pakistan mentioned above, it is time to give a small overview. Unfortunately, five of the preserved ones still have to be identified. Also, there is one for which we have the identity but not its location! As you can see, a healthy stock of eleven is still stored at M.M. Alam Air Base, Mianwali awaiting their fate.

#### The 50-strong fleet, all prefixed 55-

##### 19 preserved or i/a, serials and locations known:

1138, 1202, 1204, 1211, 1212, 1213, 1216, 1223, 1522, 1528, 1531, 1532, 1536, 1537, 1615, 2211, 2216, 2220, 2218

##### 1 preserved, serial known, location unknown:

1203

##### 2 stored, plus 9 more, likely from the list below

1610, 2212 +9

##### 15 unknown, but still operational in the nineties and zeroes:

1107, 1118, 1120, 1136, 1201, 1208, 1524, 1525, 1530, 1605, 1607, 2214, 2215, 2217, 2219

##### 10 unknown, not reported/confirmed:

1130, 1137, 1206, 1210, 1215, 1529, 1609, 1616, 1618, 2213

##### 3 unknown, only 47 serials confirmed

#### The unidentified ones

##### 5 preserved, serial unknown:

...	PAC Kamra, on base celeb.	row	f/n	sep13
"55-1532"	PAC Kamra on repaint			feb-mar17
...	OPMI, on base, entrance road			f/n mar11
...	OPMI, on base, nr ramp, N side			f/n mar13
...	OPMI, on base, nr ramp, S side			f/n mar13

The real 55-1532 is still preserved at Larkana from 2016. The one in the South corner of the Southern ramp at Mianwali is possibly the 55-2217, we have a photo were the plane is visible albeit very small. Also, in 2017 one was said to have been installed in Taxila but we have yet to locate that!

##### 9 more stored, serials unknown:

... OPMI, South side dispersal nov18

##### 3 write-offs, serials unknown:

...	w/o at OPMI	1982 or 1983
...	w/o at OPMI	29jul86
...	w/o at Chashma	1993 or 1994

### FT-6

10828 Korangi Creek i/a, ex 23sq, l/n mar02 sep18

### K-8P

10-05-833 1(FCU)sq c/n update **L8P3200185**

It fits our list perfectly!

Pakistan Fauj (AR)

### AS350B3

2851 FWO ex ZS-HDS, AP-BIN **7043** jun17

### AS350B3e

2852 FWO w/o 14jul16, ex N493WA **7534**

Further to last month's overview, the 285x-series is used by the Army-run Frontier Works Organization. They have a white colour scheme with red and blue cheat lines. The crash

victim is still on the US register with Vertol Systems, a known contractor, but Airbus helicopters confirmed above identity for 2852. As reported, 2853 was photographed at Marseille mid-2017. It has red and silver cheat lines. According to FWO's own yearbook, they also operate Beech 350 805. In the past, Alouette 3 1900 was in their ranks too, but that was passed on to the regular Army, still resplendent in a black colour scheme with red cheat line.

**AW139**  
... o/o Leonardo f/n, I-EASG, camo **31848** feb19  
... o/o Leonardo f/n, I-EASZ, camo mar19

The Army is in the process of receiving more AW139s. Unknown how many, they already have four of these camouflaged ones.

**Bell 412EP**  
786-222 f/n nov05

**Enstrom 280FX**  
... ex N859MT canx 18mar19 **2162** mar19  
... ex N859NG canx 19mar19 **2163** mar19  
... ex N709RS canx 18mar19 **2164** mar19  
... ex N859PQ canx 18mar19 **2165** mar19  
... ex N859QR canx 18mar19 **2166** mar19

These five bring the total delivered to sixteen.

**AH-1Z**  
"596-088" 309th AMARG std, f/n, ex 169374, see 067 mar19  
786-061 309th AMARG std, ex 169248 mar19  
786-062 309th AMARG std, f/n oct18  
786-063 309th AMARG std, f/n oct18  
786-067 309th AMARG std, see "596-088" and notes oct18  
786-068 309th AMARG std, ex 169375 mar19  
786-069 309th AMARG std, ex 169376 mar19  
786-070 309th AMARG std, ex 169377 mar19  
786-071 309th AMARG std, ex 169378 mar19  
786-072 309th AMARG std, ex 169379 mar19

These went directly from the factory to storage pending future delivery. Aircraft 061 to 063 arrived by road. The first serial is a strange one. One would expect 786-067 for it, especially because that one was already reported at 309th AMARG between July 2018 and October 2018, before it received its spraylat coating by March 2019. Nine are there in total with 064 to 066 suspected to be stored at Patuxent River.

**Mi-17**  
58662 pres Sargodha f/n feb19  
Recently exposed due to a photograph on Airliners.net, it has been preserved inside the entrance to the Sargodha cantonment Garrison Club since at least 23 March 2018. This is at 32.09173°, 72.64179°.

**Mi-35M**  
786-801 4AAsq f/n mar19  
During rehearsals, and the actual Pakistan Defence day parade, two Mi-35M participated. One of the photographers listed this serial with one of the head-on shots. Not 100% conformation albeit a 'logical' serial. Others used were 802 and 804.

## South Korea

Han Guk Gong Gun (AF)

**CN235-100M**  
40-090 256 TATS revised badge **090** jan19  
40-096 256 TATS revised badge **096** mar19

It looks like 256 TATS has revised its squadron badge, it is still an elephant but now seen head on, looking more fearsome.

**RF-4C**  
41-001 Suwon stored North platform **668** mar19  
68-549 Nam-myeon preserved **3327** mar19  
80-579 Sinpyeong-myeon preserved **3527** mar19

The -myeon part is indicating a township. 68-549 is inside the Anmyondo Jurassic Park, beside the Taeon Shooting Star Observatory, 80-579 at the Sehan University Dangjin Campus.

**F-5E**  
50-587 18 FW/105 FS ex 112 FS **R1290** feb19  
61-650 18 FW/112 FS 112FS badge **R1348** feb19

**KF-5E**  
10-565 18 FW/112 FS 112FS badge **KE1008** feb19

**F-5F**  
50-742 Sinpyeong-myeon preserved **W1013** mar19

**KF-16D**  
? w/o 27feb19

Han Guk Yuk Gun (AR)

**MD500MD**  
770006 Nam-myeon preserved **0046D(17)** mar19  
Preserved at the airfield of the Hanseo University Flight Education Centre.

**UH-1H**  
16980 Sinpyeong-myeon preserved **9174** mar19

## Thailand

Royal Thai Police (PO)

**AW189**  
34xx o/o Varese – Venegono test flight 11jan19 as I-RAIU

## Vietnam

We must admit, in the previous years Vietnam did not have the attention it deserved. We are working hard to get the database of this beautiful country up-to-date. Do not hesitate to send updates and corrections to vietnam@scramble.nl

Vietnam People's Air Force (AF)

**Mi-8**  
7477 930 HR ex 917 HR may18  
7816 930 HR ex 916 HR aug16

**MiG-21MF**  
5130 pres Tam Ky ex 927 FR nov13

**MiG-21PMF**  
6104 pres Vinh dec18

**UH-1D**  
66-17096 pres Dong Ha ex NVAF 66-17096? **9290** sep17

**UH-1H**  
576 pres Datangshan ex NVAF 15576 **10506** sep90  
70-15923 pres Tam Ky ex NVAF 70-15923 **12495** nov13

There was much debate about the identity of this particular Huey. Thanks to Andy Marden, who physically checked its construction number **10506**, we can update our database. 576 is a Huey with quite a history. Delivered to the US Army as 69-15576, then transferred to the South Vietnam Army as 15576. It then served in the Vietnam Peoples' Air Force as 576 after the 1975 reunification of the country. On 30 September 1981 it was flown to China by a defector and preserved in the tunnel at the China Aviation Museum in its original US Army markings, but with fake tail number 95690.

## Latin America

### Argentina

Fuerza Aérea Argentina (AF)

**T-6C+**  
E-308 EAM del 26feb19 feb19  
E-309 EAM del 26feb19 feb19

This brings the total delivered to ten out of twelve.

### Bolivia

Fuerza Aérea Boliviana (AF)  
SLCB = Cochabamba/Jorge Wilsterman

Bolivia is planning to upgrade its UH-1H fleet to Huey-II standard. Of course, this is pending budget approval... The counter-narcotic agency involved is the Unidad Ejecutora de Lucha Integral Contra el Narcotráfico (U.E.L.I.C.N.). Currently, the operator of the Hueys, the Fuerza de Tarea, Diablos Rojos

(Red Devils Task Force) has the following eleven Hueys on strength that are said to be slated for upgrade: FAB-703, FAB-708, FAB-713, FAB-726, FAB-727, FAB-728, FAB-745, FAB-748, FAB-750, FAB-756, FAB-757.

#### B Ae146-RJ70

FAB-107 to CP-3106 ex TAM, reg allocation **E1252** feb19  
As you may recall, the Transporte Aereo Militar was decreed on 27 December 2017 to become a commercial airline as of 31 July 2018. The new name is TAM Empresa Pública (TAMep). Untangling of its military and commercial transport duties was slated to take around six months. Indeed, a registration reservation for the former FAB-107 seems to illustrate this process is still running.

#### B737-200

FAB-112 (2Q3) std SLCB ex TAM **22117/1033** oct15  
FAB-114 (230) std SLCB ex TAM **22135/781** oct15  
FAB-118 (230) std SLCB ex TAM **22139/791** apr18

The other four were last noted operational as follows, FAB-113 07jan16, FAB-115 09sep17, FAB-116 oct13 and FAB-117 10jan17. We suspect these have been stored since January 2018, likely at Cochabamba too. In fact the last operational flight of TAM was performed by an F27!

#### C212-100

FAB-87 std SLCB ex TAM **110** jun17

#### CeU206G

FAB-291 to CP-1951? c/n update **U206G-06823** nov04

It is not operational anymore; in fact this identity is tied to an aircraft that was impounded 8 December 2008 bearing the registration CP-1951. That could mean it was sold off on the civil market after 2004. It was not featured on the list of insured FAB aircraft, at least not for the last six years.

### Brazil

#### Comando da Força Aeronaval (NY)

Three H135s were ordered for HU-1. These will replace the UH-13s (AS355F2) currently in use for various support missions. The aircraft will get a weather radar. The UH-13s are chiefly used for the Antarctic mission 'OPERANTAR' and the H135s are expected to take on that role too, so high visibility orange splashes of paint will likely be applied!

### Colombia

#### Fuerza Aérea Colombiana (AF)

The FAC has signed a contract with IAI to support its Kfir-



After its career within the Royal Netherlands Air Force as K-4003, this NF-5B became civil in the USA. In 2013 it went as N8910 to the United States Aviation Museum Inc, Tulsa (OK). On 7 March 2019 it was photographed by Jaap Dijkstra at St. Augustine (FL), in line with some, not airworthy, former Jordanian F-5Es and Fs.

fleet for three more years, enabling the air force to operate the aircraft until late 2021. The contract guarantees about 900 flying hours per annum for fifteen operational aircraft, including three duals, which does not seem an awful lot...

A word of warning for those planning to travel to Colombia this Summer. Recently, a Cuban individual was captured near Palanquero air base, when taking notes of aircraft and their weaponry. Also, a Venezuelan entered Madrid air base illegally. Both stayed in Colombia legally, but were expelled as spies when their activities were discovered by authorities. Security measures have been tightened following these incidents.

### Costa Rica

#### Servicio de Vigilancia Aérea (PO)

Late April 2018, the local US Embassy announced the donation of four UH-1ST Twin Hueys for counternarcotic duties. The four helicopters will mainly be used to enhance police capabilities to combat illicit drugs and related crime but are also available for other tasks. The UH-1ST is a modified variant of the Bell 212/UH-1N. C-17A 07-7169 brought the foursome to San José airport on 8 March 2019. The UH-1ST is an upgraded version of the Bell 212/UH-1N. The C-17 made a stop in the Fort Rucker area, probably to pick up the four helicopters, before proceeding to Costa Rica. Two serials were gleaned from pictures:

#### UH-1ST

MSP-023	SVA	d/d 08mar19
MSP-026	SVA	d/d 08mar19

### Ecuador

#### Fuerza Aérea Ecuatoriana (AF)

SEMT = Manta/Eloy Alfaro Intl

#### A-37B

FAE-378 pr Gualaquiza ex std SEMT **43532** feb19

It is at the Parque Héroes del Cenepa, -3.426334°, -78.56835°, near the local air strip. It has been there since 10 August 2018. The Army Gazelle below is next to it, both are on a pedestal.

#### AW119Ke

... Ala 22 ex HP1677IA **14738** mar19

Four second-hand Koalas are on order to replace the ill-fated Dhruvs. The first arrived 14 March.

## Aviación del Ejército Ecuatoriana (AR)

**SA342L**  
E-359 pr Gualaquiza l/n 29sep08 feb19  
Policía Nacional (PO)

**MD369FF**  
PN-120 SAP Cuenca w/o 04mar19 **0163FF**

Mexico

## Fuerza Aérea Mexicana (AF)

**Beech 350i**  
3973 c/n update **FL-1026**

**Bell 206B-3**  
1603 pres ZM 45 f/n, ex EA.111 aug18  
1621 c/n update **3253**  
Zona Militar 45 is near Nogales (SON).

**C-47**  
"ETM-6043" pres ZM 7A f/n, ex oct16  
This fully restored Dak appeared at Zona Militar 7A near Monterrey, 25.85652°N 100.24625° W. It may have come from another spot at this huge military area at 25.857057° -100.263753°, last visible at Google Earth in sep15. The Dak appears to be open for visitors, refer: <https://www.youtube.com/watch?v=bUB72yk8kjc>, an identity check would be most welcome! The real ETM-6043 has msn **4598**.

**Ce182S**  
5455 pres Zacatlán (PUE), f/n sep18  
5490 c/n checked **182-80795** sep18  
The Skylane in Zacatlán can be found on the Paseo de la Barranca, at 19.93170°N 97.956415°W.

**F260EU**  
6108 travelling exhibit ex active **6900/2033/EM008** feb19

**H225M**  
XC-EMP CGTAP c/n update **3002**  
XC-FAM CGTAP c/n update **3001**

Both were originally ordered by the navy and pictures emerged in full navy colours, without serials. However, they went to the presidential air fleet and eventually received these registrations (EPM = Estado Mayor Presidencial, FAM = Fuerza Aerea Mexicana). Who knows where they will end up after disbandment of the presidential air fleet?

## Armada de México – Fuerza Aeronaval (NY)

**AS555AF**  
AMHP-121 reregistered as ANX-2121 **5522**  
ANX-2121 Ticomán (CDMX), ex AMHP-121 **5522** feb19  
The Ecureuil is used for instruction with ESIME (Escuela Superior de Ingeniería Mecánica y Eléctrica), a technical school.

**Bo105CB-5**  
AMHP-100 travelling exhibit ex active sep18  
AMHP-110 travelling exhibit ex active feb19  
If encountered, please do check their construction numbers, and do not send us the ones you found on jetphotos.net...

**Mi-17-1V**  
AMHT-220 reregistered as ANX-2220 **96614**  
ANX-2220 f/n, ex AMHT-220 **96614** mar19

**R162**  
AMHT-420 travelling exhibit ex AMHE-420? feb19  
Surprisingly, this Rotorway was photographed with serial AMHT-420, instead of the previously reported AMHE-420. As E stands for training and T for transport in this serial system, we wonder if this is just an error of the painter. Anyone?

Paraguay

## Fuerza Aérea Paraguaya (AF)

**Ce210**  
0813 GATE f/n, w/o 20jan17  
0814 GATE f/n dec17

These are impounded drug runners with unknown pedigree. Aviación Naval Paraguaya (NY)

**Ce182Q**  
Naval 125 GAPROGEN ex ZP-BCG **182-66489** sep15  
Not a Ce150, it is also ex N94679.

**CeU206**  
Naval 133 GAPROGEN ex ZP-BES **U206-06828** aug16  
Also ex N9299R.

**Ce210**  
Naval 135 (210M) GAPROGEN f/n  
Naval 138 (T210L) GAPROGEN ex ZP-BBG **210-61328** sep15  
The latter is also ex N2558S. Naval 135's colour scheme matches ZP-TZP. Another centurion, Naval 139, has a colour scheme that matches "ZP-BBO" (fake registration) that was among the impounded aircraft in September 2015.

Venezuela

## Aviación Militar Nacional Bolivariana (AF)

**Beech 200**  
5134 Grupo 5 to N206P **BB-466** mar19  
It took up its old registration again on 2 March 2019.

## Ejército Nacional Bolivariano (AR)

**M28-05**  
EB-00604 712 Bat.de Av. likely ex EV-0064? feb19  
Guardia Nacional Bolivariana (PO)

**Ce210**  
GNB-80148 f/n, toc jul18?  
This is one of three impounded Centurions that were taken on charge on 23 July 2018. We now only need the full serial for GNB-\_\_147.

**M26-01**  
GN-98125 not to N2601M **1AP002-04**  
Correcting last month, this airframe may or may not have been sold to America, but N2601M has always been **1AP002-01!**

Middle EastBahrain

Royal Bahraini Air Force (AF)  
Bell Helicopter Textron Inc. was awarded a USD 240 million modification contract for the manufacture and delivery of twelve AH-1Z Viper (Lot 16) attack helicopters on 7 February 2019. These advanced attack helicopters will be delivered to the Kingdom of Bahrain under the Foreign Military Sales (FMS) programme. Work will be performed in Fort Worth and Amarillo (TX), and is expected to be completed in August 2022. The contract that also includes AGM-114 Hellfire missiles and BAE Systems Advanced Precision Kill Weapon System II guided rockets. The twelve AH-1Zs will be delivered to the Royal Bahraini Air Force (RBAF) and will most probably be based at Rifa'a Air Base. The 8th Helicopter Squadron and 9th Helicopter Squadron are operating from this location with the ageing AH-1E/P Cobra. The RBAF is believed to operate some 25 to 30 Cobras that will be partly replaced by the most modern Cobra variant.

Qatar

## Qatar Emiri Air Force (AF)

**AH-64E**  
QA112 ex Boeing f/n mar19  
QA113 ex Boeing f/n mar19  
During a ceremony at the manufacturer's plant at Mesa (AZ) Qatar received the first of 24 AH-64E Apache Guardian helicopters. The helicopter is camouflaged in an attractive sand colour scheme. Qatar Deputy Prime Minister and Minister of State for Defence Affairs, Khalid bin Mohamed Al Attiyah attended the ceremony. In July 2014, the Qatari



government signed an agreement for the acquisition of 24 AH-64Es with associated equipment and training for 70 pilots and 100 ground crewmembers. The USD 667 million contract was signed in July 2016 and Qatar took an option for the delivery of an additional 24 attack helicopters. A few days later a picture on board a C-17A appeared with the above two Guardians. Interestingly the serials have been applied as QA-112 and QA-113, with a so-called hyphen, not normally used by Qatar. Another photo has appeared with serial QAF-005 on the tail, presumably by mistake.

#### Rafale EQ

QA220 Dassault f/n EQ.. mar19  
 During a ceremony at Dassault Mérignac (France), PDG Dassault Aviation Eric Trappier, Secretary of State to the Minister of the Armed Forces Geneviève Darrieussecq, Commander in chief QEAF General Mubarak Al Khayareen, and vice-prime minister of Qatar His Excellency Dr Khalid bin Mohamed Al Attiyah celebrated the delivery of the first Qatari Rafale. Although we have mentioned EC04.030 at BA118 Mont-de-Marsan as the unit and location for the Qatari training squadron, it seems only some testing and development took place there. We now think the training location of Qatar Emiri Air Force Rafales is actually BA113 Saint-Dizier/Robinson. Possibly the first aircraft will move there for initial Qatari pilot training in April 2019.

#### Saudi Arabia

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

#### F-15C

1304	13sq	Green 2030 livery	<b>685/003</b>	mar19
1310	13sq	Green 2030 livery	<b>775/032</b>	mar19

#### F-15S

610	6sq	Green 2030 livery	<b>1274/SA023</b>	mar19
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The above three and the Typhoon further below all took part in the static show at Al Thumamah in mid-March. These are the aircraft in the so called "Green 2030 Vision" livery colour scheme. No external serials are applied. Unfortunately the Green Tornado remains unknown.

#### F-15SA

625	6sq	f/n, ex 12-1013	mar19
628	6sq	ex Boeing, serial as 0628	mar19
629	6sq	ex Boeing, serial as 0629	mar19
630	6sq	ex Boeing, serial as 0630	mar19
631	6sq	ex Boeing, serial as 0631	mar19
632	6sq	ex Boeing, serial as 0632	mar19
633	6sq	ex Boeing, serial as 0633	mar19
2907	29sq	f/n	feb19
2918	29sq	f/n	feb19
12-1046		ex Boeing via EGUL 26mar19 Retro61	mar19
12-1049		ex Boeing via EGUL 26mar19 Retro62	mar19
12-1074		ex Boeing via EGUL 26mar19 Retro63	mar19
12-1075		ex Boeing via EGUL 26mar19 Retro64	mar19

The key to identify the tie-up between the fiscal year (FY) serial and the local Saudi serials for the F-15SA is either the left side of the ejection seats or small stencilling on the data block on the left side of the engine intake. Both carry the FY-serial.

A few notes for the abovementioned sightings. First of all, the six participants in Red Flag 19-2. 628 through 633 arrived at Nellis AFB (NV) directly from the manufacturer's plant Boeing St. Louis-Lambert International Airport (MO) on 2 March 2019. 29 squadron pilots crewed the aircraft during the exercise and they left for Seymour Johnson AFB (NC) as Hero61-66 flight on 23 March. Accompanied by air-to-air refuelling aircraft they staged on the next leg to Saudi Arabia in Morón Air Base (Spain) after crossing the Atlantic Ocean as Hero51-56 flight on 26 March 2019. 6 squadron at Khamis Mushayt/King Khalid Air Base will receive the aircraft. The Boeing paint shop seemed to have applied a zero before the

three digits of the serial on the tails by mistake and these are expected to be removed in due course.

In the meantime a further four new Royal Saudi Air Force (RSAF) Boeing Advanced Strike Eagles landed at RAF Lakenheath (United Kingdom) on 26 March 2019. They left two days later with the same callsigns for Saudi Arabia on 28 March 2019.

#### Hawk Mk65A

8805	88sq	new c/s	<b>6Y019</b>	mar19
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Besides a new colour scheme the team has also adapted a new name: "Saudi Falcon Display Team". They used to be known as the "Saudi Hawks".

#### Tornado IDS

703	75sq	ex BAE Systems	<b>CS003</b>	mar19
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The last flying Tornado at BAE Systems Warton, this Tonka that was used for development for Saudi Arabia, has left for home. It performed a ferry shakedown flight on 26 March and left for Bari (Italy) on the first leg home two days later on 28 March 2019. It resided at Warton since December 2014.

#### Typhoon F2

8004	80sq	Green 2030 livery	<b>459/CS034</b>	mar19
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Like the green F-15s, the Typhoon does not carry the serial externally.

Royal Saudi Land Forces (RSLF)

#### AutoGyro Calidus 912 ULS

RG002	Royal Guard Paragliding Team	f/n	mar19
RG003	Royal Guard Paragliding Team	f/n	mar19
RG005	Royal Guard Paragliding Team	f/n	mar19

The Royal Guard Paragliding Team was present at the Al Thumamah show. It is part of the Saudi Royal Guard Regiment. This regiment is not strictly part of the army however.

#### AH-64E

40015	f/n, ex Boeing, ex 14-00015	mar19
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#### Bell 406CS

846	(1st Aviation Battalion) f/n	mar19
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#### S-333

091	f/n, ex Sikorsky	mar19
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#### UH-60L

27180	(3rd Aviation Group) ex Sikorsky, ex 08-27180	mar19
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Three first sightings and a first in-country sighting of Royal Saudi Land Forces Aviation Command (RSLFAC) helicopters at the recent air show at Al Thumamah. The two units are between brackets since they are assumed by us.

Saudi Arabian National Guard (SANG)

#### AH-6i

61016	(1st Aviation Brigade) f/n, ex 14-61016	<b>8V613</b>	mar19
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The first construction number of one of the Little Birds is now known. Well done Keith. Since the construction plate of these helicopters carry the designation AH-6i this is what we will use from now on as the designation of the type, and not AH-6SA.

#### MD530F

0188	1st Aviation Brigade ex N4103X	<b>0188FF</b>	mar19
0189	1st Aviation Brigade ex N41030	<b>0189FF</b>	
0190	1st Aviation Brigade ex N41158	<b>0190FF</b>	
0191	1st Aviation Brigade ex N4117S	<b>0191FF</b>	
0192	1st Aviation Brigade ex N41188	<b>0192FF</b>	
0193	1st Aviation Brigade ex N4119Q	<b>0193FF</b>	jan18
0194	1st Aviation Brigade ex N41755	<b>0194FF</b>	
0195	1st Aviation Brigade ex N41758	<b>0195FF</b>	
0196	1st Aviation Brigade ex N41786	<b>0196FF</b>	
0197	1st Aviation Brigade ex N4130F	<b>0197FF</b>	
0198	1st Aviation Brigade ex N41321	<b>0198FF</b>	
0199	1st Aviation Brigade ex N4144D	<b>0199FF</b>	

Only two of the twelve SANG training helicopters delivered in the second half of 2013 have been noted in-country. At least we are now sure of their serials. The four digits derived from the construction number are displayed on the side of the



1st Squadron, Royal Flight operates this beautiful L-100-30 HZ-129. (somewhere in Saudi Arabia).

cover of the rotor mast above the fuselage.

#### UH-60M

27274 (1st Aviation Brigade) ex Sikorsky mar19  
Saudi Arabian Government (GV)

#### S-92A

PSS-05 MOI ex MOI-05 **92-0064** mar19

The construction number of this helicopter was reported and thought to belong to MOI-1 but the paint underneath the new PSS-05 serial revealed MOI-5 instead. Hence, possibly a few more MOI-x serial- and construction number tie-ups in our database might be wrong.

### United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

#### C295M

822 EADS CASA f/n Seville **182** jan19  
Late January 2019, serials 820, 821 and the new 822 were still present.

#### MB339NAT

430/5	Al Fursan	ex 4	<b>6767</b>	nov18
434/3	Al Fursan	ex 5	<b>6738</b>	nov18
435/1	Al Fursan	ex 2	<b>6774</b>	nov18
436/-	Al Fursan	ex 7		nov18
437/4	Al Fursan	ex 6	<b>6836</b>	nov18

Joint Aviation Command (AR)

#### AS550C3

2342	Group 23	dark grey/green	apr17
2344	Group 23	dark grey/green	apr17

Both noted with IAR Brasov (Romania) during overhaul.

#### UH-60M

2642	Group 26	f/n IDEX Abu Dhabi	feb19
2645	Group 26	f/n Abu Dhabi	jan19
2658	Group 26	f/n IDEX Abu Dhabi	feb19

Advanced Military Maintenance Repair & Overhaul Center (AMMROC) in Abu Dhabi (UAE), has unveiled a new weaponized variant of the Sikorsky UH-60M Black Hawk helicopter. The armed Black Hawk for the UAE shows several enhancements, most notably the stub wings fitted with four hardpoints for carrying a range of weapons. 2645 was showcased and officially unveiled during an event attended by the crown prince of Abu Dhabi and Deputy Supreme Commander of the UAE Armed Forces, Sheikh Mohammed bin Zayed Al Nahyan on 22 January 2019. The Black Hawk has been upgraded with a nose-mounted electro-optic/infrared (EO/IR) sensor turret; stub-wing pylons with four hardpoints carrying rocket pods

and air-to-surface missiles; door-mounted Gatlin guns; as well as engine intake-mounted flare dispensers and modified exhaust outlets.

While a number of these features have already been seen on unarmed Black Hawks operated by Group 26 of the Joint Aviation Command, the stub-wing weapon pylons are new. The general configuration of the UAE's new armed Black Hawk is broadly similar to weaponised Black Hawks in service with other air arms. Lockheed Martin, which has a 40% stake in AMMROC, recently unveiled its new Armed Black Hawk concept that features all the systems visible on the UAE helicopter. It is not clear whether the AMMROC solution has been developed domestically, or if it is effectively a licence-built version of the Lockheed Martin Armed Black Hawk. Six Black Hawks have been modified to date and work on further helicopters is now under way.

UAE Government (GV)

#### AW139

358	NSRC	ex UAE-358	<b>31568</b>	nov17
359	NSRC	f/n		feb19
361	NSRC	ex UAE-361	<b>31599</b>	aug18
DU-202/I-EASH	Leonardo	f/n, for Dubai Police	<b>31799</b>	mar19

This means the previous DU-202, A109K2 **10026** must have found a new owner. The new one was first noted at Vergiate (Italy) in primer in February 2018, in December 2018 in a white green scheme and markings and it was seen flying on 23 March 2019.

359 should be **31577** or **31580**. The UAE's national search-and-rescue (SAR) operation was previously run by the military. To improve response time a plan was put together to take the responsibilities away from the UAE Armed Forces Joint Operations Centre (JOC) and overhaul the system. Recommendations were made to change legislation and find a body that would be responsible for the SAR effort. Things started to move in 2013, when the SAR role was set up under the Supreme Council for National Security. The National Search and Rescue Center (NSRC) is now in charge of all UAE search-and-rescue operations. One of the driving forces behind the facility was Sheikh Hazza bin Zayed Al Nahyan, the UAE's national security advisor.

There are seven emirates in the UAE, which all require SAR coverage. They are looked after by five AW139 helicopters, on alert at Abu Dhabi (Al Bateen Airport), Fujairah IAP (Fujairah), Al Ain (Abu Dhabi), Al Hamra (Abu Dhabi) and Liwa (Abu Dhabi). Between them, the helicopters can reach anywhere in

the UAE within the golden hour, which includes a 15-minute brief. For SAR missions, the helicopters are manned by a pilot, a co-pilot, a crewman and a paramedic. The pilots, who are mainly Emiratis, come from the UAE's Joint Aviation Command, based at Al Bateen. Abu Dhabi Aviation (ADA), the Middle East's largest commercial helicopter operator, provides the rear crew with the paramedics all certified to category one trauma nurse status. The crewmen are a mix of military expats from Australia, South Africa, Malaysia and France, while the paramedics are mainly from South Africa, largely due to the head of ADA's paramedic recruitment being from that country.

Initially, the UAE Air Force and Air Defence (UAEAF&AD) operated five grey AW139s, in military markings (UAE-35x serials), to cover the SAR role. In 2015, the UAE armed forces ordered a further six, which were delivered in two batches from Finmeccanica (now Leonardo) Helicopters. While all eleven helicopters are owned by the UAEAF&AD, they are operated and maintained by ADA at the international airport. It has meant the original five aircraft, which operated in the grey scheme, have been repainted in the red and white NSRC markings. One of the eleven AW139s was tragically lost killing all four on board during a rescue mission on 29 December 2018. It was on a mission to airlift an injured man from Jebel Jais (Ras Al Khaimah). The helicopter crashed after hitting a 2.8 kilometre zip line cable.

**B737-8KN**  
A6-FZZ Dubai Air Wing call sign Dubai 12 **40277/5492** apr18

## North America

### Canada

Royal Canadian Air Force (AF)  
After the first pair of ex-Australian F/A-18As were delivered in February, it will take about six months to upgrade the aircraft to Canadian standards and start operational service. In total 25 airframes will be delivered, of which eighteen will be upgraded and flown. The fielding schedule for the eighteen aircraft is: 2018-2019 (2), 2019-2020 (2), 2020-2021 (8), 2021-2022 (6).

Referring to last month's UAV news, the Canadian government has made a bid to acquire the single German RQ-4E Eurohawk. Serial 99+01 is stored since the cancellation of the German Eurohawk programme. The UAV does not seem fit for immediate use as the US military has removed all military components from the airframe after its preliminary retirement.

**CC-295 (C295SAR)**  
..... f/n, fuselage **187** mar19  
This fuselage appeared on a video posted on 24 March 2019.

## United States

Joint US Forces (JF)  
Aviation Week & Space Technology showed an overview of the number of aircraft asked for by the Pentagon in the fiscal year (FY) 2020 budget, which runs from 1 October 2019 to 30 September 2020. The overview shows a slight increase of seventeen aircraft, from 362 authorized in 2019 to 379 proposed for 2020. The overview is divided into fighter aircraft, other aircraft and helicopters.

**Fighter aircraft:**  
The number of fighter aircraft is 110 in 2020 (down from 117 in 2019). The US Air Force is asking for 48 F-35As, down eight from 2019. The real wild card is that the USAF is asking for eight F-15EX Eagles, and at the same time asking for eight less F-35s. In the past the USAF has said it would not spend money on F-15s at the expense of the F-35 programme, but

that appears to be exactly what happened.

**Other Aircraft:**  
The USAF is asking for twelve KC-46A Pegasus tanker aircraft, which is three less than in 2019. Next to the tanker aircraft, the USAF is asking for another squadron of 24 MQ-9A Reapers and a dozen HH-60W combat search and rescue helicopters.

**Helicopters:**  
More than half of the FY2020 request consists of helicopters, with the US Army taking the lion's share. The Army requests 48 AH-64 Apache helicopters re-manufactured to the new AH-64E Apache Guardian standard, enough for two attack helicopter battalions. They are also asking for 73 UH-60M Black Hawk transport helicopters, about fifteen more than it got in 2019. Nine CH-47F Chinook heavy lift helicopters complete the Army's request.

**Concluding:**  
USAF (104): 48x F-35A, 8x F-15EX, 12x KC-46A, 24x MQ-9A, 12x HH-60W  
US Army (130): 48x AH-64E, 73x UH-60M, 9x CH-47F

Within the FY20 budget, the US Navy plans to spend USD 18,6 billion to buy 148 aircraft. The request for this period, which runs from 1 October 2019 to 30 September 2020 includes the following aircraft for the US Navy and Marine Corps. Between brackets, a number is given that increases or decreases the number of aircraft compared to last year's FY2020 plan:

- \* 20x F-35C (+4)
- \* 10x F-35B (-10)
- \* 24x F/A-18E/F Super Hornets
- \* 4x E-2D Advanced Hawkeye
- \* 6x P-8A Poseidon (-3)
- \* 3x KC-130J Super Hercules
- \* 22x F-5E/F Tiger
- \* 6x CH-53K King Stallion (-3)
- \* 10x CMV-22B Ospreys
- \* 32x Advanced Helicopter Training Systems (+5)
- \* 6x VH-92A Presidential helicopters
- \* 2x MQ-4C Triton (-1)
- \* 3x MQ-9A Reaper

Striking is the purchase of 22 former Swiss Air Force F-5E/Fs, the US Navy and US Marines Corps buy these aircraft to serve as adversary aircraft on top of the Tigers already in use with Fighter Composite Squadron (VFC) 13 *Saints* ('AF-0x, 1x and 2x') at NAS Fallon (NV) and VFC-111 *Sundowners* ('AF-1xx, 2xx') at NAS Key West (FL). These aircraft are possibly replace the legacy F/A-18A Hornets of VFC-12 *Fighting Omars* ('AF-0x, 1x') at NAS Oceana (VA). The USMC purchase of the MQ-9 is made to begin training its *Unmanned Aerial Systems* (UAS) operators. Additional purchases are expected in the future. The US Navy's spending plan shows further decreases to aircraft procurement in the following years. The F-35B program for the USMC is cut by ten in 2020, five in 2021, three in 2022 and one in 2023. However, the US Navy's F/A-18E/F Super Hornet programme is kept steady with last year's plans in 2020 and 2021 but is expected to cut by nine in 2022 and five in 2023. The US Navy's F-35C procurement totals remain steady with last year's plan from 2020 through 2023, but eight aircraft are shifted from 2021 to later years. The Deputy Assistant Secretary of the Navy for Budget Rear Admiral Randy Crites said during a press conference that the cuts to the aircraft procurement were partly due to trying to find the right balance of tactical aircraft and to changes the USMC made to its squadron transition plan between the F-35B and C variants.

On 15 March 2019, the US Air Force announced it will expand its contractor-run adversary air from one to three locations in 2020. In this way, the USAF can free up airmen "to practice their own skills rather than spend time simulating the



A first note for our database is this Boeing AH-64 Apache Guardian 40015. The fiscal year serial is 14-00015 and on the aft fuselage, just before the tail boom, RSLFAC is depicted (Royal Saudi Land Forces Aviation Command).

skills of our adversaries". The well-known private company Draken International is currently on contract at Nellis AFB (NV), where it supports the USAF Weapons School and major exercises like Red Flag. But now the USAF plans to award two more contracts in 2020, setting up a permanent presence of private adversary air at Klamath Falls Int/Kingsley Field (OR), and Holloman AFB (NM). The awards will be part of a broader multi-award contract, known as Combat Air Force Contracted Air Support (CAF/CAS), worth up to USD 6 billion for 40,000-plus hours of adversary air at twelve fighter bases and nearly 10,000 hours to help train joint terminal attack controllers at nine Army bases. Kingsley Field is home to the 173rd Fighter Wing, the sole formal training school for the F-15 Eagle, while Holloman's 54th Fighter Group - a detachment of the 56th Fighter Wing at Luke AFB (AZ) - hosts F-16 pilot training.

Draken International is scheduled to deploy in support of the Air National Guard's Sentry Savannah exercise at Savannah-Hilton Head IAP (GA) in April 2019, then to Seymour Johnson AFB (NC) in May, and Red Flag Alaska in June. In July, Draken will head back to Klamath Falls, as well as Eglin AFB and Hurlburt Field (FL). It will also deploy to Northern Lightning exercise at Volk Field (WI) in August. The USAF will not say to whom they submitted proposals for the CAF/CAS contract in 2018, but at least three other companies besides Draken have said they submitted bids: Top Aces, Tactical Air Support, and Airborne Tactical Advantage Company. The service has evaluated all proposals and expects to award a contract next fiscal year, pending congressional approval of the fiscal 2020 budget.

On 13 March 2019, Omega Aerial Refueling Services Inc., based in Alexandria (VA) was awarded a USD 92 million modification contract that provides for additional aerial refueling services in support of the Department of the Navy, other Department of Defense agencies and Foreign Military Sales customers during missions ranging from basic training to multi-national exercises. Work will be performed in Riverside (CA), Brunswick (GA) and various locations outside the Continental US. The contract, assigned by the Naval Air Systems Command at Patuxent River (MD), is expected to be completed in March 2020. Since 2000, Omega has been the leader in commercial in-flight refueling services. As of

February 2017, Omega operates two Boeing 707s (registrations N707MQ and N629RH) and one McDonnell Douglas DC-10 (N974VV, plus three stored DC-10s, registrations N824VV, N826VV and N853VV). The company announced late 2018 their plans to purchase new aircraft and take out from storage its Boeing-built KC-707 and KDC-10 tankers as the USAF looks to industry for additional tanker services.

The US Department of Defense with the F-35 Joint Program Office (JPO) is starting negotiations with aircraft manufacturer Lockheed Martin concerning multiple contracts in which 485 F-35 Lightning IIs are involved. The US DoD announced this in a notice on 13 February 2019. A bargain for building Lot 15, 16 and 17 aircraft started that must lead to a contract in Q3 of 2021. It is expected that the US DoD will pay less than USD 80 million for one F-35A by 2020 (current Lot 11 aircraft - built in 2019 - cost USD 89,2 million). The three Lots include:

**Lot 15** - 169 aircraft:  
116x F-35A, 29x F-35B, and 24x F-35C

**Lot 16** - 157 aircraft:  
101x F-35A, 32x F-35B, and 24x F-35C

**Lot 17** - 159 aircraft:  
98x F-35A, 37x F-35B, and 24 F-35C

The US DoD notice did not itemize the individual customers, but the JPO gave a broad summary of the possible order. The US Air Force, Navy and Marine Corps would together acquire 295 aircraft; development partners would acquire 143x F-35A/Bs; and foreign military sales would account for the remaining 47x F-35A/Bs. In this expected upcoming order, no new F-35 customers are included. The JPO says its intent is to make Lots 15, 16 and 17 part of a multi-year contract, pending Congressional approval. A multiyear contract is a special agreement with the permission of the US Congress that would provide for a cancellation payment to be made to Lockheed Martin if appropriations are not made as promised. In return for a stronger guarantee of business, Lockheed Martin can then go forward to negotiate bulk discounts for materials and parts, passing back some savings to the Defense Department. Lockheed Martin reported that they delivered more than 360 Lightning IIs as of 1 February 2019.

Most recently, on 30 January 2019, the company celebrated the rollout of the first operational F-35A for the Koninklijke Luchtmacht (KLu, Royal Netherlands Air Force).

United States Air Force (AF)

A quote from our friend and correspondent Dan Stijovich: "26 and 27 February 2019, a memorable couple days to say the least..." On these days Dan was able to shoot multiple pictures of flying Lockheed F-117A Nighthawks over Death Valley National Park (CA). Ever since some fifty F-117As were retired from active duty in 2008, Nighthawk test-flying had been observed more often in the surroundings of Nevada's Tonopah Test Range Airport, a part of Groom Lake or Area 51. The second half of 2016, the USAF revealed multiple Nighthawk sorties during daylight and even formation flying was witnessed. At Scramble Facebook News, Twitter and Instagram we were able to publish a true scoop that went viral all over the world. Scramble can now publish additional information about this scoop. First, the original Scramble social media scoop:

Back in 2017, and not published by any other source so far, Scramble received very reliable information that at least four F-117s were deployed to the Middle East as an operational need emerged for the USAF to resurrect the stealth F-117 for special purposes. One of the deployed aircraft was involved in an in-flight emergency and landed far away from its temporary home base that was likely located in Saudi Arabia, the UAE or Qatar. During this extremely covert deployment the four Nighthawks flew missions over Syria and Iraq with Small Diameter Bombs (SDBs).

Late February the Nighthawks were flying openly over Death Valley with a LEHI call sign. On 26 February, F-117A with serial number 84-0824 and vague '49OG' flagship markings (Former 49th Operation Group), was working the flats at Panamint, Death Valley, with two F-16 chase planes at a height of 200ft. Although we will not reveal our sources, the following information has never been shared before (not even on our social media):

Recent years have seen some peculiar facts related to the Operation Inherent Resolve (OIR), the combined operation to defeat ISIS/ Daesh, in and over Iraq and Syria. This operation was largely manned and staffed by USAF personnel, but allied nations were invited to join the operation. During the OIR heydays some 36 countries were involved. Scramble has

spoken to former OIR members (originating from at least two other countries than USA) and we can reveal that one F-117A made an emergency landing at Ali Al Salem (AAS) in Kuwait during Q4/2016 (AAS is known as the nearest allied fixed wing airfield south of Iraq). Ever since the beginning of being used by the US and allies, Ali Al Salem is renowned because of its secret spaces and hide-outs. This can evidently be seen on Google Earth.

The above mentioned facts are (were) possibly the reasons for using AAS as a Nighthawk emergency landing base. During the aforementioned landing, which occurred during dawn, the unfortunate Nighthawk was accompanied by its wingman. The latter did not land at AAS, but continued its route to its deployment base. This scene was seen by some lucky OIR personnel. One of them managed to make a poor quality long distance iPhone-picture of the landing of the two birds followed by the broken aircraft standing at one of the tarmacs of AAS. Without any doubt, this was at AAS, as infrastructure characteristics and then deployed aircraft to AAS were clearly identified together with the broken F-117. As for the SDBs in combination with the Nighthawk, this was possibly done to use them for deliberate targeting in order to minimize casualties in the densely populated Mosul area (with narrow streets and fortified bunkers) during the Battle of Mosul and undisclosed missions deep into Syria. This sometimes very technical targeting, in combination with stealth and slow speed, was something an F-22, F-15, B-1, B-52 and F-16 were not capable of doing.

As for the quantity of F-117As deployed. We have been told that there were at least four aircraft deployed. The deployment base was most probably in Qatar or Saudi Arabia. We can confirm that they flew only during nighttime and strikingly, they used call sign: HELI (HELI was most probably chosen as this name gave less attention in the Air Tasking Order (ATO) of OIR that is observed by the military. As known, several (secretive) helicopter operations took place throughout the whole OIR area of operations).

For now, with the vanishing of most terrorists (ISIS) from Iraqi and Syrian territory, it seems that the USAF found, once again, an opportunity to show the Nighthawk in the open. Flying low and slow buzzing Death Valley, with even a waving pilot in its office, the pilot knew he and his fantastic



A big scoop on Scramble Facebook which went viral in no-time, were the photos of Dan Stijovich of a flying F-117 Nighthawk, the 84-0024, in the surrounding of Nevada's Tonopah Test Range Airport.

Personal copy

Distribution to a third party is not allowed



A rare aircraft inside the US armed forces inventory is this Cessna 208B Grand Caravan. The UC-27B 66048 (FY believed as '96) should either be operating with 6th SOS, based at Duke Fields (FL), or 427th SOS, based at Pope AFB (NC). We have no idea of the meaning of the one large and 24 small skulls on the nose. (North Las Vegas, 20 March 2019, Jon Astely)

aircraft were watched and photographed by some very lucky people! An educated guess of Scramble is that these out-in-the-open flights possibly could mean (again, it is just an educated guess) that the test-flights of the F-117s are ended and this was a kind of an unofficial farewell flight. Hopefully, more information will become available in the near future, and hopefully our educated guess is wrong!

Scramble editorial note: The owner of the iPhone is trustful. Unfortunately, he was not allowed to give us the pictures of AAS as scrupulous rules were given to all AAS and OIR personnel about the emergency landing at that time. (but we can assure you, although of poor quality, they looked adrenalin-kicking great!). Following the F-117s flights through Death Valley, the involved person consulted a high ranking OIR commander who gave permission to publish the aforementioned words.

On 21 March 2019, New York Air National Guard's 102nd Rescue Squadron, part of the 106th Rescue Wing, received its first Lockheed Martin HC-130J Combat King II. The HC-130J, with serial number 16-5863 and tail code LI, is the first of four HC-130Js to become part of the 102nd RQS/ 106th RQW. The unit currently operates a legacy fleet of HC-130P/N variant Combat King I aircraft at Francis S. Grabreski Air National Guard Base on Long Island (Hence the new LI tail code). The latter type will soon be disposed of as a relic or will be flown to the 309th Aircraft Maintenance And Regeneration Group, also known as the Boneyard in Arizona.

On 6 March 2019, General Webb, commander of USAF's Air Force Special Operations Command (AFSOC), visited the Lockheed Martin facility at Crestview/Bob Sikes Airport (FL). Together with AFSOC leadership, the General watched new AC-130J Ghost rider gunships take shape at the Florida facility. Strikingly, AC-130J with serial number 16-5861, is said to be the first new aircraft for the 4th Special Operations Squadron, part of the 1st Special Operations Wing at Hurlburt Field (FL). A sign nearby also stated that this will be the 14th Ghost rider to be delivered. AC-130J sightings are very rare, and Scramble Magazine hardly ever receives information on these aircraft. MC-130J with serial number 16-5835 was destined to be the 13th MC-130J to be converted into a Ghost rider gunship. Already revealed during February 2018, the latter is believed to be at the Crestview facility as well. It is expected that a total of 37 AC-130Js will be replacing the

older gunship models, the AC-130U Spooky and AC-130W Stinger-II aircraft.

Another type of influence from mother nature is the extreme rising of water because of heavy rainfalls. This time the Missouri river flooded and large parts of Offutt AFB (NE), home of the 55th Wing, experienced the trouble of the high water level. As can be seen on some photos, half of the runway length, aircraft parking spots and hangars were seriously flooded. Some of the higher-lying aircraft parking areas remained untouched. The level of the Missouri river started to rise to extreme levels on 15 and 16 March 2019. Serviceable aircraft departed the air force base. The 55th Wing commands two squadrons flying various sneaky variants of the Boeing C-135, the 38th Reconnaissance Squadron ('OF' green) *Hellcats* and the 45th Reconnaissance Squadron ('OF' black) *Sylvester*. Next to these reconnaissance squadrons the base is also host for the 1st Airborne Command Control Squadron flying the Boeing E-4B Advanced Airborne Command Post (AACP) 'Nightwatch'. The amount of damage still has to be assessed, but might not be as high as the Tyndall AFB (FL) disaster in October 2018 where almost every structure was damaged. Latest information according to the 55th Wing Commander is that the water will begin to recede on 21 March 2019. MacDill AFB (FL) accepted five 55th Wing reconnaissance aircraft as a temporary measure. The relocation to MacDill AFB ensures the aircraft remain out of harm's way until they can safely return to their home station.

On 7 March 2019, two additional Lockheed Martin F-35A Lightning IIs touched down at Edwards AFB (CA). The 461st Flight Test Squadron and the F-35 Integrated Test Force received two additional F-35As to support continued developmental testing. By loaning two fifth-generation fighters from the 422nd Test and Evaluation Squadron (Nellis AFB, NV), Scramble assesses that F-35 development testing has entered a new phase. With the arrival of the two OT coded F-35As, 17-5242 and 17-5244, the 461st FLTS 'Deadly Jesters' is believed to now have a full complement of ten F-35s at its disposal.

On 4 February 2019, Scramble Facebook News (SFN) reported on the conversion of 133rd Air Refueling Squadron (NH ANG) to the Boeing KC-46A Pegasus. The 133rd ARS, part of the 157th Air Refueling Wing and based at Pease Air National Guard Base, co-located at Portsmouth International

Personal copy

Airport (NH), will be divesting all of its KC-135s by 24 March 2019. This, in order to prepare for the arrival of the new KC-46A tanker later this year. Although no Stratotankers were recently added to the inventory of the 309th Aircraft Maintenance And Regeneration Group (AMARG, Boneyard in Arizona), it is expected that, because of more Pegasus tanker aircraft being inducted, this arrival flow will start soon. For now, two KC-135Rs (serial 57-1430 and 58-0066) are the only ones left at Pease.

The XQ-58A Valkyrie demonstrator, a long-range, high subsonic Unmanned Aerial System (UAS), completed its inaugural flight on 5 March 2019 from Yuma Proving Grounds (AZ). The Air Force Research Laboratory partnered with Kratos Unmanned Aerial Systems to develop the XQ-58A. This joint effort falls within the Air Force Research Laboratory's Low Cost Attributable Aircraft Technology (LCAAT) portfolio, which has the objective to break the escalating cost trajectory of tactically relevant aircraft.

The objectives of the LCAAT initiative include designing and building UAS faster by developing better design tools, and maturing and leveraging commercial manufacturing processes to reduce building time and cost. Developed for runway independence, the aircraft behaved as expected and completed 76 minutes of flight time. The time to first flight took a little over 2,5 years from contract award. The XQ-58A has a total of five planned test flights in two phases with objectives that include evaluating system functionality, aerodynamic performance, and launch and recovery systems.

Not really expected but the word is out! On 28 February 2019, the Secretary of the Air Force Heather Wilson and Air Force Chief of Staff Gen. Goldfein gave answers on direct questions during the Air Force Association's Air Warfare Symposium in Orlando (FL). The straight answers by Secretary Wilson were unmistakably understood as the United States Air Force (USAF) being imposed to purchase the Boeing F-15X Eagle. Initially, no additional fourth generation fighter aircraft were planned to be purchased by the USAF.

Although no overall numbers were given, it was stated that the USAF has the intention to buy 72 F-15 fighter aircraft a year. With the first new F-15s planned introduction during the 2021-2022 time-frame, Scramble Magazine assesses that priority will be given to replace the ZZ coded F-15C/Ds from

the 18th Wing at Kadena AFB (Japan). By then, some of those Eagles have been flying for more than four decades. Also, the F-15X is assessed not to augment USAF's current fighter force. The overall goal, to increase USAF's forces from 312 squadrons to 386 squadrons, is still causing some serious headaches. Advertised as the Advanced F-15, at this moment Scramble Magazine does not know what the "X" in F-15X stands for. Most probably it means that the exact designation has to be decided upon.

On 1 March 2019, the 52nd Expeditionary Operations Group Detachment 2, geographically separated from Spangdahlem's 52nd Fighter Wing, became fully operational with the General Atomics MQ-9 Reaper at Miroslawiec Air Base (Poland). Contractors and US military now share control during operations such as the take-off, the actual mission, and recovery of the aircraft. Currently, the Air National Guard is the US branch that operates the remotely piloted MQ-9 aircraft out of Miroslawiec.

The Reaper community is providing intelligence, surveillance and reconnaissance in support of US foreign policy security in the eastern part of Europe. The currently configured unarmed and civilian registered MQ-9 aircraft provide valuable force protection data to the US and international partners. 52nd EOG Det. 2 works closely with the Polish Air Force on its mission of operating the MQ-9. Last year, the USAF announced that they had started flights from Miroslawiec during the beginning of May 2018. With some 325 kilometers from Miroslawiec, the border with the Russian exclave Kaliningrad, located between Poland and the Baltic States, is well within reach of the MQ-9. The following civilian registered MQ-9s have been noted recently at Miroslawiec N428HK and N429HK. This means the aircraft are COGO, company owned and government operated.

When the first three C-21A Learjets, with serial numbers 84-0063, 84-0064 and 84-0065 touched down at Scott AFB (IL) on 6 April 1984, a new mobility era within the US Air Force started. After 35 years of C-21A operations, the USAF is celebrating 2019 as "the Year of the Lear". The 35th anniversary comes with upgrades for the Learjet airframe and changes within the units that fly it. A USD 38 million avionics upgrade for the fleet is now underway. One by one, the surviving C-21As are being sent to Global Aviation



The US Air Force has deployed six B-52s to RAF Fairford for a couple of weeks, the largest US bomber deployment to the UK since the Iraq war. The 60-0025 of 20th BS was captured by Mark Rourke on 20 March 2019.

Technologies (GAT) Wichita (KS), to receive new avionics and communications suites that will expand the aircraft's reach, effectiveness, and capabilities.

In a consolidation effort the USAF moves four aircraft from the 457th Airlift Squadron (457th AS) at Andrews AFB (MD) to join Scott's 458th AS later this year. Effectively, this means that the 457th AS will be deactivated. With the move of the quartet, the 458th AS will get a total of fourteen Learjets assigned. These fourteen will get a new tail flash, to celebrate the legacy of the C-21A fleet. The 458th AS is planning to unveil that flash in late March 2019. The 200th AS, based at Peterson AFB (CO), was already deactivated on 14 October 2018. With the five 76th AS C-21As at Ramstein air base (Germany), Scramble is able to supply you a current overview of the latest C-21A situation (all Learjets have been noted recently):

84-0071	458th AS
84-0072	458th AS
84-0075	458th AS
84-0079	458th AS
84-0083	76th AS
84-0085	76th AS
84-0087	76th AS (to US - for maintenance?, Nov18)
84-0096	76th AS
84-0120	458th AS
84-0124	458th AS
84-0125	458th AS
84-0126	76th AS
84-0129	458th AS
84-0135	458th AS
84-0137	458th AS
84-0139	temporary to N428GH (see below for information)
84-0142	458th AS
86-0374	458th AS (ex 200th AS)
86-0377	458th AS (ex 200th AS)

Although the aircraft belongs to the USAF, for now, C-21A 84-0139 is registered as N428GH with Global Aviation Technologies (GAT), Wichita (KS). It is expected that this particular aircraft will later augment the USAF's operational inventory again. Not reviewed in the above are the USAF C-21s at the 309th Aircraft Maintenance And Regeneration Group (AMARG) near Tucson. That storage inventory, used for spare parts, counts 23 Learjets.

#### A-10C

78-0613/FT	75th FS	ex unknown	<b>A10-0233</b>	feb19
78-0670	no markings	ex 354th FS	<b>A10-0290</b>	sep18
79-0177/ET	46th TW	ex 40th FLTS	<b>A10-0441</b>	mar19

#### A-7D

70-1022/CO	scrapped	ex 309th AMARG	<b>D168</b>	dec18
72-0192/VA	scrapped	ex 309th AMARG	<b>D314</b>	dec18

#### AC-130J

16-5837	4th SOS	new delivery	<b>382-5837</b>	mar18
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#### B-52H

61-0018/MT	69th BS	ex 23rd BS	<b>464445</b>	mar19
61-0035/MT	23rd BS	ex 69th BS	<b>464462</b>	feb19

#### C-12C

73-1210	scrapped	ex 309th AMARG	<b>BD-6</b>	oct18
76-0173	scrapped	ex 309th AMARG	<b>BD-30</b>	oct19

#### C-130E

62-1836	scrapped	ex 309th AMARG	<b>382-3799</b>	aug18
72-1294	scrapped	ex 309th AMARG	<b>382-4509</b>	aug18

#### C-130H

74-1666	164th AS	ex 36th AS	<b>382-4611</b>	mar19
74-1674	164th AS	ex 186th AS	<b>382-4631</b>	mar19
89-1185	181st AS	ex 144th AS	<b>382-5194</b>	mar19

#### C-130J

14-5804	314th AW	ex LM Marietta	<b>382-5804</b>	feb19
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16-5862	120th RW	ex LM Marietta	<b>382-5862</b>	nov18
<b>C-17A</b>				
90-0532	145th AW	ex 62nd AW	<b>50011/F010/P7</b>	feb19
<b>C-21A</b>				
84-0098	to N865SP	ex 457th AS	<b>35A-544</b>	sep13
<b>CT-39A</b>				
62-4454	scrapped	ex 309th AMARG	<b>276-7</b>	aug18
<b>CT-43A</b>				
71-1403/RA	scrapped	ex 309th AMARG	<b>20685/317</b>	aug18
71-1405/RA	scrapped	ex 309th AMARG	<b>20687/329</b>	aug18
72-0283	scrapped	ex 309th AMARG	<b>20690/336</b>	aug18
<b>CV-22B</b>				
08-0036	20th SOS	ex unknown	<b>D1017</b>	mar19
08-0039	20th SOS	ex unknown	<b>D1017</b>	mar19
<b>E-3B</b>				
79-0002/OK	964th AACs	ex 960th AACs	<b>21756/943</b>	mar19
<b>E-3G</b>				
79-0001/OK	964th AACs	ex 960th AACs	<b>21755/942</b>	mar19
<b>E-8C</b>				
97-0200/GA	16th ACCS	ex 128th AACs	<b>20317/826/P-12</b>	mar19
<b>EC-130H</b>				
73-1592/DM	pres Fort Meade	ex 41st ECS	<b>382-4557</b>	sep18
<b>F-117A</b>				
84-0824/HO	Tonopah Test Range		<b>A4038</b>	feb19
<b>F-15C</b>				
78-0518	159th FS	ex 64th AGRS	<b>505/C051</b>	feb19
<b>F-15SA</b>				
12-1040	to RSAF as 618	new delivery		mar19
12-1065	to RSAF as 629	new delivery		mar19
12-1066	to RSAF as 630	new delivery		mar19
12-1071	to RSAF as 631	new delivery		mar19
12-1072	to RSAF as 632	new delivery		mar19
12-1073	to RSAF as 633	new delivery		mar19
<b>F-16A</b>				
80-0520/DC	scrapped	ex 309th AMARG	<b>61-241</b>	jun18
<b>F-16B</b>				
78-0083	scrapped	ex 309th AMARG	<b>62-9</b>	jun18
78-0091	scrapped	ex 309th AMARG	<b>62-17/M23-2</b>	jun18
79-0412	scrapped	ex 309th AMARG	<b>62-44/M23-1</b>	jun18
79-0415/SH	scrapped	ex 309th AMARG	<b>62-47</b>	jun18
<b>F-16C</b>				
84-1213/LF	scrapped	ex 309th AMARG	<b>5C-50</b>	nov18
85-1453/AC	to QF-16 Program as QF-055		<b>5C-233</b>	nov18
<b>F-16D</b>				
84-1330/LF	scrapped	ex 309th AMARG	<b>5D-24</b>	oct18
86-0041	scrapped	ex 309th AMARG	<b>5D-45</b>	oct18
<b>F-16DM</b>				
90-0838/WW	13th FS	ex 14th FS	<b>CD-5</b>	feb19
<b>F-35A</b>				
09-5004/LF	56th FW	ex 422nd TES	<b>AF-17</b>	mar19
15-5125/LF	61st FS	ex 63rd FS	<b>AF-116</b>	mar19
15-5190/LF	56th FW	new delivery	<b>AF-165</b>	mar19
15-5193/LF	63rd FS	new delivery	<b>AF-168</b>	mar19
15-5201/HL	421st FS	new delivery	<b>AF-176</b>	feb19
17-5244/OT	422nd TES	new delivery	<b>AF-186</b>	mar19
17-5245/LF	308th FS	new delivery	<b>AF-187</b>	mar19
17-5247/HL	421st FS	new delivery	<b>AF-189</b>	mar19
17-5248/HL	421st FS	new delivery		mar19
<b>F-4E</b>				
73-1182/PN	scrapped	ex 309th AMARG	<b>4732</b>	jun18
74-0653	scrapped	ex 309th AMARG	<b>4804</b>	jun18
<b>F-4G</b>				
69-7558/WA	scrapped	ex 309th AMARG	<b>4005</b>	jun18
69-7587	scrapped	ex 309th AMARG	<b>4079</b>	jun18
<b>HC-130J</b>				
09-5709/DM	79th RQS	ex 23rd Wing	<b>382-5709</b>	mar19
16-5863/LI	102nd RQS	ex unknown	<b>382-5863</b>	mar19





On 8 March 2019 it, unfortunately, finally happened; the US Marines Corps deactivate their last EA-6B Prowler squadron, VMAQ-2. It also marks the end of the Grumman A-6 family which started over six decades ago. Jan Willem Verdonk photographed the 162228/CY-04 at Cherry Point (NC) during the sundown event.

<b>HH-60G</b>									
89-26208/AV	56th RQS	ex LN markings	<b>70-1439</b>	feb19	07-3196	309th AMARG	ex unknown	<b>P196</b>	jan19
90-26233	131st RQS	ex 66st RQS	<b>70-1600</b>	feb19	<b>NKC-135A</b>				
90-26238/AT	943rd Group	ex 301st RQS	<b>70-1611</b>	mar19	55-3122	scrapped	ex 309th AMARG	<b>17238/T0005</b>	nov18
91-26353/AV	56th RQS	ex LN markings	<b>70-1654</b>	feb19	55-3127	scrapped	ex 309th AMARG	<b>17243/T0010</b>	nov18
					55-3134	scrapped	ex 309th AMARG	<b>17250/T0017</b>	nov18
<b>KC-135A</b>					<b>NKC-135E</b>				
55-3137	scrapped	ex 309th AMARG	<b>17253/T0020</b>	oct18	55-3135	scrapped	ex 309th AMARG	<b>17251/T0018</b>	nov18
55-3142	scrapped	ex 309th AMARG	<b>17258/T0025</b>	nov18	<b>RC-26B</b>				
56-3601	scrapped	ex 309th AMARG	<b>17350/T0040</b>	nov18	92-0373	130th AS	ex 754th SOS	<b>DC-835M</b>	mar19
56-3610	scrapped	ex 309th AMARG	<b>17359/T0049</b>	nov18	<b>RF-4C</b>				
56-3620	scrapped	ex 309th AMARG	<b>17369/T0059</b>	nov18	63-7762	scrapped	ex 309th AMARG	<b>645</b>	jun18
56-3621	scrapped	ex 309th AMARG	<b>17370/T0060</b>	nov18	65-0867	scrapped	ex 309th AMARG	<b>1424</b>	jun18
56-3633	scrapped	ex 309th AMARG	<b>17382/T0072</b>	aug18	66-0415/BH	scrapped	ex 309th AMARG	<b>2096</b>	jun18
56-3634	scrapped	ex 309th AMARG	<b>17383/T0073</b>	nov18	66-0475	scrapped	ex 309th AMARG	<b>2682</b>	jun18
56-3635/DY	scrapped	ex 309th AMARG	<b>17384/T0074</b>	nov18	68-0582/BA	scrapped	ex 309th AMARG	<b>3544</b>	jun18
56-3637	scrapped	ex 309th AMARG	<b>17386/T0076</b>	aug18	71-0251/BA	scrapped	ex 309th AMARG	<b>4227</b>	jun18
56-3642	scrapped	ex 309th AMARG	<b>17391/T0081</b>	nov18	<b>RQ-1</b>				
56-3644	scrapped	ex 309th AMARG	<b>17393/T0083</b>	nov18	98-3051	309th AMARG	ex unknown	<b>P051</b>	jan19
56-3646/DY	scrapped	ex 309th AMARG	<b>17395/T0085</b>	nov18	99-3059	309th AMARG	ex unknown	<b>P059</b>	jan19
56-3647	scrapped	ex 309th AMARG	<b>17396/T0086</b>	oct18	<b>T-38A</b>				
56-3649	scrapped	ex 309th AMARG	<b>17398/T0088</b>	nov18	60-0551	Smithsonian	ex USAF museum	<b>N5124</b>	mar19
57-1420	scrapped	ex 309th AMARG	<b>17491/T0100</b>	oct18	<b>T-38C</b>				
57-1476	scrapped	ex 309th AMARG	<b>17547/T0156</b>	nov18	65-10453/CB	49th FTS	ex 50th FTS	<b>N5872</b>	feb19
57-1477	scrapped	ex 309th AMARG	<b>17548/T0157</b>	nov18	66-8350/EN	90th FTS	ex 469th FTS	<b>N5966</b>	feb19
57-2591	scrapped	ex 309th AMARG	<b>17727/T0197</b>	oct18	67-14837/EN	88th FTS	ex 90th FTS	<b>T6033</b>	feb19
57-2592	scrapped	ex 309th AMARG	<b>17728/T0198</b>	oct18	68-8122/CB	49th FTS	ex 50th FTS	<b>T6127</b>	feb19
57-2596	scrapped	ex 309th AMARG	<b>17732/T0202</b>	oct18	69-7079/RA	435th FTS	ex 560th FTS	<b>T6229</b>	feb19
58-0025	scrapped	ex 309th AMARG	<b>17770/T0240</b>	oct18	<b>T-6A</b>				
58-0029	scrapped	ex 309th AMARG	<b>17774/T0244</b>	nov18	02-3635/XL	434th FTS	ex 84th FTS	<b>PT-174</b>	feb19
58-0081	scrapped	ex 309th AMARG	<b>17826/T0296</b>	nov18	<b>UH-1N</b>				
58-0097	scrapped	ex 309th AMARG	<b>17842/T0312</b>	nov18	69-6662/MT	1st HS	ex 54th HS	<b>31068</b>	mar19
62-3555	scrapped	ex 309th AMARG	<b>18538/T0606</b>	oct18	<b>XQ-58A</b>				
62-3560	scrapped	ex 309th AMARG	<b>18543/T0611</b>	nov18	15-8001	LCAAT	prototype		mar19
63-7986	scrapped	ex 309th AMARG	<b>18603/T0642</b>	nov18	United States Army (AR)				
<b>KC-135E</b>					With many thanks to our reader Johannes from Germany, we can report a unit designation change at Ansbach (Germany). The famous Big Windy CH-47F unit has been reflagged from H/1-214th AVN to B/1-214th AVN. This was confirmed by aircrew from this unit, but unfortunately it is not known when this change exactly took place. Research shows that this was somewhere between July 2016 and end-November 2016.				
56-3648	scrapped	ex 309th AMARG	<b>17397/T0087</b>	oct18	Related to the previous news item, <u>B/1-214th AVN USARC</u> at ASF Lewis, Gray AAF, Fort Lewis (WA) has been deactivated or reflagged to a new unit designation. This took place just before the Ansbach Chinook unit was reflagged. We hope to				
<b>KC-135R</b>									
62-3519	92nd ARW	ex 91st ARS	<b>18502/T0570</b>	feb19					
62-3562	54th ARS	ex 909th ARS	<b>18545/T0613</b>	mar19					
62-3565/ZZ	909th ARS	ex 92nd ARW	<b>18548/T0616</b>	feb19					
63-8011	54th ARS	ex 91st ARS	<b>18628/T0667</b>	mar19					
<b>KC-46A</b>									
17-46028	56th ARS	new delivery	<b>34124/1135</b>	feb19					
17-46033	56th ARS	new delivery	<b>34111/1147</b>	mar19					
<b>MQ-1B</b>									
00-3067/WA	309th AMARG	ex 11th RS	<b>P067</b>	jan19					
01-3077/WA	309th AMARG	ex 11th RS	<b>P077</b>	jan19					
05-3149	309th AMARG	ex 432nd Wing	<b>P149</b>	jan19					
05-3156	309th AMARG	ex unknown	<b>P156</b>	jan19					
07-3185	309th AMARG	ex unknown	<b>P185</b>	dec18					

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provide more details in the next Scramble edition!

B/2-1st AVN	Marshall AAF, Fort Riley (KS)
C/2-3rd AVN	Hunter AAF, Fort Stewart (GA)
A/12th AVN	Davison AAF, Fort Belvoir (VA)
B/15th MI Bn	Robert Gray AAF, Fort Hood (TX)
2-25th AVN	Schofield Barracks (HI)
B(-)/1-114th AVN	TX ARNG, AASF Austin-Bergstrom IAP (TX)
1-140th AVN	CA ARNG, AASF Los Alamitos (CA)
1-147th AVN	WI ARNG, AASF Dane County RAP (WI)
158th AVN	USARC, ASF Conroe, Lone Star Executive Airport (TX)
7-158th AVN	USARC, ASF Olathe (KS)
F(-)/5-159th AVN	USARC, ASF Clearwater (FL)
B(-)/2-211th AVN	IA ARNG, AASF Davenport (IA)
B/224th MI Bn	Hunter AAF, Fort Stewart (GA)
3-227th AVN	Hood AAF, Fort Hood (TX)
B/2-501st AVN	Biggs AAF, Fort Bliss (TX)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)

#### MC-12S-1 EMARSS-G

12-00278	B/15th MI Bn	ex B/224th MI Bn	<b>FL-388</b>	feb19
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#### MC-12S-3 EMARSS-V

11-00286	B/15th MI Bn	ex nb	<b>FL-780</b>	feb19
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#### CH-47D

92-00285	to Greece as ES930	<b>M3426</b>		
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The serial of the missing tenth ex US Army Chinook which was delivered to Greece is now also known.

#### CH-47F

08-08758	B(-)/7-158th AVN, ex B/2-501st AVN	<b>M8758</b>	feb19
08-08775	B(-)/7-158th AVN, ex B/2-1st AVN	<b>M8775</b>	feb19
09-08822	B(-)/2-211th AVN, ex B(-)/1-111th AVN	<b>M8822</b>	mar19

#### EH-60A

87-24660	to N82BH	ex std BEST	<b>70-1196</b>	feb19
87-24668	to N83BH	ex std BEST	<b>70-1245</b>	feb19

#### UH-60A

79-23331	std BEST	ex nb	<b>70-148</b>	jan19
79-23346	std BEST	ex nb	<b>70-163</b>	jan19
80-23478	std BEST	ex B/12th AVN	<b>70-236</b>	jan19
80-23494	std BEST	ex nb	<b>70-252</b>	jan19
82-23744	std BEST	ex nb	<b>70-567</b>	jan19
83-23908	A/5-159th AVN	ex nb	<b>70-733</b>	feb19
87-24654	A/5-159th AVN	ex nb	<b>70-1197</b>	feb19
88-26018	A/5-159th AVN	ex nb	<b>70-1225</b>	feb19

We suspect that the helicopters listed here with A/5-159th AVN have all been converted to UH-60L standard.

#### HH-60L

84-23941	to N51BH	ex std BEST		feb19
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02-26964	to N364SB	ex std BEST		feb19
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#### UH-60L

98-26796/96F	1-212th AVN	ex nb	<b>70-2450</b>	feb19
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#### HH-60M

..-20402	C/2-3rd AVN	ex C/3-10th AVN		sep18
..-20409	C/2-3rd AVN	f/n		aug18
..-20506	C/2-3rd AVN	f/n		nov18

#### UH-60M

..-20086	1-147th AVN	f/n		mar19
..-20489	2-25th AVN	f/n		jan19
..-20663	2-25th AVN	ex nb		jan19
..-20823	3-227th AVN	f/n		jan19
..-20926	1-140th AVN	f/n		jan19
..-20962	1-140th AVN	f/n		may18
..-20975/75A	1-212th AVN	f/n		feb19

#### AH-64D

09-05588	see note	ex 1-82nd AVN	<b>PVD588</b>	feb19
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At least eight Apaches were present at Cecil Field (FL), where they were being stripped for spares in support of the AH-64E conversion programme. Only one could be identified, this was 09-05588 which was dumped outside awaiting disposal.

#### UH-72A

08-72061	B(-)/1-114th AVN, ex nb	<b>9211</b>	mar19
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United States Navy (NY)

On 20 March 2019, The Boeing Company, St. Louis (MO) received a USD 4 billion modification request to convert a previously awarded advanced acquisition contract to a fixed-price-incentive-firm-target multi-year contract. This modification provides for the full-rate production and delivery of 61 F/A-18E and seventeen F/A-18F Super Hornets for FY18 through FY21. Some fourteen manufacturer and subcontractor facilities throughout the USA and Canada will deliver Rhino parts to the main facility at El Segundo (CA), where the aircraft will be built. The 78 Block III will be delivered by April 2024. The Block III configuration sees capability upgrades that include enhanced network capability, longer range, reduced radar signature, an advanced cockpit system and an enhanced communication system. On top of the new-build contract, Boeing will start converting existing Block II Super Hornets to Block III early in the next decade, in which the Rhino's service life will be extended from 6,000 hours to 10,000 hours.

On Monday 11 March 2019, Northrop Grumman Corporation has won a USD 89,5 million contract to provide sustainment and engineering services in support of the MQ-4C Triton



VFC-111 painted their F-5E 761547/ES-105 in a World War II USN colour scheme. On the canopy edge is a tribute to Eugene Fairfax, the Commanding Officer of VF-11 on the USS Hornet from 1944 till 1946. (Key West (FL), 15 March 2019, Jan-Willem Verdonk)



The newest recruit for HMX-1 is the Sikorsky/Lockheed Martin S-92 Superhawk. The VH-92A, like the 169177 on the photo, is scheduled to enter service in 2020, replacing the VH-3Ds and VH-60Ns. (Washington (DC), 04 March 2019, Tim Wolfe)

Unmanned Aerial Systems (UAS) for the US Navy. The contract procures the technical expertise of field service representatives, logistic experts and test support to ensure the MQ-4C Triton and mission control and operator training systems are fully sustained and mission capable. The work is expected to be completed in March 2020. The Triton, built for the US Navy, supports a wide range of missions including maritime Intelligence, Surveillance and Reconnaissance (ISR) patrol, signals intelligence, search and rescue and communications relay. The aircraft can fly over 24 hours at a time, at altitudes higher than 10 miles, with an operational range of 8,200 nautical miles.

The MQ-4C System Development and Demonstration (SDD) aircraft was delivered in 2012 and the MQ-4C Triton was originally expected to be operational by late 2015 with a total of 68 aircraft to be procured. Initial Operational Capability (IOC) for the MQ-4C was achieved in 2018 with Full Operating Capability (FOC) planned in 2023. Current Unmanned Patrol Squadrons (VUP) operating with the MQ-4C Triton are:

Box!!

VUP-11 Pegasus ('LE') at NAS Whidbey Island (WA)

VUP-19 Big Red ('PE') at NAS Jacksonville (FL) \*

VX-20 Force at NAS Patuxent River (MD)

\* The Big Red is running detachments at NAS Patuxent River (MD) and NAS Point Mugu - Channel Islands ANG (CA)

Box end!!!

The US Navy and US Marine Corps have jointly announced that the F-35C Lightning II has met all requirements and achieved Initial Operational Capability (IOC) on 28 February 2019. The announcement came shortly after Strike Fighter Squadron (VFA) 147 *Argonauts* (at that time 'NH-4xx', see CVW-2 news) completed their aircraft carrier qualifications aboard USS *Carl Vinson* (CVN-70) and received Safe-For-Flight Operations Certification for the carrier variant of the F-35.

IOC was declared after VFA-147 reached the status in which it is properly manned, trained and equipped to conduct assigned missions in support of fleet operations. This includes having ten Block 3F, F-35C aircraft, requisite spare parts, support equipment, tools, technical publications, training programs and a functional Autonomic Logistic Information System (ALIS). Additionally, the ship that supports the first squadron must possess the proper infrastructure, qualifications and certifications. Lastly, the Joint Programme

Office (JPO), industry, and Naval Aviation must demonstrate that all procedures, processes and policies are in place to sustain operations.

The Scramble database reports the following VFA-147 Charlies: 169035/NH-402, 169161/NH-403, 169163/NH-404, 169305/NH-407, 169424/NH-410. Is anyone able to complete the VFA-147 BuNo's up to the aforementioned ten?

NAS Lemoore (CA) is the home-base for the Navy's Joint Strike Fighter Wing, Navy F-35C fleet squadrons and the Fleet Replacement Squadron (FRS) VFA-125 that trains Navy and Marine Corps CVN-based Joint Strike Fighter pilots. Now, additional US Navy squadrons are able to transition into the F-35C, while the USMC plans to transition four F-35C squadrons that will be assigned to Carrier Air Wings for deployments. The F-35C is the final US Joint Strike Fighter variant to declare IOC and follows the USAF's F-35A and USMC's F-35B.

United States Navy unit news

### Commander, Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

The Naval Air Systems Command (in short NAVAIR) announced that the US Naval Flight Demonstration Squadron (USNFDS) Blue Angels will receive early-production F/A-18E/F Super Hornets as the next flight demonstration aircraft. As reported before in Scramble, the team will make the transition in the next few years. As many as eighteen low-rate initial production (LRIP) Super Hornets will be assigned to the team and then painted in the iconic blue from the show in 2021. Transitioning from the Hornet to the eighteen LRIP Super Hornets will take an estimated five years.

Currently, the flight profile for the Super Hornet aerial demonstration is being developed by former Blue Angels pilots at the Naval Air Warfare Center Aircraft Division's (NAWC-AD) manned flight simulator (MFS) at NAS Patuxent River (MD). This is done within Phase One. Phase Two will begin with delivery of the first two modified Super Hornets, which will be flown by Air Test and Evaluation Squadron (VX) 23 test pilots and former Blues pilots to validate manoeuvres being set up in Phase One.

The Blue Angels flight programme must be adapted to the new aircraft, for example, the Hornet can fly up sixty seconds inverted while the Super Hornet has been cleared to fly forty

seconds thus far. Using the MFS, test pilots have figured out how to reduce the inverted durations for the show while preserving the quality of the manoeuvres. The Blue Angels cannot say yet how the flight demonstration will change, the show itself will likely be shortened a few minutes.

To allow time for the pilots and maintainers to train and qualify on the upgraded platform, the US Navy plans to shorten the end of the 2020 show season and delay the start of the 2021 season. This extra time is allotted for the squadron to complete the standard "safe-for-flight" process and inspections that all fleet squadrons undergo. It will take the first team that trains and flies a full season in the Super Hornet to fine-tune the Super Hornet demonstration. The Blue Angels will conduct their normal training winter cycle in Pensacola (FL) and El Centro (CA), in preparation for the 2021 season.

The Blues currently fly the oldest legacy Hornets in the US Navy's inventory, and the service life of several will expire during the 2021 show season. The US Navy cannot replace these aircraft with other Hornets without taking warfighting assets from the US Marine Corps, US Navy Reserve or the US Naval Aviation Warfighting Development Center (NAWDC), according to Chief of Naval Air Training (CNATRA).

With the Blue Angels' baby Hornets nearing their life limits, it is expected that most will be preserved and on display around the country. The specific plan for each airframe will be determined over the next two seasons.

#### Commander, Naval Air Force U.S. Pacific Fleet (ComNavAirPac)

Naval Air Station Whidbey Island (WA) will welcome another 36 EA-18G Growlers. The US Navy will also construct and renovate Whidbey's facilities at Ault Field, which will increase airfield operations at both Ault Field and Outlying Landing Field (OLF) Coupeville. The 36 additional Growlers do not change the continuation of airfield operations of other aircraft (including these of the locally based P-8A Poseidons, P-3C Orions, EP-3E Aries II, MH-60 Seahawks and transients) operating from Whidbey Island.

As reported before on Scramble Facebook News (SFN), the US Navy requested to purchase 110 new F/A-18E/F aircraft in the Block III configuration for fiscal year 2019, over a four year period. Apparently, 36 EA-18Gs are included too. It is not known to us, if additional squadrons will be established, but in view of the retirement of the Marine Tactical Electronic

Warfare (VMAQ) squadrons, and the gap those retirements create before the USMC F-35 is capable to fulfil the EA-6B mission, it is assumed that the US Navy will get some extra squadrons.

#### Carrier Air Wing 2, USS Carl Vinson (CVN-70), NE

As expected by the Scramble Magazine US Navy editors, Strike Fighter Squadron (VFA) 147 Argonauts switched from tailcode in preparation for their first deployment. The squadron just achieved Initial Operational Capability and swapped from "NH-4xx" (CVW-11) to "NE-4xx" (CVW-2). Within CVW-11 the squadron was able to work up, but within CVW-2 the squadron will face the first operational deployment for the type.

FRCE = Fleet Readiness Center East, Cherry Point (NC)  
 FRCMA = Fleet Readiness Center Mid Atlantic, Oceana (VA)  
 FRCSW = Fleet Readiness Center South West, North Island (CA)  
 KNHK = Patuxent River (MD)  
 KNQI = Kingsville (TX)

#### C-40A

169...	Boeing	o/o	<b>65395/7477</b>	feb19
169...	Boeing	o/o	<b>65396</b>	feb19

#### C-130T

165378/JW-378	VR-62	ex RU-378/VR-55	<b>382-5429</b>	feb19
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#### E-2C-2000

165826	nmks	ex NE-602/VAW-113	<b>A197</b>	mar19
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#### E-2D

169061/JA-600	VX-1	f/n	<b>AA27?</b>	mar19
169068/JA-602	VX-1	f/n	<b>AA34?</b>	mar19

#### F/A-18A

163113/AF-01	309th AMARG	ex AF-01/VFC-12	<b>507/A419</b>	feb19
163148/AF-06	309th AMARG	ex AF-06/VFC-12	<b>570/A477</b>	jan19

#### F/A-18A+

162869/AF-404	309th AMARG	ex AF-404/VFA-204	<b>408/A340</b>	feb19
163149/AF-14	VFC-12	ex AF-401/VFA-204	<b>571/A478</b>	mar19

#### F/A-18B

161924/AF-12	309th AMARG	ex AF-12/VFC-12	<b>124/B032</b>	jan19
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#### F/A-18C

163429	Blue Angels	ex AD-301/VFA-106	<b>622/C003</b>	mar19
163708	Blue Angels	ex 25/NAWDC	<b>770/C069</b>	mar19
164059/NG-302	FRCSE	ex NG-302/VFA-97	<b>949/C185</b>	mar19
164675/AD-342	VFA-106	ex AG-316/VFA-83	<b>1105/C291</b>	feb19
164704/AD-312	VFA-106	ex WS-405/-323	<b>1144/C310</b>	feb19

#### F/A-18D

164263/AF-46	VFC-12	ex AD-440/VFA-106	<b>1026/D078</b>	mar19
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An almost extinct breed within the inventory of the USN is the P-3 Orion, less than seventy of them are still in service. The P-3C AIP+ 158564 of VP-30 was photographed during take-off from Key West (FL) on 15 March 2019.



A new addition to the great and very interesting Smithsonian museum at Duluth (Washington DC) is this T-38A. The Talon was once assigned to the 337th TS at Sacramento Air Logistic Center (CA) but was retired late 1994, early 1995. It was subsequently preserved at nearby McClellan Aviation Museum (CA) and last noted at that location in March 1998. The Talon was moved to Wright Patterson AFB (OH) and was preserved in the United States Air Force museum from October 1998. The Scramble database logged the aircraft there until mid 2000s. Since then... it was lost. The Talon now appeared in the Smithsonian where it was prepared for preservation. (Duluth, 13 March 2019, Stephan de Bruijn)

#### F/A-18E

165792/AD-137	VFA-106	ex NH-304/VFA-146	<b>1548/E035</b>	mar19
165896/NJ-216	VFA-122	ex NE-216/VFA-137	<b>E051</b>	feb19
166447/NH-212	FRCSE	ex NH-212/VFA-147	<b>E092</b>	mar19
166830/NH-313	VFA-146	ex NH-2..VFA-147	<b>E149</b>	mar19

#### F/A-18F

166790/NJ-111	FRCSE	ex NJ-111/VFA-122	<b>F163</b>	mar19
166875/NH	VFA-154	ex NH-102	<b>F205</b>	feb19
168491/NH-402	VFA-87	ex AD-263/VFA-106	<b>F265</b>	mar19
169652/NH-102	VFA-154	f/n	<b>F282</b>	jan19
169653	VFA-106	f/n	<b>F283</b>	feb19

#### EA-18G

166944/NJ-522	VAQ-129	ex NL-544/VAQ-132	<b>G29</b>	feb19
166946/505	nmks	ex NH-505/VAQ-142	<b>G31</b>	mar19
168259/NJ-570	VAQ-129	ex NA-503/VAQ-139	<b>G41</b>	feb19
168384/XE-500	VX-9	ex NJ-555/VAQ-129	<b>G70</b>	mar19
169130/NF-507	VAQ-141	ex NJ-534/VAQ-129	<b>G121</b>	mar19

#### F-35C

169035/NE-402	VFA-147	ex NH-402	<b>CF-23</b>	feb19
169161/NE-403	VFA-147	ex NH-403	<b>CF-25</b>	feb19
169163/NE-404	VFA-147	ex NH-404	<b>CF-27</b>	feb19
169305/NE-407	VFA-147	ex NH-407	<b>CF-31</b>	feb19
169424/NE-410	VFA-147	ex NH-410	<b>CF-32</b>	feb19
169601/NJ	LMTAS	f/n	<b>CF-35</b>	feb19

#### MH-53E

162516/AN-430	HM-12	del	<b>65-528</b>	mar19
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#### MH-60R

166534	nmks	ex TS-437/HSM-41	<b>70-30..</b>	mar19
168182/AJ-707	HSM-70	f/n	<b>70-4...</b>	feb19

#### P-3C AIP

158210/210	309th AMARG	ex 210/VP-69	<b>5555</b>	feb19
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#### P-8A

169007/007	BUPERS SDC	ex LC-007/VP-8	<b>44948/5903</b>	mar19
169349/349	VP-10	del	<b>63758/7004</b>	mar19
169549/549	Boeing		<b>64079</b>	oct18

#### United States Marine Corps unit news

#### Marine Force Pacific (MARFORPAC)

With the F-35C declared operationally ready with Strike Fighter Squadron (VFA) 147 Argonauts ('NE-4xx') the commander of the Joint Strike Fighter Wing (JSFW), Captain Max McCoy, announced that the wing is getting ready for the

second squadron to transition to the F-35C, Marine Fighter Attack Squadron (VMFA) 314 Black Knights ('VW-xx'). The Black Knights are currently operating the F/A-18C/D from MCAS Miramar (CA) but will move to NAS Lemoore (CA), home of the JSFW, in the very near future. McCoy reported that VMFA-314 would follow mostly the same transition process as VFA-147 did: the pilots will train with the fleet replacement squadron in Lemoore, and the maintainers will conduct training at Eglin AFB (FL) as well as at Lemoore. After transition, VMFA-314 will move back with its F-35Cs to homebase Miramar. The squadron will face future integration in a US Navy Carrier Air Wing.

FRCE = Fleet Readiness Center East, Cherry Point (NC)  
 FRCSW = Fleet Readiness Center South West, North Island (CA)  
 KNHK = Patuxent River (MD)  
 LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

#### KC-130J

166762/BH-762	VMGR-252	ex QB-762/-352	<b>382-5562</b>	mar19
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#### F/A-18A++

163174/VE-201	309th AMARG	ex VE-201/VMFA-115	<b>617/A522</b>	jan19
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#### F/A-18C

164912/DW-912	VMFA-251	ex AD-356/VFA-106	<b>1244/C371</b>	mar19
165175/341	VMFA-251	ex NE-404/VFA-34	<b>1295/C400</b>	mar18
165203/AD-316	VMFA-251	ex AD-316 VFA-106	<b>1360/C428</b>	mar19
165216/WS-415	VMFA-323	ex AD-301/VFA-106	<b>1394/C441</b>	mar19
165228/WS-405	VMFA-323	ex AG-405/VFA-131	<b>1415/C453</b>	mar19
165404/WS-400	VMFA-323	ex NE-406/VFA-34	<b>1432/C461</b>	mar19

#### F/A-18D

164652/ED-01	VMFA(AW)-533	ex ED-15	<b>1076/D085</b>	mar19
164735/ED-04	VMFA(AW)-533	ex ED-08	<b>1189/D112</b>	feb19

#### F-35B

169595/VM-34	VMFAT-501	del	<b>BF-70</b>	nov18
169607	LMTAS	f/f 21mar19	<b>BF-71</b>	mar19
169608	LMTAS	f/f 26mar19	<b>BF-72</b>	mar19

#### AH-1W

163946/HF	309th AMARG	ex HF/HMLA-269	<b>26271</b>	dec18
165288/HF-56	309th AMARG	ex HF-56/HMLA-269	<b>26336</b>	jan19

#### UH-1Y

166769/QT-510	309th AMARG	ex QT-510 HMLA/T-303	<b>55010</b>	jan19
167798/SM-09	HMLA-369	ex SE-09/HMLA-469	<b>55106</b>	mar19

168317/TV-03	HMLA-167	ex CA-03/HMLA-467	<b>55157</b>	mar19
168426/HF-92	HMLA-269	ex YM-41/VMM-365	<b>55155</b>	mar19
168498/SM-00	HMLA-369	ex SN-06/HMLA-169	<b>55162</b>	feb19
168506/SM-17	HMLA-369	ex UV-14/HMLA-267	<b>55170</b>	feb19
168949/SE-00	HMLA-469	ex UV-00/HMLA-267	<b>55201</b>	mar19
169105/SM-04	HMLA-369	ex UV-01/HMLA-267	<b>55217</b>	feb19
169109/SN-14	HMLA-169	ex YR-31/VMM-161	<b>55221</b>	mar19
169110/SN-08	HMLA-169	ex SM-08/HMLA-369	<b>55222</b>	feb19
169237/TV-05	HMLA-167	ex YS-32/VMM-162	<b>55228</b>	feb19
169240/HF-81	HMLA-269		<b>55231</b>	mar19

**AH-1Z**

168803/SN-47	HMLA-169	ex YR-41/VMM-161	<b>59211</b>	mar19
169091/SE-42	HMLA-469	ex UV-42/HMLA-267	<b>59234</b>	feb19
169092/YP-43	VMM-263	ex UV-43/HMLA-267	<b>59235</b>	mar19
169253/SE-53	HMLA-469	ex UV-52/HMLA-267	<b>592..</b>	mar19
169254/YP-42	VMM-163	ex UV-55/HMLA-267	<b>592..</b>	mar19
169263/SM-50	HMLA-369	ex SN-50/HMLA-169	<b>592..</b>	
mar19				
169273/SE-43	HMLA-469	f/n	<b>592..</b>	feb19
169275/MV-44	VMX-1	f/n	<b>592..</b>	mar19
169497	Bell	f/n	<b>592..</b>	mar19

**CH-53E**

161991/YN-991	HMH-361	ex YJ-991/HMH-465	<b>65-468</b>	feb19
162002/YN-002	HMH-361	ex YJ-002/HMH-465	<b>65-479</b>	feb19
162524/EH-23	VMM-264	ex HH-14/HMH-366	<b>65-536</b>	feb19
164361/YN-361	HMH-361	ex YJ-361/HMH-465	<b>65-589</b>	feb19
165245/YN-245	HMH-361	es YF-25/FRCSW	<b>65-639</b>	feb19

**MH-60S**

165751	HMX-1	as UH-60N	<b>70-2598</b>	mar19
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**AV-8B**

163883/WE-20	309th AMARG	ex WE-20/VMA-214	<b>191</b>	dec18
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**AV-8B+(R)**

165419/WE-50	VMA-214	ex nmks	<b>291</b>	mar19
165576/EH-53	VMM-264	ex CG-09/VMA-231	<b>313</b>	mar19

**MV-22B**

165847/YX-08	VMM-166	ex YT-08/VMM-America	<b>D0033</b>	mar19
166386/ES-11	VMM-266	ex FRCE	<b>D0053</b>	mar19
167908/YS-12	VMM-162	ex ES-12/VMM-266	<b>D0119</b>	mar19
168021/EG-16	VMM-263	ex GX-32/VMMT-204	<b>D0151</b>	mar19
168223/ET-08	VMM-262	ex PF/VMM-364	<b>D0173</b>	feb19
168296/YX-06	VMM-166	ex YT-06/VMM-America	<b>D0213</b>	mar19
168641/ES	VMM-266	SPMAGTF-CR A	<b>D0296?</b>	feb19
168671/YR-04	VMM-161	f/n	<b>D03xx</b>	mar19
168674/YR-09	VMM-161	f/n	<b>D03xx</b>	mar19
168677	nmks	del	<b>D03xx</b>	jan19
168681	Bell-Boeing	f/n	<b>D03xx</b>	feb19

**T-45C**

167091/A-192 VT-7/VT-9 ex B-248/TAW-2 **206/C123** mar19

United States Coast Guard (CG)

The US Coast Guard (USCG) received an upgraded HC-144 medium-range surveillance aircraft at the Coast Guard 8th District, Sector/Coast Guard Air Station Corpus Christi (TX) on 20 February 2019. The so-called Bravo upgrade - added to a former HC-144A - expands the Ocean Sentry's extensive sensor capability, aiding the USCG in its maritime patrol, drug and migrant interdiction, disaster response, and search and rescue missions. The HC-144Bs update also improves mission effectiveness and situational awareness, as each newly modified aircraft features an updated cockpit control and display unit, navigation and equipment monitoring systems. The USCG is also integrating the US Navy's Minotaur mission system architecture across its fixed-wing aircraft fleet. With this sophisticated command and control system, the aircraft incorporates surveillance and reconnaissance equipment to allow aircrews to gather and process surveillance information that can be transmitted to other platforms and units during flight.

**HC-27J**

2710 Sacramento ex Mobile **4164** mar19

**MH-65D**

6531	Savannah	ex San Francisco	<b>6177</b>	feb19
6538	Miami	ex New Orleans	<b>6043</b>	feb19
6550	Miami	ex Savannah	<b>6226</b>	feb19
6555	Miami	ex Savannah	<b>6232</b>	feb19
6558	New Orleans	ex Mobile	<b>6238</b>	feb19
6562	Miami	ex Savannah	<b>6247</b>	feb19

**Credits**

Danny Bonny, Ian Carroll, Keith Doughty, Edwin de Greeuw, Damiano Gualdoni, Joris Heeren, Rafael Hernandez, Mike Hopwood, Andy Marden, Daniele Mattiuzzo, Angus Ogilvie, Jeff Rankin, Bram Risseeuw, Antonio Sapienza, Jos Stevens, Leonard van Teeffelen, Martin Uleman, Syed Usman, Hans van der Vlist, Peter Weinert, Chris Wood

**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



Only the markings makes the difference nowadays when photographing F-35s at Luke AFB (AZ). This F-35A A35-012 is currently operating with the USAF squadron 61st FS, but already wearing 3 squadron markings. (Luke AFB (AZ), 6 March 2019, Martin Uleman)

# Thirty years of the Hellenic F-16



Report and photos  
(unless stated) by George  
Karavantos

*George Karavantos provided us with this overview of Thirty years of the Hellenic F-16. The above F-16C 509 is a block 52+ variant with a blue tail band with five yellow stars indicating it belongs to "Asteri" 343 Mira. (George Karavantos, 27 October 2016)*

In January 2019, the Elliniki Polemiki Aeroporia (EPA, Hellenic Air Force) completed thirty years of service for its Hellenic Vipers. On 20 January 1989 (it is the same date when the prototype YF-16 performed its first flight 45 years earlier), the first Greek F-16s touched down at the Nea Anchialos Air Base in Volos. Since then the HAF received a total number of 170 F-16 fighters from 4 different Block configurations. The Hellenic F-16s are split into eight separate squadrons at four different bases.

## Block 30

The acquisition of Greek Vipers commenced in November 1984, when the Greek Government expressed its interest to acquire 34 F-16C and six F-16D Fighting Falcons in order to replace their ageing fleet of F-5 Freedom Fighters. The agreement was signed in January 1987 under the name Peace Xenia I programme. The first aircraft arrived in Greece in January 1989 and deliveries continued until January 1990. The Peace Xenia I F-16s were all Block 30 aircraft, powered by the General Electric F110-GE-100 turbofan. Two Mira's (squadron) received the new F-16s, 330 Mira, named *Keravnos* - Thunder, was first equipped with the F-16, the 346 Mira (*Iason* - Jason) followed later on.

The 330 Mira was established on 9 January 1989 and in the beginning it was utilizing the facilities of the former F-5 341 Mira. In the early nineties, a second F-16 squadron was formed; 346 Mira. They received the remaining Block 30s from the first delivery. When *Iason* was relocated to Larissa air base (as part of the 110 Combat Wing) in 1997, it was eventually disbanded in 2011 and its aircraft returned to the 330 Mira. Due to this move, 330 Mira became the only EPA squadron that operates the older Block.

These aircraft are the only ones which have a total of 8,000 instead of 4,000 flight hours after a mid-life upgrade program called "Falcon Up" which took place in 1996.

## Block 50

A follow up order was agreed in April 1993 for another forty F-16C/Ds under the name Peace Xenia II. These thirty-two F-16Cs and eight F-16Ds were all Block 50 aircraft, powered

by the General Electric F110-GE-129 engine. The first two new F-16s (a C and a D model) rolled out of the Lockheed Martin factory on the same day, 28 January 1997. The first four aircraft (two single-seaters 047 & 048 and two two-seaters 078 & 079) arrived in Greece on the 28 July 1997. The two Mira's which received these modern fighters were 347 (*Perseas* - Perseus) and the 341 (*Velos* - Arrow).

The first squadron destined to receive these new aircraft was the 347 Mira which was re-established on 7 July 1997. The squadron was initially established in 1977 under the command of the 115CW in Souda in order to receive the newly acquired A-7H / TA-7H Corsairs II. It remained there for four months when it was relocated permanently to Larissa air base. The squadron had nineteen Corsairs and it kept them operational until 1992, when it ceased its operation. The remaining aircraft were sent back to 115 Combat Wing (CW).

The second squadron to receive the remaining twenty Block 50s of the Peace Xenia II program was the 341 Mira which was reformed in 1998. The 341 Mira can trace its history back in 1954 when it was established in Elefsina Base, as part of the 112 CW and it was equipped with the F-86E aircraft. After a number of detachments to 111 CW (Nea Anchialos air base) and 114 CW (Tanagra air base), in 1960 it was finally relocated to Nea Anchialos (111 CW). In 1965, the squadron's fleet type was replaced by the agile F-5A/B. In 1993, the Squadron was disbanded giving its remaining aircraft to the 343 Squadron.

Nowadays, the total number of the remaining Block 30s is 32, out of which 28 are single seats and the remaining 4 are two-seats. All of them belong to the strength of the 330 Squadron. The remaining 38 Block 50s from Peace Xenia II (31 F-16C and 7 F-16D) are split equally into the two existing squadrons, 341 and 347 Mira's. These three squadrons constitute the strength of the 111 CW in Nea Anchialos, making it the biggest nest of the Hellenic Vipers!

## Block 52+

In June 2000, another fifty F-16C/D Block 52+ fighters were ordered with an option for ten more (which was exercised in September 2001) under the Peace Xenia III programme. The

EPA took delivery of its first F-16C Block 52+ aircraft on 2 May 2003. The EPA was the first air arm in the world to operate this most modern block of the mighty Viper. On 8 June 2004, the last two F-16 Block 52+'s were delivered to the EPA.

The Block 52+'s are the most numerous F-16s in the inventory of the EPA. Most of them equip the 115 CW at the base of Souda AB on the island of Crete, where the two Squadrons, 340 Mira (*Alepou* – Fox) and 343 Mira (*Asteri* – Star), utilize twenty aircraft each. The remaining of the delivered Block 52+'s are based in 110 CW in Larissa AB equipping the 337 Squadron (*Fantasma* - Ghost).

The 340 Mira was established on 1 April 1953, as part of the 112 CW based in Elefsina. It was equipped at that time with the Republic F-84G aircraft. In May 1958, the unit's aircraft were replaced by the F-84F Thunderstreaks. On the 4 February 1960, the unit was transferred to the 115 CW in Souda from where it still operates until today. In August 1975, the unit started to accept the new and more modern aircraft, Ling-Temco-Vought A-7H Corsair II which flew from there for 26 years. On the 30 September 2001, the squadron was deactivated in order to receive the new F-16s. All the remaining Corsairs were handed over to the 345 Mira. Fifty years after its establishment, on 3 March 2003, the squadron was reformed for the introduction of the new aircraft F-16C/D Block 52+.

The 343 Mira was established in September of 1955 also at Elefsina air base and it was initially equipped with the North American F-86E Sabre in the day interception role. In March 1966, the Squadron transitioned to the Northrop F-5A/B Freedom Fighter. These aircraft continued to serve the 343 Mira for a period of 35 years until March 2001 when operations were temporarily suspended. On the 21 July 2003 the 343 Mira re-entered operational status in Souda with F-16 C/D Block 52+ aircraft.

The remaining Block 52+'s were delivered to the 337 Mira from the 110 CW based in Larissa, after withdrawing its F-4E Phantom IIs.

The 337 Mira is the third oldest squadron of the EPA. It assumed operational duties on 30 March 1948 and it was initially equipped with Spitfire Mk. IX. In 1952, a significant

change in the history of the 337 Mira took place, when it successfully passed into the jet era. Through the years, the 337 Mira utilized famous aircraft like F-84G Thunderjets, F-86D Sabres and F-5A Freedom Fighters.

On 31 March 1978, after the agreement of the "Peace Icarus II" programme for the purchase of extra Greek Phantoms, the 337 Mira was selected to become the third "Phamous" Phantom Squadron. After almost three decades of operation of the "Phabulous" Phantom, the history of 337 Mira was rewritten again, this time with the introduction of F-16C/D Block 52+ aircraft. The squadron's reestablishment ceremony took place at 110 CW in Larissa, on 20 October 2006.

### Block 52M

The final Greek F-16 acquisition programme, Peace Xenia IV, was signed in April 2002. Another thirty F-16s were ordered with again an option of ten more. These new aircraft, all F-16 Block 52+ Advanced, were later named by the HAF as Block 52M. On 15 March 2006, the Greek government announced that it had cancelled the option of the ten additional F-16s.

The thirty aircraft replaced the fleet of the remaining A-7 Corsair IIs, which retired from service in October 2014. This was the final order of Vipers, marking the delivery of massive number of 170 aircraft.

This final batch of the most advanced F-16s in Europe were gathered in Araxos air base, near Patra city equipping the 335 Mira (*Tigris* – Tiger) alongside with the 336 Mira (Olympos - Olypmus) of 116 CW, the final operators of the A-7 Corsair II and the oldest and most famous Squadrons in Greece.

The 335 Mira is the oldest squadron of the EPA, as it was established when Greece was under German occupation, in October 1941 at the Palestinian airport of Akir. The squadron was initially equipped with Hawker Hurricanes. In October 1953, the 335 Mira became the first squadron that replaced the propeller aircraft with jets, the F-84G and the RT-33A types. In May 1965, it received the legendary F-104G Starfighter which kept them operational until May 1992. On 3 April 1993, the squadron received the A-7E and TA-7C Corsairs. They were kept operational until 2008 when operations were temporarily suspended in preparation for the acceptance of the modern F-16s.



F-16C 056 carries a checkered black red tail band. It also has the four suites of aces with an arrow of "Velos" 341 Mira on the rudder.





530 is a F-16C block 52+ with Conformal Fuel Tanks (CFT). On the tail is a drawing of a ghost, indicating "Fantasma" 337 Mira is the owner. (24 March 2018)

The 336 Mira was established on 25 February 1943 in Cairo (Egypt) and it was also equipped with Hurricane aircraft. The squadron followed the exact steps of its "sister" squadron and in 1953, it also received the F-84G and five years later it transitioned to the newer F-84F. In 1965, the squadron also received the F-104G which was flying until 31 March 1993. The squadron received also the A-7 Corsair II and was the last one to withdraw them. Since March 2008, when the deactivation of its sister squadron took place, the 336 Mira received all the remaining Corsairs, becoming the last Corsair Squadron in the world. The famous retiring ceremony took place on 17 October 2014, marking the end of another era for the EPA.

### Differences – Similarities

All Greek Fighting Falcons, apart from their distinctive "Ghost" camouflage, are equipped with a tail fin root extension for the drag parachute. On this extension, the ASPIS (Airborne Self-Protection Integrated Suite) probe for the rearward detection of incoming missiles is integrated. Equal to most other Greek fighters the Vipers wear a distinctive emblem or horizontal flash at their tailfins.

With the block 30 aircraft as an exception, the remaining EPA F-16s feature four antennas (also known as "bird-slicers") for the AN/APX-113 IFF interrogator right in front of the canopy. The block 30 aircraft are the only Greek F-16s which are equipped with an intercept light on the starboard side of the fuselage, just below and in front of the canopy. Also the two-seater block 30 aircraft are the only ones that are not equipped with a HUD repeaters at the back seat.

The block 30 and block 50 aircraft are equipped with a General Electric (GE) engine and are fitted with slightly larger engine air intakes referred to as Modular Common Inlet Duct. The Block 52+ and block 52M aircraft, are equipped with Pratt & Whitney (P&W) engines. Apart from the intake, these different engines can also be distinguished from their exhaust nozzles. The P&W F100 engine has elongated and straight exhaust nozzles manufactured from carbon fiber, compared to the GE F110s shorter and curved nozzles manufactured from titanium.

The Block 50 and block 52+ aircraft, are equipped with a strengthened landing gear, in order to sustain the increased weight. It is designed for up to 52,000 pounds of maximum take-off gross weight. Also the position of the landing lights at the Block 30 aircraft is slightly different. These lights are located at the main gear struts, while at the newer blocks, the landing lights are located at the nose gear.

The main external difference of the newer block 52+ and Block 52M aircraft is the ability to carry conformal fuel tanks (CFT). The CFTs are positioned on top of the fuselage and can easily be disassembled. They enable the aircraft to carry 440 US gallons or approximately 3,000 pounds (1,400 kg) of additional fuel, allowing an increased range or time on station and free up the existing hard-points to carry weapons instead of underwing fuel tanks. These external tanks can be assembled within one hour and they don't obstruct any service panel making them practical to apply

Another characteristic feature of all the two-seat F-16D block 52+ and block 52M aircraft is the dorsal spine. All the electronics integrated behind the cockpit on the single-seat version were repositioned to the top of the spine to create sufficient space for the second seat. It adds 30 cubic feet (850 liter) to the airframe to integrate additional avionics with only small increases in weight and drag. The rear cockpit can be occupied by either a Weapon System Operator (WSO) or an Instructor Pilot (IP) and can be configured for each purpose with a single switch in the cockpit.

The main difference between the block 52M and block 52+ aircraft is that the block 52+ is equipped with the datalink "Link 16". The Link-16 is a tactical datalink integrated into the block 52+ aircraft, providing an updated communications capability. This enhanced system allows aircraft to communicate with each other and communicate with friendly forces on the ground. Basically, it provides increased situational awareness for the pilot.

All EPA Vipers are equipped with the AN/APG-68 radar. The block 30 and block 50 aircraft are equipped with the V(3) and V(7) versions respectively, while the block 52+ and block 52M aircraft are equipped with the V(9). All radar systems

are almost identical externally. The AN/APG-68V(9) radar of the Block 52+ provides both improved air-to-air and air-to-ground capabilities. This capability includes a 30 percent increase in detection range, larger search volume and an improved tracking performance. A new Synthetic Aperture Radar (SAR) mode enables the crew to deliver all-weather, standoff weapons, with increased precision including improved sea surveillance and ground moving target Indication modes. Generally, the V(9) version offers approximately five times greater processing speed and ten times additional memory compared to the previous AN/APG-68 versions.

The EPA F-16 Block 52M aircraft have also received Litton's ASPIS II electronic warfare suite (Advanced Self-Protection Integrated Suite) which has been internally integrated and includes the ALQ-187 I-DIAS jamming system and improved ALR-66VH (I) RWR.

Since the F-16 is a multirole aircraft, all Greek squadrons have been appointed a primary role and a secondary role. The primary role of 330 Mira, 336 Mira and 337 Mira is interception. The primary role for 335 Mira, 340 Mira and 347 Mira is precision strike and for the remaining two squadrons 341 Mira and 343 Mira is Suppression of Enemy Air Defence (SEAD).

### International exercises, Red Flag and Inichios

The last couple of years, the EPA has started again to participate in several exercises across Europe. The most recent ones were "Trident Juncture 2018" with the participation of 337 Mira. The exercise Trident Juncture was the largest NATO exercise in years. More than 40.000 participants from 31 nations and more than 250 aircraft in total were operating over Scandinavian airspace for a two week period. The Hellenic squadron participated with four F-16s which were deployed to Bødo Air Force Base, Norway.

The EPA also participates in the famous NATO Tiger Meet, where 335 Mira, which is the sole "Tiger" squadron within the EPA is a trusted participant. Being a Tiger squadron, 335 Mira, the oldest squadron of the HAF, was one the first observer nations in the NATO Tiger Association and took part during the first edition organized in 1962. In 2011, the squadron participated with its new F-16s and finally became a full member in 2013. Since then the squadron participates every two years mainly due to cost savings.

Finally the Tactical Leadership Programme (TLP), also referred to as the NATO pilot school based at Albacete Los Llanos, Spain is another great exercise where Hellenic F-16 squadrons have taken part in the past on a regular basis. Unfortunately on 26 of January 2015, a Hellenic F-16D of 341 Mira crashed into the flight line at Albacete Los Llanos Air Base, killing 11 people, of which the two crew members and nine persons on the ground. Twenty-one others, all on the ground, were injured in one of the worst fatal military accidents in aviation history.

The most notorious exercise in which the EPA participated is the American Red Flag exercise, which is considered to be the largest exercise in the world. Back in 2008, the EPA decided to send one of its squadrons to this notorious exercise. 343 Mira "Star" was the selected squadron to participate, selected by the Tactical Air Force Command to be the first Hellenic squadron. Initially it was intended to continue participation on a more frequent basis, but the financial crisis which struck Greece postponed future participation indefinitely.

The geographical location of Greece at the southern part of Balkans and Europe in general, creates a geographical "isolation". The distances to central Europe where most of the NATO exercises are taking place prevents the Hellenic Air Force to take part in them while at the same time most of the European air forces operate from their own bases. In addition to that, the financial status of Greece in general and the EPA, forbids these kind of deployments.

Another very important aspect is that the EPA is one of the few air forces across Europe which needs to reserve a certain number of aircraft ready for conflict scenarios at any given time.

For all these reasons, there has been a consistent effort to attract other international air arms to come to Greece and train along with the EPA in familiar air space. This exercise organized in Greece is the INIOCHOS exercise. This exercise has developed into an Invitex, inviting other nations from around the world. The main goal of the exercise has been the development and execution of COMAO operations and electronic warfare, in a simulated hostile environment, with real-life components producing real time threats. This medium-sized multinational exercise is hosted by the Elliniki Polemiki Aeroporia and takes place at Andravida Air Base, on



F-16C 017 is adorned with the distinctive tiger tail band of "Tigris" 335 Mira. (Albacete, 19 February 2018, Stephan de Bruijn)



130 is a slightly older block 30 F-16C. Although no tail band is applied this one is known to be part of "Keravnos" 330 Mira. (Nea Anchialos , 22 March 1999, Stephan de Bruijn)

an annual basis. During the recent years the participation of international air forces has increased significantly.

### Readiness

For safeguarding purposes the EPA has established the Greek FIR, according to NATO standards which is a readiness status. At any time, each military Air Base in Greece has two aircraft at readiness status, fully armed and fully loaded with fuel, standing by for a scramble call. The readiness status is active 24/7 during 365 days a year. All the EPA squadrons share this responsibility. The scheduling of these duties takes place every four months and depends on the obligations of each squadron (exercises, evaluations, trips abroad and/or holidays).

Because of its geographical position and especially due to its proximity with Turkey, the EPA has established three detachments on three different islands located in the Aegean Sea. These bases are fully equipped with all the hardware to support a small number of aircraft. They are called Combat Groups (CG) and are located in Limnos island (130 CG), Skiros island (135 CG) and Kasteli (133 CG), based at Crete.

The F-16 squadrons operate mainly with 130 CG and 133 CG while 135 CG is composed of the two Mirage 2000 squadrons based at Tanagra Air Force Base and occasionally with the remaining F-4 Phantoms based at Andravida Air force Base. While the aircraft are deployed for a longer period of time at these bases, the crews change nearly every week.

### The upgrade: A new dawn

The requirement of the EPA to proceed with the modernization of its F-16 fleet commenced about a decade ago. This necessary step was postponed for many years in the past and because of its recent economic crisis the programme was put on hold status indefinitely.

At the same time, the EPA was forced to withdraw older types of fighters which, due to their age were offering little to its operational capacity while absorbing significant resources. This process of withdrawing these older types from use commenced in October 2014 with the withdrawal of the A-7E and TA-7C Corsair II and continued with the withdrawal of the RF-4E Phantom II in May of 2017. These types of fighters, although covering a large percentage in the inventory of the EPA, were never replaced by a new type of fighter.

The EPA leadership envisioned the optimal solution according to its requirements and the remaining number of their

third generation fighter aircraft. The developed scenarios were carefully examined also taking the economic situation of the country into account.

Despite the economic difficulties, recently the approval was given by the Hellenic government offering the EPA this necessary economic boost to materialize this project which although was put on hold previously, since it was deemed important for the national security.

The most cost-effective solution that incorporated all the operational requirements of the EPA was the upgrade the block 52+ aircraft, which were acquired between 2002-2004, under the Peace Xenia III programme and the Block 52+ Advanced aircraft which were acquired between 2009-2010, under the Peace Xenia IV programme.

The main components of the proposed and approved F-16V Block 72 upgrade are the new AESA radar AN/APG-83 SABR, the new Multi Mission Computer MMC 7000AH along with the Link 16 MIDS-JTRS datalink.

On the 28 April 2018, the Greek government approved the plan to upgrade some of its F-16C/Ds to F-16V standards committing to a USD 1,45 billion contract. This contract was finally secured on 20 December 2018 when the manufacturer Lockheed Martin Corp. was awarded with a USD 996,8 million firm-fixed-price contract for the Greek Vipers' upgrade.

This Foreign Military Sales contract involves the upgrade of a total of 84 Hellenic F-16 aircraft to the "V" standard. The main work of this program will be performed mainly in Greece and is expected to be completed by June 2027. Only one aircraft will be transferred to Fort Worth, Texas and will be used as a testbed for the new systems.

This modernization program will not be the only one. The EPA has further plans to upgrade the remaining 38 block 50 aircraft to Block 50+ ADV standard. These aircraft were delivered between 1997-1998, under the Peace Xenia II programme. The way of doing that will be by utilizing all the spare parts from the aircraft that are going to be upgraded. This plan is not part of the main upgrade programme, but it will be an effort that the EPA intends to perform afterwards on its own.

The only Hellenic F-16 version that is not going to be upgraded is the block 30 version which was delivered approximately 30 years ago. Despite the fact that they remain capable aircraft, they require extensive modernisation, both structurally and

electronically. Nevertheless there is also a plan for these aging and more utilized F-16s of the EPA. The EPA leadership have developed multiple scenarios concerning the future of these aircraft. The EPA will make serious attempts to sell twelve aircraft to a interested nation, while the remaining twenty will continue to serve as transition aircraft in a future Operational Conversion Unit for the student Hellenic fighter pilots fresh from the Air Force Academy. A future squadron of 20 Aggressor aircraft could also be a realistic option.

It is relatively sure that the inventory of operational fighter in the EPA will keep decreasing in the near future. According to the future plans the remaining upgraded F-4E AUP Phantom II are going to be phased out as well. After these aircraft have been withdrawn from use the aging F-16C/D Block 30 aircraft and the Mirage 2000 EGM/BGM will probably follow the equal fate within the next decade. Apparently the main thrust in this direction is the protection and maximum utilization of the investment that the country was making for 30 consecutive years in order to create a capable deterrent effect. So it is now more than obvious that the main inventory of the HAF in the near foreseeable future will be the two upgraded versions of these Hellenic Vipers along with a small number of the already upgraded Mirage 2000.

### Serial overview

F-16C-52+-CF	001	335 Mira	<b>WJ-1</b> nov17
F-16C-52+-CF	002	335 Mira	<b>WJ-2</b> nov13
F-16C-52+-CF	003	335 Mira	<b>WJ-3</b> mar18
F-16C-52+-CF	004	336 Mira	<b>WJ-4</b> may17
F-16C-52+-CF	005	335 Mira	<b>WJ-5</b> jun16
F-16C-52+-CF	006	336 Mira	<b>WJ-6</b> mar18
F-16C-52+-CF	007	335 Mira	<b>WJ-7</b> may12
F-16C-52+-CF	008	335 Mira	<b>WJ-8</b> nov10
F-16C-52+-CF	009	335 Mira	<b>WJ-9</b> oct14
F-16C-52+-CF	010	336 Mira	<b>WJ-10</b> mar18
F-16C-52+-CF	011	335 Mira	<b>WJ-11</b> oct14
F-16C-52+-CF	012	336 Mira	<b>WJ-12</b> mar18
F-16C-52+-CF	013	335 Mira	<b>WJ-13</b> mar18
F-16C-52+-CF	014	335 Mira	<b>WJ-14</b> oct14
F-16C-52+-CF	015	335 Mira	<b>WJ-15</b> oct14
F-16C-52+-CF	016	335 Mira	<b>WJ-16</b> nov12
F-16C-52+-CF	017	335 Mira	<b>WJ-17</b> mar18
F-16C-52+-CF	018	336 Mira	<b>WJ-18</b> mar18
F-16C-52+-CF	019	335 Mira	<b>WJ-19</b> jun16



Right in your face, the distinctive features of the two so called Conformal Fuel Tanks (CFT) on the upper side of the fuselage of a block 52+ F-16C. The upper surface arrangement allows the CFTs to be relatively light weight because nothing is suspended from them. With an empty weight of 900 pounds, the tank set holds 450 gallons (about 3,050 pounds, or 2,271 litres) of additional JP-5/8 fuel.

F-16C-52+-CF	020	335 Mira	<b>WJ-20</b> mar18
F-16D-52+-CF	021	335 Mira	<b>WK-1</b> may11
F-16D-52+-CF	022	335 Mira	<b>WK-2</b> nov10
F-16D-52+-CF	023	335 Mira	<b>WK-3</b> oct14
F-16D-52+-CF	024	335 Mira	<b>WK-4</b> nov12
F-16D-52+-CF	025	335 Mira	<b>WK-5</b> oct14
F-16D-52+-CF	026	335 Mira	<b>WK-6</b> nov12
F-16D-52+-CF	027	335 Mira	<b>WK-7</b> aug10
F-16D-52+-CF	028	335 Mira	<b>WK-8</b> may17
F-16D-52+-CF	029	335 Mira	<b>WK-9</b> mar18
F-16D-52+-CF	030	336 Mira	<b>WK-10</b>
F-16C-50P-CF	045	347 Mira	<b>TC-1</b>
F-16C-50P-CF	046	341 Mira	<b>TC-2</b> oct14
F-16C-50P-CF	047	347 Mira	<b>TC-3</b> sep08
F-16C-50Q-CF	048	341 Mira	<b>TC-4</b> oct14
F-16C-50Q-CF	049	347 Mira	<b>TC-5</b> nov13
F-16C-50Q-CF	050	341 Mira	<b>TC-6</b> feb13
F-16C-50Q-CF	051	347 Mira	<b>TC-7</b> may09
F-16C-50R-CF	052	341 Mira	<b>TC-8</b> jun10
F-16C-50R-CF	053	347 Mira	<b>TC-9</b> nov12
F-16C-50R-CF	054	341 Mira	<b>TC-10</b> jul08
F-16C-50R-CF	055	347 Mira	<b>TC-11</b> jun10
F-16C-50R-CF	056	341 Mira	<b>TC-12</b> sep13
F-16C-50R-CF	057	347 Mira	<b>TC-13</b> nov15
F-16C-50R-CF	058	341 Mira	<b>TC-14</b> may07
F-16C-50S-CF	059	347 Mira	<b>TC-15</b> w/o
F-16C-50S-CF	060	341 Mira	<b>TC-16</b> oct14
F-16C-50S-CF	061	347 Mira	<b>TC-17</b> mar18
F-16C-50S-CF	062	341 Mira	<b>TC-18</b> feb15
F-16C-50S-CF	063	347 Mira	<b>TC-19</b> nov11
F-16C-50S-CF	064	341 Mira	<b>TC-20</b> feb15
F-16C-50S-CF	065	347 Mira	<b>TC-21</b> mar18
F-16C-50S-CF	066	341 Mira	<b>TC-22</b> mar18
F-16C-50T-CF	067	347 Mira	<b>TC-23</b> sep08
F-16C-50T-CF	068	341 Mira	<b>TC-24</b> mar18
F-16C-50T-CF	069	347 Mira	<b>TC-25</b> nov15
F-16C-50T-CF	070	341 Mira	<b>TC-26</b> mar18
F-16C-50T-CF	071	347 Mira	<b>TC-27</b> mar18
F-16C-50T-CF	072	347 Mira	<b>TC-28</b> nov15
F-16C-50T-CF	073	347 Mira	<b>TC-29</b> mar07
F-16C-50T-CF	074	341 Mira	<b>TC-30</b> nov12
F-16C-50U-CF	075	347 Mira	<b>TC-31</b> nov11
F-16C-50U-CF	076	341 Mira	<b>TC-32</b> jun14
F-16D-50P-CF	077	341 Mira	<b>TD-1</b> nov11
F-16D-50P-CF	078	347 Mira	<b>TD-2</b> nov11
F-16D-50P-CF	079	347 Mira	<b>TD-3</b> mar18
F-16D-50Q-CF	080	341 Mira	<b>TD-4</b> may17
F-16D-50Q-CF	081	347 Mira	<b>TD-5</b> nov15
F-16D-50Q-CF	082	341 Mira	<b>TD-6</b> mar18
F-16D-50Q-CF	083	347 Mira	<b>TD-7</b> nov11
F-16D-50R-CF	084	341 Mira	<b>TD-8</b> w/o
F-16C-30-CF	110	330 Mira	<b>2Y-1</b> may09
F-16C-30-CF	111	330 Mira	<b>2Y-2</b> nov10
F-16C-30-CF	112	346 Mira	<b>2Y-3</b> jun10
F-16C-30-CF	113	330 Mira	<b>2Y-4</b> oct14
F-16C-30-CF	114	330 Mira	<b>2Y-5</b> mar18
F-16C-30-CF	115	330 Mira	<b>2Y-6</b> nov13
F-16C-30-CF	116	330 Mira	<b>2Y-7</b> w/o
F-16C-30-CF	117	330 Mira	<b>2Y-8</b> nov13
F-16C-30-CF	118	346 Mira	<b>2Y-9</b> sep07
F-16C-30-CF	119	330 Mira	<b>2Y-10</b> mar18
F-16C-30-CF	120	346 Mira	<b>2Y-11</b> nov13
F-16C-30-CF	121	341 Mira	<b>2Y-12</b> oct14
F-16C-30-CF	122	346 Mira	<b>2Y-13</b> feb10
F-16C-30-CF	123	330 Mira	<b>2Y-14</b> w/o
F-16C-30-CF	124	346 Mira	<b>2Y-15</b> may09
F-16C-30-CF	125	330 Mira	<b>2Y-16</b> may07
F-16C-30-CF	126	346 Mira	<b>2Y-17</b> may09
F-16C-30-CF	127	330 Mira	<b>2Y-18</b> nov08
F-16C-30-CF	128	330 Mira	<b>2Y-19</b> dec14
F-16C-30-CF	129	330 Mira	<b>2Y-20</b> nov13
F-16C-30-CF	130	330 Mira	<b>2Y-21</b> aug13
F-16C-30-CF	131	330 Mira	<b>2Y-22</b> w/o
F-16C-30-CF	132	346 Mira	<b>2Y-23</b> nov10
F-16C-30-CF	133	330 Mira	<b>2Y-24</b> nov12
F-16C-30-CF	134	346 Mira	<b>2Y-25</b> nov09

F-16C-30-CF	135	330 Mira	<b>2Y-26</b>	w/o	F-16C-52+-CF	531	337 Mira	<b>XK-32</b>	sep18
F-16C-30-CF	136	330 Mira	<b>2Y-27</b>	nov12	F-16C-52+-CF	532	337 Mira	<b>XK-33</b>	nov12
F-16C-30-CF	137	330 Mira	<b>2Y-28</b>	w/o	F-16C-52+-CF	533	340 Mira	<b>XK-34</b>	nov11
F-16C-30-CF	138	330 Mira	<b>2Y-29</b>	mar18	F-16C-52+-CF	534	340 Mira	<b>XK-35</b>	sep11
F-16C-30-CF	139	330 Mira	<b>2Y-30</b>	jun10	F-16C-52+-CF	535	340 Mira	<b>XK-36</b>	sep11
F-16C-30-CF	140	330 Mira	<b>2Y-31</b>	nov11	F-16C-52+-CF	536	340 Mira	<b>XK-37</b>	mar18
F-16C-30-CF	141	330 Mira	<b>2Y-32</b>	nov12	F-16C-52+-CF	537	340 Mira	<b>XK-38</b>	nov11
F-16C-30-CF	142	346 Mira	<b>2Y-33</b>	w/o	F-16C-52+-CF	538	340 Mira	<b>XK-39</b>	sep11
F-16C-30-CF	143	330 Mira	<b>2Y-34</b>	oct14	F-16C-52+-CF	539	115 PM	<b>XK-40</b>	sep10
F-16D-30-CF	144	330 Mira	<b>2Z-1</b>	aug10	F-16D-52+-CF	600	337 Mira	<b>XM-1</b>	mar18
F-16D-30-CF	145	330 Mira	<b>2Z-2</b>	oct14	F-16D-52+-CF	601	340 Mira	<b>XM-2</b>	sep11
F-16D-30-CF	146	346 Mira	<b>2Z-3</b>	w/o	F-16D-52+-CF	602	340 Mira	<b>XM-3</b>	sep11
F-16D-30-CF	147	330 Mira	<b>2Z-4</b>	w/o	F-16D-52+-CF	603	340 Mira	<b>XM-4</b>	sep11
F-16D-30-CF	148	330 Mira	<b>2Z-5</b>	mar18	F-16D-52+-CF	604	340 Mira	<b>XM-5</b>	w/o
F-16D-30-CF	149	330 Mira	<b>2Z-6</b>	oct14	F-16D-52+-CF	605	340 Mira	<b>XM-6</b>	aug11
F-16C-52+-CF	500	343 Mira	<b>XK-1</b>	aug12	F-16D-52+-CF	606	337 Mira	<b>XM-7</b>	nov10
F-16C-52+-CF	501	337 Mira	<b>XK-2</b>	dec08	F-16D-52+-CF	607	343 Mira	<b>XM-8</b>	sep11
F-16C-52+-CF	502	337 Mira	<b>XK-3</b>	nov11	F-16D-52+-CF	608	340 Mira	<b>XM-9</b>	mar18
F-16C-52+-CF	503	343 Mira	<b>XK-4</b>	sep11	F-16D-52+-CF	609	337 Mira	<b>XM-10</b>	nov13
F-16C-52+-CF	504	343 Mira	<b>XK-5</b>	mar18	F-16D-52+-CF	610	340 Mira	<b>XM-11</b>	sep11
F-16C-52+-CF	505	343 Mira	<b>XK-6</b>	jul15	F-16D-52+-CF	611	337 Mira	<b>XM-12</b>	mar18
F-16C-52+-CF	506	343 Mira	<b>XK-7</b>	sep11	F-16D-52+-CF	612	337 Mira	<b>XM-13</b>	sep10
F-16C-52+-CF	507	337 Mira	<b>XK-8</b>	nov11	F-16D-52+-CF	613	340 Mira	<b>XM-14</b>	sep11
F-16C-52+-CF	508	337 Mira	<b>XK-9</b>	mar18	F-16D-52+-CF	614	343 Mira	<b>XM-15</b>	w/o
F-16C-52+-CF	509	343 Mira	<b>XK-10</b>	mar18	F-16D-52+-CF	615	343 Mira	<b>XM-16</b>	aug12
F-16C-52+-CF	510	343 Mira	<b>XK-11</b>	mar18	F-16D-52+-CF	616	343 Mira	<b>XM-17</b>	jun12
F-16C-52+-CF	511	343 Mira	<b>XK-12</b>	aug12	F-16D-52+-CF	617	343 Mira	<b>XM-18</b>	sep11
F-16C-52+-CF	512	343 Mira	<b>XK-13</b>	dam	F-16D-52+-CF	618	343 Mira	<b>XM-19</b>	oct14
F-16C-52+-CF	513	343 Mira	<b>XK-14</b>	nov11	F-16D-52+-CF	619	337 Mira	<b>XM-20</b>	sep18
F-16C-52+-CF	514	343 Mira	<b>XK-15</b>	w/o					
F-16C-52+-CF	515	337 Mira	<b>XK-16</b>	sep18					
F-16C-52+-CF	516	337 Mira	<b>XK-17</b>	w/o					
F-16C-52+-CF	517	337 Mira	<b>XK-18</b>	nov10					
F-16C-52+-CF	518	340 Mira	<b>XK-19</b>	mar18					
F-16C-52+-CF	519	340 Mira	<b>XK-20</b>	jun14					
F-16C-52+-CF	520	340 Mira	<b>XK-21</b>	mar18					
F-16C-52+-CF	521	340 Mira	<b>XK-22</b>	apr15					
F-16C-52+-CF	522	340 Mira	<b>XK-23</b>	w/o					
F-16C-52+-CF	523	340 Mira	<b>XK-24</b>	aug15					
F-16C-52+-CF	524	337 Mira	<b>XK-25</b>	nov10					
F-16C-52+-CF	525	343 Mira	<b>XK-26</b>	sep11					
F-16C-52+-CF	526	340 Mira	<b>XK-27</b>	nov11					
F-16C-52+-CF	527	343 Mira	<b>XK-28</b>	sep11					
F-16C-52+-CF	528	337 Mira	<b>XK-29</b>	mar18					
F-16C-52+-CF	529	343 Mira	<b>XK-30</b>	mar18					
F-16C-52+-CF	530	337 Mira	<b>XK-31</b>	sep18					

### OrBat

116 PM	335 Mira	F-16C-52, F-16D-52	Araxos
116 PM	336 Mira	F-16C-52, F-16D-52	Araxos
110 PM	337 Mira	F-16C-52+, F-16D-52+	Larisa
130 SM	110 PM Det.	Various	Limnos
130 SM	111 PM Det.	Various	Limnos
111 PM	330 Mira	F-16C-30, F-16D-30	Nea Anchialos
111 PM	341 Mira	F-16C-50, F-16D-50	Nea Anchialos
111 PM	347 Mira	F-16C-50, F-16D-50	Nea Anchialos
111 PM	111 PM SMET	F-16C-30, F-16D-30, F-16C-50, F-16D-50	Nea Anchialos
115 PM	340 Mira	F-16C-52, F-16D-52	Souda
115 PM	343 Mira	F-16C-52, F-16D-52	Souda
115 PM	115 PM SMET	F-16C-52, F-16D-52	Souda
133 SM	111 PM Det.	F-16C, F-16D	Kasteli



F-16D 146 was part of 330 Mira when it was lost in a mishap at 13 October 2004. (Nea Anchialos, Stephan de Bruijn)

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# World Economic Forum 2019



Chris Ufkes

Finding a suitable opening photo is always a challenge. This time it is tails galore, caught on camera by Maarten Visser Sr during a Zurich platform tour on 23 January 2019.

The World Economic Forum took place from 22 till 25 January 2019 at the Davos-Klosters in Switzerland. The World Economic Forum Annual Meeting is the only yearly gathering that brings together leaders of global society. Participation is by invitation only and reserved for members of the Forum's communities. The annual meeting featured a robust humanitarian agenda. Climate change, income disparity dominated the final debate. The 49th annual meeting closed with initiatives to address global problems.

From our side of things it was good to see more logs from the airports surrounding Zurich.

Listed here-with is a summary of aircraft that where noted at Zürich-Kloten, Altenrhein, Basle, Dübendorf, Bern, Friedrichshafen and Geneva Zurich, Alterhein, Basel, Bern, Dubendorf, Friedrichshafen, Geneva, Grenchen and Stans on various days in the period of the 19th till 26th of January 2019. Interesting movements prior and after this are also listed.

Most information in this article has been compiled from logs posted on various fora. With the help of photo's posted on websites like Flickr and zrh-Spotters additional information has been found. We have tried to provide an overview of movements, but this log is by no means complete.

## Zürich-Kloten

		January 2019					
15.2591	VC-2	GTE	16 BRS3	HB-JWA	CL-650	Swiss Air Ambulance	22
9H-AVK	A319-115X	Comlux Aviation Malta	dep	HB-JWC	CL-650	Swiss Air Ambulance	21
D-ALEX	A319-115X	K5 Aviation	16	HB-ZHK	R44	Heli Sitterdorf	
D-BUZZ	Ce750	Air X Charter (Germany)	20	HB-ZKQ	EC120B	Heli Sitterdorf	
HZ-SKY4	A319-115X	Sky Prime Aviation Services	arr	HB-ZTO	AS350B3	Swiss Helicopter	
16.HZ-MS4C	G450	Min. of Defense Aeromed. Evac.	arr	HS-CDY	Ce750	Siam Winery Trading Plus Co	
LX-GVV	A319-115X	Global Jet Luxembourg SVW039		HZ-SKY3	A320-214X	Sky Prime Aviation Services	
17.HB-JVE	Fokker 100	Helvetic Airways	dep AOW9560	HZ-SKY4	A319-115X	Sky Prime Aviation Services	
HB-VPN	PC-24	Pilatus (Swiss AF c/s)	f/v SUI121	JY-RYN	Ce650	ex Raya Jet	wfu
OM-BYC	Fokker 100	Slovak Government		M-VRNY	G550	Mitros	parked all week
18.605	A319-112	MH 59. Sz.D. R		N102DZ	G-V	Executive Jet Management	25
D-AJOY	CL-850	Air X Charter (Germany)	20	N784AH	G650ER	Jet Aviation	
F-HSKJ	AP-68TP-600	Alpine Airlines	19	RA-09606	Falcon 8X	Aviaservice	KZN9401
G-SCOR	EC155B1	Starspeed		T7-KLT	Global 6000	Skyline Aviation	
HB-JVH	Fokker 100	Helvetic Airways	dep AOW9560	20.4K-AI08	A340-642	Azerbaijan Airlines	23 AHY6731
HB-JWA	CL-650	Swiss Air Ambulance	19	9H-RBA	Beech 200GT	Tyrolean Jet Services (Malta)	
HB-LRV	PA-31T	air-connect	20	A6-SHJ	A320-232(X)	Government of Sharjah	SHJ1
N2065A	Ce208	Yourways	dep	A7-MBK	A320-232(X)	Government of Qatar	23
N25CP	G-V	Canyon Partners	25	A9C-BHR	G450	Government of Bahrain	BAH4
P4-SUN	ERJ135BJ	Hyperion Aviation		CS-DFG	Falcon 2000EX	NetJets Europe	
T7-CMD	Falcon 900EX	Luxaviation San Marino	20	CS-DXI	Ce560XLS	NetJets Europe	dep NJE380L
19.CN-RBS	BAe125-900XP	Winair	31	CS-DXU	Ce560XLS	NetJets Europe	dep NJE369Y
D-CSCA	Ce525B	Silver Cloud Air		D-BETI	Falcon 50EX	Adolf Würth	
F-HSKJ	AP-68TP-600	Alpine Airlines		D-CAHO	Ce560XLS+	Air Hamburg	
HB-JOB	Falcon 7X	CAT Aviation		D-CFLY	Ce560XS+	Air Hamburg	
HB-JSK	Global 6000	Execujet Europe		D-CRON	Ce560XLS	Silver Cloud Air	
HB-JUC	Falcon 7X	CAT Aviation		D-CSEB	Ce560XLS+	Adolf Würth	
				D-IBJJ	Ce525A	Air Hamburg	
				EC-MHZ	G650	TAG Aviation España	
				ES-ATA	ATR72-212A	Nordica	ADR512/3

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F-GOFX	Falcon 900B	Dassault Aviation		CS-GLH	Global 6000	NetJets Europe	
G-LATE	Falcon 2000EX	Executive Jet Charter		CS-PHB	EMB505	NetJets Europe	
G-RCFC	BAe125-900XP	Saxonair Charter	21	D-ALOA	ERJ135BJ	Air Hamburg	
G-SPCY	ERJ135BJ	Luxaviation UK	21	D-BOLD	EMB545	Atlas Air Service	
HB-FVD	PC-12/47E	Air-Corviglia		D-CBTA	Ce525C	Brose Fahrzeugteile	
HB-FVM	PC-12/47E	Leonardo Flyers		D-IBJJ	Ce525A	Air Hamburg	
HB-FXC	PC-12/47E	TAG Aviation		D-IBJJ	Ce525A	Air Hamburg	23
HB-JFK	EMB500	BelJet Fly	07	EC-LGV	Falcon 2000EX	Executive Airlines	
HB-JUC	Falcon 7X	CAT Aviation		EC-LTF	Global 6000	TAG Aviation España	24
HB-JUF	G650	Swiss Jet		ET-ASG	B787-8	Ethiopian Airlines	ETH8724/9201
HB-JWB	CL-650	Swiss Air Ambulance	23	F-GCDP	Falcon 8X	Dassault Aviation	
HB-LUK	DA42	Horizon Swiss Flight Academy		F-GLNE	Beech 1900D	Twin Jet	
HB-VLX	PC-24	Premium Jet	21	FAE-052	Falcon 7X	Ala 11	24
HB-VPE	Ce525A	ExecuJet Europe	24	G-CRNS	Falcon 7X	TAG Aviation (UK)	
HB-VRW	EMB505	Air Connect International	arr	G-ESNA	EMB550	Air Charter Scotland	
HB-ZNK	AW109SP	Mountain Flyers 80		G-SCOR	EC155B1	Starspeed	
HB-ZOL	EC155B1	DC Aviation Switzerland		HB-JKI	G550	Execujet Europe	arr
HB-ZQK	AW139	DC Aviation Switzerland		HB-JST	Falcon 7X	CAT Aviation	dep
M-AVIR	Global 6000	MS Aviation		HB-JTJ	Falcon 900EX	Alpliner	
M-PIRA	ERJ135BJ	ExecuJet Europe		HB-JUC	Falcon 7X	CAT Aviation	
M-SAMA	Global 6000	ExecuJet Middle East		HB-JWC	CL-650	Swiss Air Ambulance	23
M-YVVF	Global 6000	Lightstar Aviation	arr	HB-VPG	EMB505	Jet Aviation Business Jets	arr
N344RS	G550	Lockheed Martin		HB-VRV	EMB500	Cinic	dep
N588G	G550	General Dynamics Corp		HB-ZQI	BK117D-2	REGA Swiss Air Ambulance	
N71GE	Falcon 8X	Vg Educational Supplies and Services		HB-ZRP	AW109SP	REGA Swiss Air Ambulance	
N732PA	CL-605	Mirage Aviation		HB-ZRS	AW109SP	REGA Swiss Air Ambulance	
N778AR	G650ER	Gama Charters		HB-ZTD	R44	Helialpin	
N800J	G550	Johnson & Johnson		HL7227	B737-7HF	Hanwha Chemical Corporation	
OK-PCC	PC-12/47E	T-air		HZ-AK44	B777-300ER	Saudi Arabian Airlines	SVA7350/ –
21.2101	VC-1A	GTE	24 BRS1	I-CABD	Ce525	Interfly	30
2591	VC-2	GTE	24 BRS4	I-GGLC	Ce550	Aeropa	std ?
4L-GAA	CL-850	Georgian Airways	23 TGZ1703/1	I-SEAS	Falcon 900EX	Servizi Aerei	
9A-JIM	Ce525	Air Pannonia		J-2314	Mirage 3S	Runway 34 Restaurant	pres
9A-JIM	Ce525	Air Pannonia		M-AGMF	Global Express	Unicorn Three	
9H-ILA	CL-850	VistaJet Malta		M-ASRI	Global XRS	YYA Aviation	23
9H-ILB	CL-850	VistaJet Malta		M-GMKM	Falcon 7X	GMK Consulting	26
9H-VCM	CL-350	VistaJet Malta		M-IAMI	Falcon 7X	Global Jet IOM	arr
9H-YUM	Falcon 900DX	TAG Aviation (Malta)		M-VITB	G650	Matrix Aviation	25
A-902	PC-7	Runway 34 Restaurant	pres	N112MY	Global 6000	MP Air	22
A6-HHH	G650	Government of Dubai		N113CS	G650ER	The Blackstone Group	
A6-HRM	B747-422	Government of Dubai	DUB1	N123KH	Falcon 2000EX	Capital Properties Management	25
A6-VPS	G450	Falcon Aviation Services		N146QS	Global 6000	NetJets	
A6-YMA	G550	Falcon Aviation Services		N147QS	Global 6000	NetJets	
B-6130	A330-243	Air China	24	N148QS	Global 6000	NetJets	
B-8250	G450	Deer Jet		N1777M	G650	Jet Aviation Flight Services	24
CE03	ERJ145LR	21sq	BAF600	N221DG	G650	Executive Jet Management	25
CS-CHB	CL-350	NetJets Europe		N312ZW	G650ER	Asia Oceanic Energy Consortium	
CS-CHD	CL-350	NetJets Europe		N358V	G650ER	Visa USA	24
CS-DFK	Falcon 2000EX	NetJets Europe		N3788B	G550	Blackrock Financial Management	25
CS-DKK	G550	NetJets Europe		N380ER	G650	LBMA Equipment Services	
CS-DLF	Falcon 2000EX	NetJets Europe		N393BV	Global XRS	IAC Falcon Holdings	25
CS-DSE	BAe125-900XP	EJME (Portugal)	parked all week	N43R	CL-604	Rockwell Automation	dep
CS-DUA	BAe125-750	NetJets Europe	dep	N476V	G650ER	Visa USA	24
CS-DXN	Ce560XLS	NetJets Europe	dep	N502P	G450	Wingtip Corporation	25
CS-DXW	Ce560XLS	NetJets Europe		N524EA	G650ER	Gama Charters	25
CS-GLG	Global 6000	NetJets Europe		N543BA	CL650	Boeing Executive Flight Operations	



The former Gulfstream company demonstrator has been sold to GainJet Ireland in December 2018. The G650ER was registered 2-GJJA but has retained these colours. (Zurich, 22 January 2019, Eric van der Eyken)

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Avcon Jet took delivery of this Falcon 2000LX in June 2012 as OE-HAM. It was transferred to Avcon Jet Malta in February 2016. The aircraft has kept the colours in which it was delivered. (Zurich, 25 January 2019, Keith Blackham)

N546QS	G550	NetJets		D-AHOI	ERJ135BJ	Air Hamburg	
N57SN	Falcon 8X		24	D-CAWK	680A-0107	Aerowest	
N5MV	Falcon 900EX	Bloomberg Services	25	D-CQAB	Lj45	Quick Air Jet Charter	
N600GK	Ce525	Fair Wind Air	parked all week	D-HBFS	AW109SP	DC Aviation	
N620X	Falcon 900LX	Massach. Mutual Life Insurance	25	D-IAAR	EMB500	Arcus Executive Aviation	
N624NN	G-V	Silverhawk Aviation		D-IHKW	Ce525	ProAir Aviation	
N651BA	G650ER	Bank of America	25	D-ILGA	PA-31T1	Stücker	
N651XA	G650ER	Saudi ARAMCO Aviation	25	D-IVIV	Ce525A	Atlas Air Service	
N73PS	Falcon 900LX	American International Group		EC-HYI	Falcon 2000	Gestair	24
N784AH	G650ER	Jet Aviation	dep	EX-1146K	IL-14P	Runway 34 Restaurant	pres.
N836BA	B737-7BC	Boeing Executive Flight Operations		F-HECD	Falcon 7X	Luxaviation France	
N838KE	G550	DTC	22	G-CRNS	Falcon 7X	TAG Aviation (UK)	
N917VZ	G450	Verizon Corporate Services	24	G-KSFR	CL-300	TAG Aviation (UK)	
N92765	PA-46-350P		22	HB-FPS	PC-12/45	Redexair	
N950X	Falcon 7X	TPG Capital	24	HB-FVM	PC-12-47E	Leonardo Flyers	23
N968BX	Global 6000	Cedar Holdings	24	HB-FXC	PC-12/47E	TAG Aviation	
OE-FZB	Ce510	GlobeAir		HB-IGU	Falcon 2000LX	CAT Aviation	dep
OE-GWS	Ce560XLS+	Avcon Jet		HB-JSC	Falcon 8X	Dasnair	DGX802
OE-LLG	ERJ135BJ	MJet	dep	HB-JUC	Falcon 7X	CAT Aviation	
OK-BEE	Beech 400 A	Jetbee Czech Sro	dep	HB-LEL	PA-34-200	EFOS Flight-Charter	
OK-SEM	Ce680	Travel Service		HB-LUV	CeT303	303 Flyers	
OY-RAB	Falcon 7X	Air Alsie		HB-LWW	DA42NG	Pallasair	
P4-PIF	Global 5000	Arab Wings		HB-RSC	C-121C	Super Constellation Flyers Association	
P4-WWS	Global 6000	WideWorld Services		HB-VNA	Ce560 Ultra	Speedwings	
PP-VDR	Global XRS	Vale		HB-VRV	EMB500	Cinic	arr
RA-64010	Tu-204-300A	Business Aero		HB-ZKQ	EC120B	Heli Sitterdorf	
RA-67238	CL-605	Aviaservice	KZN9415	HB-ZNK	AW109SP	Mountain Flyers 80	
S5-BDM	Ce560XLS+	Batagon Air	07	HB-ZQK	AW139	DC Aviation Switzerland	
SP-LIG	ERJ175LR	Government of Poland		HB-ZTD	R44	Helialpin	
T7-MHA	CL-605	Execujet Middle East	24	HB-ZUE	EC135T2+	Lions Air Skymedia	
TC-DLZ	Ce560XLS	Bon Air		I-AWTK	AW139	Swift Copters – Leonardo	
TC-OIL	Falcon 7X	Palmali Air		LX-JCT	Ce525A	Global Jet Luxembourg	
VP-BCL	CL-870	Consolidated Contractors		LX-JCT	Ce525A	Global Jet Luxembourg	24
VP-BJR	Ce560XLS+	Star Aviation		LX-SIX	G650	Luxaviation	25
VP-CAM	B737-7KK	Zhi Ji International	24	M-INER	Global 6000	ICC Aviation	
VP-CFG	G550	Gama Aviation		M-MNDG	G550	Ovation	
VP-CPG	G650	Hong Kong Jet		M-YBUS	A320-214X	Prime Aviation	
22.14+01	Global 5000	FBS BMVg	GAF624	N10HD	Global 6000	Sun Air Jets	25
2-GJJA	G650ER	GainJet Ireland		N1454H	G650ER	Hess	23
20-1102	B747-47C	701 Hikotai	23	N168NJ	G550	Morgan Stanley Services Group	
4K-AI88	G650	Azerbaijan Airlines	23 AHY8585	N2237X	Falcon 7X	United Bank For Africa	24
5X-UGF	G550	Government of Uganda	RAU1/-	N282SA	Cessna 500		wfu as HB-VNU
9H-ILB	CL-850	VistaJet Malta		N301SR	B737-7JV	Essar Shipping Logistics	
9H-VFH	CL-605	VistaJet Malta		N343AR	G550	B.U.A. Delaware	24
9H-WFC	ERJ135BJ	Air X Charter		N40TE	Global 5000	Executive Jet Management	25
A40-AE	G550	Government of Oman	25	N428TX	DA42NG		
A6-HRM	B747-422	Government of Dubai	DUB1	N429DD	G-IVSP	Basurven Servicios Sanitarios	
C-FCDE	CL-605	Skyservice Aviation	25	N474CG	SF50	I-Fly	dep
CCCP-22461	Mil Mi-8	Heligrill	pres. as YL-HLG	N474CG	SF50	I-Fly	23
CD01	Falcon 900B	21sq		N527AH	ERJ190BJ	Lineage Asset Company	25
CE01	ERJ135LR	21sq		N586RW	G550	Coca Cola	25
CS-DXP	Ce560XLS	NetJets Europe		N651CH	G650ER	JP Morgan Chase Bank	25
CS-DXS	Ce560XLS	NetJets Europe	23	N652BA	G650ER	Bank of America	25
CS-DXV	Ce560XLS	NetJets Europe	24	N6D	G650ER	Dell USA	25



N713L	Falcon 7X	ATT Management Services	25	MM62243	A319-112X	306 Gruppo TS	
N71GE	Falcon 8X	Vg Educ. Suppl. and Services	24	N311CG	G650	Jet Aviation	arr
N780F	G550	JP Morgan Chase Bank	25	N474CG	SF50	I-Fly	arr
N812RX	Falcon 2000LXS	CVS Pharmacy		N619A	G-IV	Kaiser Air	
N817X	Falcon 7X	TPG Capital	25	N652CH	G650ER	JP Morgan Chase Bank	25
N839BA	B737-77Z	Boeing Executive Flight Operations		N733H	Falcon 2000LX	Humana	25
N886WT	G650ER	Qualcomm		N75KH	CL-604	Sun Energy	
N887WM	Global Express	Mente	24	N811TM	G650ER	Airflite	25
OE-GWS	Ce560XLS+	Avcon Jet		OE-FFB	Ce510	GlobeAir	24
OK-BEE	Beech 400 A	Jetbee Czech Sro	23	OE-IEN	Falcon 2000EX	Global Jet Austria	25
OK-VPI	G550	ABS Jets		OK-BEE	Beech 400 A	Jetbee Czech Sro	2x 25
OY-TSA	Ce525B	Nilan		OK-JFA	Nextant 400XT	Time Air	
SP-DLB	ERJ135BJ	Hyperion Aviation	dep	OY-TSA	Ce525B	Nilan	
T-334	AS532UL	LtSt6		PH-STB	Falcon 900C	Exxaero	
T-335	AS532UL	Swiss Air Force		RA-09606	Falcon 8X	Aviaservice	KZN9402
T-340	AS532UL	Swiss Air Force		RA-67238	CL-605	Aviaservice	KZN9416
T7-ARC	G650	Sorens Aero		S5-JVA	G450	Eliit'Avia	
T7-ZZZ	G450	Skyline Aviation		SP-LIG	ERJ175LR	Government of Poland	
TC-ATA	G550	Government of Turkey	24	T-331	AS532UL	LtSt6	
TS-IOO	B737-7H3	Government of Tunisia	Tunis3/ -	T-342	AS532UL	Swiss Air Force	
VP-BCL	CL-870	Consolidated Contractors		T.18-1/45-40	Falcon 900B	451 Esc	24
VP-CLR	B737-7EM	Lukoil Avia	24	TS-IOO	B737-7H3	Government of Tunisia	- / Tunis3
VQ-BNZ	G650	Government of Jordan	25	UR-ABA	A319-115X	Government of Ukraine	24
VQ-BSF	Falcon 7X	Shell Aircraft	SHE89N	VN-A868	B787-9	Vietnam Airlines	25
VQ-BSP	Falcon 7X	Shell Aircraft	SHE45X	VQ-BMZ	G650	Government of Jordan	25
VT-CFA	G550	Poonawalla Aviation	25	Z3-MKD	Lj60	Government of Macedonia	
YU-MTU	Ce525	Infinity Avn - Megatrend University	25	ZE701	BAe146 CC2	32(TR)sq	
ZS-SXU	A330-243	South African Airw.	SAA2987/LMG1	24.14+04	Global 5000	FBS BMVg	arr
23.2-JACK	PA-46-500TP	Icaris Ventura	29	2-GJJA	G650ER	GainJet Ireland	
20-1101	B747-47C	701 Hikotai		3085	A319-115X	241.dlt	25
258	Lj45	MATS		701	A319-132X	Armenia Government	
40-MNE	Lj45	Vlada Crne Gore		9A-CRO	CL-604	Government of Croatia	25
9H-YOU	CL-850	Air X Charter	Dutch priminister	9H-BBJ	B737-7BC	Privajet	
A6-SHJ	A320-232(X)	Government of Sharjah	SHJ1	9H-ILV	CL-850	VistaJet Malta	
CS-DLG	Falcon 2000EX	NetJets Europe		9H-LXX	Global XRS	VistaJet Malta	
CS-PHD	EMB505	NetJets Europe	NJE69R/502C	9H-VFH	CL-605	VistaJet Malta	
D-APGS	A319-115X	K5 Aviation		9H-VFJ	CL-605	VistaJet Malta	
D-AVIB	ERJ135BJ	Air Hamburg		B-8250	G450	Deer Jet	
D-CDAS	EMB505	DAS Private Jets		CE03	ERJ145LR	21sq	
D-IAAR	EMB500	Arcus Executive Aviation		CS-CHH	CL-350	NetJets Europe	
D-INKY	P180	AirGo Flugservice	25	CS-DFE	Falcon 2000EX	NetJets Europe	27
ET-ASG	B787-8	Ethiopian Airlines	ETH9201/8726	CS-DQA	Ce560XLS	NetJets Europe	25
F-HMBY	Global 6000	Martin Bouygues		CS-GLE	Global 6000	NetJets Europe	
F-HPGA	Beech 350i	Emil Frey France	24	D-AAAX	CL-604	Air Independence	
FAC0001	B737-74V	GRUVE 82	24	D-APGS	A319-115X	K5 Aviation	
G-KSFR	CL-300	TAG Aviation (UK)	24	D-ASAP	ERJ135BJ	Air Hamburg	
HB-FVA	PC-12/47	Fly 7 Executive Aviation		D-BETI	Falcon 50EX	Adolf Würth	
HB-IGU	Falcon 2000LX	CAT Aviation		D-CHER	Lj60	Heron Aviation	
HB-JSK	Global 6000	Execujet Europe	dep	D-CTOR	EMB505	Luxaviation Germany	
HB-JSK	Global 6000	Execujet Europe	arr	D-IHKW	Ce525	ProAir Aviation	
HB-JWB	CL-650	Swiss Air Ambulance	25	D-IJOA	Ce525A	Excellent Air	
HB-JWC	CL-650	Swiss Air Ambulance	24	EC-LGV	Falcon2000LX	Executive Airlines	
LX-JFX	PC-12/47E	Jetfly Aviation		F-HGET	PC-12-47E	Get1jet	
M-MNDG	G550	Oviation		G-MAZS	Global 6000	Gama Aviation	
M-MOON	Ce750	Lixoma Holdings	dep	G-ZNTJ	Lj75	Zenith Aviation	



The Bombardier Aerospace Corporation bizjet was seen the day the annual meeting officially ended. Global 6000 N835GL has been the corporate chariot since December 2018. (Zurich, 26 January 2019, Stu Carr)



Based at Chambéry airport Alpine Airlines is the only airline to offer commercial flights to Courchevel Altiport. AP-68TP-600 Viator F-HSKJ is the only aircraft of its type in the fleet and was delivered in 2017. (Zurich, 19 January 2019, Thomas Szecsko)

HB-JGQ	CL-300	Premium Jet		CS-DUC	BAe125-750	NetJets Europe	
HB-JRI	Global 5000	ExecuJet Europe		CS-DXP	Ce560XLS	NetJets Europe	
HB-JSS	Falcon 7X	CAT Aviation	arr	CS-GLC	Global 6000	NetJets Europe	27
HB-JSS	Falcon 7X	CAT Aviation	25 2x	CS-GLE	Global 6000	NetJets Europe	2x
HB-JWA	CL-650	Swiss Air Ambulance	arr	CS-LTE	Ce680A	NetJets Europe	
HB-VWM	Ce525	Nomad Aviation	25	CS-PHD	EMB505	NetJets Europe	
HB-ZQK	AW139	DC Aviation Switzerland		CS-PHJ	EMB505	NetJets Europe	26
HB-ZTD	R44	Helialpin		D-ARKO	Global XRS	K5 Aviation	arr
I-AWTK	AW139	Swift Copters – Leonardo		D-AWIN	ERJ135BJ	Air Hamburg	
I-JAMI	Falcon 7X	Sirio		D-BEAM	CL-300	Aero-Dienst	
LX-JFE	PC-12/47E	Jetfly Aviation		D-BUZZ	Ce750	Air X Charter (Germany)	
LX-JFW	PC-12/47E	Jetfly Aviation		D-CAUW	Ce560 Encore	Stuttgarter Flugdienst	
M-CCCP	Global 5000	Nomad Aviation		D-CEER	Beech250	Aelia	dep AELIA07
M-PIRA	ERJ135BJ	ExecuJet Europe	25	D-CEFO	Ce560XLS+	Air Hamburg	
N112MY	Global 6000	MP Air		F-GSCR	Ce525B	Luxaviation France	
N301SR	B737-7JV	Essar Shipping Logistics		F-HSFJ	Ce680A	Astonjet	
N344RS	G550	Lockheed Martin		G-MAZS	Global 6000	Gama Aviation	
N60TE	Global 6000	Cisco Systems	25	G-RHMS	ERJ135BJ	TAG Aviation (UK)	
N886WT	G650ER	Qualcomm	25	G-SCOR	EC155B1	Starspeed	
N904G	G550	Google	dep	HB-FVM	PC-12/47E	Leonardo Flyers	
OE-FVJ	Ce525	Airlink	25	HB-JOB	Falcon 7X	CAT Aviation	
OE-GLS	Ce650	Tyrolean Jet Service		HB-JRG	CL-604	Premium Jet	
OE-LDR	Global 6000	Avcon Jet	AOJ92R	HB-JRG	CL-604	Premium Jet	arr
OM-BYC	Fokker 100	Slovak Government	25	HB-JSS	Falcon 7X	CAT Aviation	arr
P4-PIF	Global 5000	Arab Wings		HB-JST	Falcon 7X	CAT Aviation	arr
PP-VDR	Global XRS	Vale	25	HB-JUF	G650	Swiss Jet	
RA-10204	G650	Jet Air Group		HB-JWB	CL-650	Swiss Air Ambulance	arr
SP-LIG	ERJ175LR	Government of Poland		HB-VLX	PC-24	Premium Jet	
SP-LIH	ERJ175LR	Government of Poland		HL7227	B737-7HF	Hanwha Chemical Corporation	
SP-ZAK	Global 5000	Jet Story		HZ-AK44	B777-300ER	Saudi Arabian Airlines	SV47351/–
T7-ARC	G650	Sorens Aero		LX-JFH	PC-12/45	Jetfly Aviation	
T7-JAT	Global XRS	Empire Aviation San Marino		M-PIRA	ERJ135BJ	ExecuJet Europe	28
T7-RSP	Global 6000	Empire Aviation San Marino		M-SAMA	Global 6000	ExecuJet Middle East	
TC-OIL	Falcon 7X	Palmali Air		M-SKSM	Global 5000	Tekser Management	
UK67004	B767-33PER	Uzbekistan Airways		N101FU	Ce510	Progress Solutions	arr
VP-BCL	CL-870	Consolidated Contractors		N113CS	G650ER	The Blackstone Group	
VT-AHI	Global 6000	Reliance Industries		N145QS	Global 6000	NetJets	
VT-DHA	Global Express	Reliance Commercial Dealers		N148QS	Global 6000	NetJets	
ZS-SXU	A330-243	South African Airways	LMG1	N150QS	Global 6000	NetJets	
25.14+01	Global 5000	FBS BMVg		N154QS	Global 6000	NetJets	
258	Lj45	MATS		N155QS	Global 6000	NetJets	
4L-GAA	CL-850	Georgian Airways	TGZ1771/2	N168NJ	G550	Morgan Stanley Services Group	
5X-UGF	G550	Government of Uganda	- /RAU1	N360HP	Global XRS	Luft Aviation Charter	arr
9H-EAA	Ce560XLS+	Emperor Aviation		N36GV	G-V	Gama Charters	
9H-HAM	Falcon 2000LX	Avcon Jet Malta	28 VCJ78M	N380ER	G650	LBMA Equipment Services	
9H-ILB	CL-850	VistaJet Malta		N429DD	G-IVSP	Basurven Servicios Sanitarios	
9H-RBA	Beech 200GT	Tyrolean Jet Services (Malta)		N625TX	Ce510	Jean-Paul Clozel	
9H-VJJ	Global 6000	VistaJet Malta		N710MS	Ce680	Lech Air	27
A6-HHH	G650	Government of Dubai		N73PS	Falcon 900LX	American International Group	
A6-VPS	G450	Falcon Aviation Services		N836BA	B737-7BC	Boeing Executive Flight Operations	
A6-YMA	G550	Falcon Aviation Services		N910AF	G-IVSP	Solera Holdings	arr
CS-CHC	CL-350	NetJets Europe		N931FL	G550	Hewlett-Packard Company	dep

## St. Gallen - Altenrhein

January 2019

N933EY	Global 6000	Executive Jet Management	
OE-FZE	Ce510	GlobeAir	
OE-GBR	Ce560XLS	FlyTyrol	
OE-GCH	Ce550 Bravo	Speedwings	
OE-GXX	Lj40	International Jet Management	arr
OE-LEO	G650	Global Jet Austria	dep
OK-BEE	Beech 400 A	Jetbee Czech Sro	
OK-RAH	Nextant 400XT	Time Air	
OK-UGJ	Ce680	Travel Service	
OO-PCK	PC-12/47E	European Aircraft Private Club	
OY-VAY	CL-605	ExecuJet Scandinavia	
P4-WWS	Global 6000	WideWorld Services	
VP-BCL	CL-870	Consolidated Contractors	
VP-CIO	Lj60XR	Nexus Flight Operations	26
VP-CPG	G650	Hong Kong Airlines	
VT-HMA	Global XRS	Reliance Commercial Dealers	26
VT-IAH	A319-115X	Reliance Industries	26
YU-PMK	Ce560XLS+	Air Pink	
YU-PNK	Ce560XLS+	Air Pink	
Z3-MKD	Lj60	Government of Macedonia	
ZE701	BAe146 CC2	32(TR)sq	
26.A6-SHJ	A320-232(X)	Government of Sharjah	SHJ1
F-HSKJ	AP-68TP-600	Alpine Airlines	
HZ-MF2	B737-7AJ	Saudi Ministry of Finance & Eco.	arr

21.9H-VCM	CL-350	VistaJet Malta	dep
CS-DXW	Ce560XLS	NetJets Europe	arr
G-CRNS	Falcon 7X	TAG Aviation (UK)	22
M-GGBL	Falcon 7X	Skypark Flight Centre	23
M-SBUR	G200	Quinzol Ventures	arr
N313AQ	Ce510	Aquapresen Cosmetiks USA	dep
OE-IXI	CL-605	LaudaMotion Executive	25 LDX44C
OY-APM	G450	Star Air	
OY-RAB	Falcon 7X	Air Alsie	arr
22.9H-OWL	CL-605	Comlux Malta	22-24
D-CSEB	Ce560XLS+	Adolf Würth	
D-FEJE	PC-6/B2-H4	My-Skyconcept	+24
D-HUBI	R44		+24
D-IOHL	Ce525A	Ohlair Charterflug	
G-GLOB	Global XRS	ExecuJet UK	+23
G-SIRS	Ce560XL	Luxaviation UK	
G-WIRG	ERJ135BJ	Air Charter Scotland	22-24
HB-XHO	Bell 206A	Raoul Wyssen	+24
HB-ZAT	R44	Bellair	
HB-ZTW	K-1200	Rotex Helicopter	+24 (H)
LX-JFW	PC-12/47E	Jetfly Aviation	+23
M-YSSF	Global 6000	FTC Aviation	22-24
N313AQ	Ce510	Aquapresen Cosmetiks USA	arr
N456TG	R44		
N656FN	Falcon 7X	Fosun Holdings	22-24
OE-FZE	Ce510	GlobeAir	GAC655R/504X
OE-LIM	G550	Avcon Jet	+23
OY-APM	G450	Star Air	25
OY-NSA	DHC-6-300	Nordic Seaplanes	+24 (H)
P4-ADD	G200	Prime Aviation	+24
RA-10203	G550	Jet Air Group	JSI9157
SE-DJG	ERJ135BJ	European Flight Service	22-24
T-741	DHC-6-300	Swisstopo	+24 (H)
YU-SRB	ERJ135BJ	Government of Serbia	25
23.C-GNVA	DHC-6-400	Planes & Parts	+24
C-GSUN	CL-300	Suncor Energy	+24
D-CAHO	Ce560XLS+	Air Hamburg	
G-JAGA	EMB505	Luxaviation UK	
HB-FPC	PC-12/45	Moliair	
N888HZ	G550	Cloud Skipper	+24
N999HZ	G550	Cloud Skipper	+24

It is almost impossible to see all the WEF-aircraft, for some arrive after dark or even late in the evening and sometimes leave within the hour. To be as complete as possible we also included pre-WEF traffic. Although officially registered as N282SA the ex Jetclub Cessna is still registered as HB-VNU.

### Alpnach air base

January 2019

23.T-323	AS332M-1	LtSt3	
T-354	EC635P2+	Swiss Air Force	
T-355	EC635P2+	Swiss Air Force	
T-370	EC635P2+	Swiss Air Force	
HB-JRA	CL-604	ex Rega	pres.

The Challenger made its final landing at Alpnach in November 2018. On 8 March 2019, a ferry took the disused ambulance jet from Alpnach to Lucerne. From now on the former Rega Jet will be on display at the Swiss Museum of Transport in Lucerne.



This Gulfstream G550 was delivered to NetJets Europe in 2008 as CS-DKJ. Early January 2019 the aircraft was added to the Avcon Jet fleet as OE-LIM. (Altenrhein, 22 January 2019, Jan Swart)

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Aero Toy Store took delivery of this Global Express XRS as N754TS in July 2007. From November 2009 it is registered VQ-BGS with Macsteel Jet Services listed as operator. It seems that the Global is at the airport for maintenance purposes. It was caught on camera during a local test flight. (Basel Mulhouse Freiburg, 26 February 2019, LFSB Planes Pictures)

OE-GHB	Ce560XLS	Bertsch-Aviation		M-YBUS	A320-214X	Prime Aviation	20-24
OK-BET	Ce525 (M2)	Queen Air		N232SF	Falcon 900DX	Dynamic Aviation Services	20-24
SE-GEE	DHC-6-300	Skydive Airlines	+24	N2708E	B737-7LT	Guangzhou Puyao Investm. Comp.	
VQ-BLA	G550	International Jet Club	26	N586G	G550	General Dynamics	arr +22
24.9H-FGV	EMB500	Luxwing		N595B	G-V	Avirone	
9H-VCB	CL-350	VistaJet Malta		N688FD	B737-7EG	Samsung Techwin Aviation	20-24
9H-VJF	Global 6000	VistaJet Malta		N717AL	G-IVSP	Strong Tower Services	22
CS-DLK	Falcon 2000EX	NetJets Europe		N757MA	B757-24Q	Mid East Jet	20-24
D-AGBI	Falcon 7X	Volkswagen		N778AR	G650ER	Gama Charters	arr -24
D-FLBK	PA-46-500TP			N933EY	Global 6000	Executive Jet Management	25
HB-FWI	PC-12/47E	AF Assets		P4-NOF	B737-4Y0	Arabasco	20-24
HB-VPO	EMB505	Air Glaciers		SX-IFA	MD-83	Amjet Executive	20-23
HB-VYM	EMB505	Manhag		TC-GVA	G-IV	Government of Turkey	20-24
HB-ZPX	AW109SP	Heli Bernina		TR-KPR	B777-236	Government of Gabon	20-23
L1-01	Falcon 2000EX	Government of Slovenia		V5-PJM	G-III	Wings over Africa	20-24
N101FU	C510	Progress Solutions	dep 25	VP-BBJ	B737-72U	Toerama	
N198JH	Ce525		std	VP-BDA	B787-9	Kalair (a/w)	20-23
N404NA	Global 5000	Harrinford		VP-CAL	B777-2KQLR	Aviation Link Company	20-23
OE-GDP	EMB505	Speedwings		VP-CIA	A319-115X	CEFC China Energy	20-24
OE-HAS	G200	Avcon Jet		VP-CTF	MD-87	AMAC Aerospace	20-23
OE-HNG	G200	MJet		VP-CZW	B737-7JW	Wuleen Investment Corp	20-24
OO-MMT	Ce560XLS	Air Service Liège		VP-CZZ	G650	Phenix Jet	21
SE-RMB	Ce525B	Svenskt Industriflyg	27 JET5	VQ-BGS	Global XRS	Mash Aviation	20-24
YU-PZM	Ce560XLS+	Air Pink		VQ-BLP	Falcon 7X	Planair	
25.N101FU	Ce510	Progress Solutions	dep	XA-DFN	Falcon 2000LXS	Consorcio Aereo de Xalapa	20-25
				21.2-SGSG	B737-7H6	Gain Jet Ireland	dep 24
				A6-HHH	G650	Government of Dubai	25 DUB9
				A6-VPS	G450	Falcon Aviation Services	25
				A6-YMA	G550	Falcon Aviation Services	25
				D-CHER	Lj60	Heron Aviation	22
				G-AIVG	Viking 1B	Viking restoration project	25
				N380BJ	B737-7JZ	Boeing Business Jets	
				N777QX	CL-605	Flexjet	26 LXJ777
				N836BA	B737-7BC	Boeing Executive Flight Ops	25
				P4-MIS	A319-115X	Global Jet Luxembourg	21-23
				RA-64010	Tu-204-300A	Biznes-Aero	26
				TC-AKE	Falcon 900LX	AK Havacilik	arr
				22.D-AGVS	G450	Windrose Air Jetcharter	23
				D-CBEN	Ce560XLS+	Adolf Würth	
				HB-JFQ	Falcon 7X	Japat	
				HB-VNA	Citation Ultra	Speedwings	arr
				M-GSKY	Global XRS	Vadenzela Holdings	23
				N168NJ	G550	Morgan Stanley Services Group	25
				N301SR	B737-7JV	Essar Shipping & Logistics	24
				N40XR	Lj40	Palace Aviation	
				OE-FZE	Ce510	GlobeAir	GAC504X/493Y
				PH-AJX	Falcon 7X	Flying Group	
				RA-10203	G550	Jet Air Group	arr JSI9157
				TS-IOO	B737-7H3	Government of Tunisia	23
				VP-BZL	B737-8DV	Lowa	
				23.A7-AFI	A330-243F	Qatar Airways	QTR8294
				D-CFIV	Lj35A	Air Alliance	AYY118/118A
				D-FCTP	PA-46-500TP		
				EI-LSN	G650	GainJet Ireland	arr GJ171

Aircraft listed with an (H) where logged while parked inside a hangar. The Cessna 525 on the 24th was logged inside a hangar stripped of paint. This bizjet has not moved in a few years.

### Basel - Mulhouse - Freiburg

January 2019							
18.M-YBUS	A320-214X	Prime Aviation					22
RA-10204	G650	Jet Air Group	24 JSI9155/6				
20.557	G-IV	4sq					20-24
5N-JLS	CL-604						20-24
9H-IVG	Global Express	OJets					20-24
A6-DAW	B747-48E	Government of Dubai					20-24
A7-HHF	B747-8Z5	Government of Qatar (a/w)	+21				
A9C-BHR	G450	Government of Bahrain	24 BAH4				dep NJE5CM
CS-DXS	Ce560XLS	NetJets Europe					
D-AXXX	B737-8LX	ACM Air Charter					
D-BERT	Falcon 2000LXS	Bertelsmann					21
D-CHLR	EMB505	Atlas Air Service	dep ATL9K				
HB-GLA	Beech B200	Swiss Flight Service					
HB-JGQ	CL-300	Premium Jet					24
HB-JRG	CL-604	Premium Jet					
HB-JUF	G650	Swiss Jet	25 SJT973/51				
HB-VPE	Ce525A	ExecuJet Europe	D2206				
HZ-HKR	Falcon 900B	Al Hokair Aviation					20-24
HZ-SKY	A340-642X	Sky Prime Aviation					20-24
M-KATE	A319-133X	Sopnar Property Holding					20-24
M-SAMA	Global 6000	ExecuJet Middle East					25

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F-HJBR	EMB505	Air Breizh	
HB-JGI	Falcon 7X	Rabbit-Air	dep
M-AABG	Global 5000	ExecuJet Middle East	
M-ABGS	CL-605	ExecuJet UK	arr
N224BH	G450	Akwa Ibom State Government	
N380BJ	B737-7JZ	Boeing Business Jets	
N3050	G550	PayPal	
N543BA	CL-650	Boeing	
N625TX	Ce510	Jean-Paul Clozel	dep 25
N747KS	Ce510	Karsten Schroeder	(H)
N789RR	Global XRS	North Fifth Aviation	
N808JG	G-V	Prime Jet	24
RA-10205	G650	Surgutneftgas	dep 24 TUM9710
SE-RDY	G550	EFS-European Flight Service	24
Z3-MKD	Lj60	Government of Macedonia	25
24.D-BETI	Falcon 50EX	Adolf Würth	
G-MAZS	Global 6000	Gama Aviation	25
HB-JIN	Falcon 900EX	Jet Aviation Business Jets	
N3050	G550	PayPal	
25.F-GTHD	CM170	ex AdIA	pres
HB-ZQG	H145	REGA	
N512MM	PA-46-500TP	Nathalie S. Mueller	arr

Boeing 747 A7-HHF on the 20th was logged all white with its registration taped over. The Kalair Boeing on that same date was also all white without a visible registration. The former French Air Force Fouga Magister on the 25th is preserved on a pole outside the Basel Grande Casino.

### Bern - Belp

January 2019			
20.EC-KQO	Ce525B	Global Jet Austria	
EC-MKH	Global 6000	Gestair	
N6PC	G-V	Powdr Aviation	
N711LS	Global 6000	The Whitewind Company	
OE-GDM	Ce560 Encore+	The Flying Bulls	
OE-LIR	Do328-110	Tyrol Air Ambulance	wfu
T-784	Ce560XL	LTDB	
YU-FSS	Falcon 2000LX S	Prince Aviation	
23.A-913	PC-7	Pilotenrekrute	
D-AERO	ERJ135BJ	Air Hamburg	AHO253B/938V
D-HNWE	BO105CBS4	Babcock MCS Germany	
HB-ZFM	EC120B	Swiss Helicopter	arr
HB-ZLJ	Cabri G2	Swiss Helicopter	
HB-ZLS	Cabri G2	Swiss Helicopter	
HB-ZPT	AS350B3e	Swiss Helicopter	
HB-ZTB	AW109SP	Air Sarina	
LX-PCA	PC-24	Jetfly Aviation	

The Tyrol Air Ambulance Dornier on the 20th is still in Welcome Air colours.



Guimbal Cabri G2 HB-ZLS was previously with Rhein-Helikopter from April 2011 till July 2012. It was added to the Swiss Helicopter fleet from July 2012. Swiss Helicopter has fourteen bases located throughout Switzerland and the Principality of Lichtenstein. (Bern, 23 January 2019, Richard Tregear)

### Dübendorf air base

January 2019			
20.C-FBNS	Falcon 7X	Bank of Nova Scotia	20-23
RA-67220	CL-850	MBK-S	23 PLG9003/4
21.T-721	Beech 350C	Swisstopo	
N147QS	Global 6000	NetJets	24
N1901G	G650ER	Chevron USA	21-24
N320GX	Global Express	Aecom	21-23
N550XY	G550	Occidental Petroleum	21-23
T7-IFS	ERJ135BJ	Avcon Jet	24
VT-AML	ERJ135BJ	Adani	24
22.T-334	AS532UL	LtSt6	
T-335	AS532UL	Swiss Air Force	
T-340	AS532UL	Swiss Air Force	
T-368	EC635P2+	Swiss Air Force	
M-AAAL	G650	Global Jet Isle of Man	22-24
M-ODEM	CL-605	DMC Business Invest	26
N147QS	Global 6000	NetJets	+23
N438E	CL-604	Aviation Consultants	22-24
N4CP	G650ER	Pfizer	+23
N812RX	Falcon 2000LXS	CVS Pharmacy	+23
N889LM	G650ER	Pegasus Aircraft Management	22-24
N989JW	Falcon 8X	S.C. Johnson & Son	+23
23.258	Lj45	MATS	25
N843S	Falcon 7X	Stanley Black & Decker	+24
24.LN-BSC	Beech 250	Iris Aviation Leasing	
LN-BSD	Beech 250	Iris Aviation Leasing	
N228BA	G280	Bank Of America	
N650VC	G650ER	Lockheed Martin Corporate Aircraft	

The two Norwegian Beech 250s on the 24th were still in full Scandinavian AirAmbulance colours.

### Emmen air base

January 2019			
23.A-918	PC-7	Pilotenrekrute	
A-927	PC-7	Pilotenrekrute	
A-101	PC-21	Pilotenschule	
A-104	PC-21	Pilotenschule	
A-105	PC-21	Pilotenschule	
A-108	PC-21	Pilotenschule	
J-3089	F-5E	Patrouille Suisse	
J-4070	Hunter F58	ex Swiss Air Force	pres.
T-337	AS532UL	Swiss Air Force	
HB-FOG	PC-12/45	Armasuisse	training
24.D-CTOR	EMB505	Luxaviation Germany	LXG550R



This Jetstream was one of two aircraft destined for S-Air Salzburg. The former Blue Islands aircraft was withdrawn from use in November 2014. Although registration OY-ZEA is visible on its fuselage its former registration G-ISLC is still current with the UK Civil Aviation Authority. (Friedrichshafen, 9 January 2019, Juha Ritaranta)

## Friedrichshafen

January 2019			
21.9A-JIM	Ce525	Air Pannonia	
N146QS	Global 6000	NetJets	22
P4-PIF	Global 5000	Arab Wings	24
RA-67238	CL-605	Aviaservice	23 KZN9415/6
VT-JSY	Global 6000	Jindal Iron & Steel	23
XA-PTR	G-IVSP	Servicios Aereos Surtep	25
22.31+35	G91R-3	ex Luftwaffe	(M)
58+85	Do-28D2	ex Luftwaffe	(M)
61+04	Breguet 1151	ex German Navy	(M)
C-GLFG	G550	Nutrien	+23
CS-PHK	EMB505	NetJets Europe	
D-9530	Dornier 31	Dornier	(M)
D-BEAR	Ce750	Air X Charter (Germany)	23 AXG23
D-BEEP	Citation 750	Air X Charter (Germany)	+23
D-BEJR	Do328-300	Dornier Luftfahrt	(M)
D-CICE	Do228-101	Wegener Institut für Polarforsch.	(M)
D-CLBM	EMB505	Liebherr International	
D-ICDO	Do228-200	Dornier	(M)
D-IDAZ	Ce525	Donau Air Service	
D-IFNT	Do28E		+23 (M)
G-FXCR	Beech 400XT	Flexjet	+23
M-ANGO	Global 5000	Waylawn	+23
N121SA	Global Express	Tim Pinkevich	+23
N1JR	Global Express	Executive Jet Management	+23
N253CM	G-V	Cargill	+23
N2PG	G650ER	Procter & Gamble	+23
N385GP	G-IV	Executive Jet Management	+23
N40D	G650ER	Dow Chemical	+23
N441GC	G550	Hewlett Packard	+23
N455DX	Falcon 2000	Quest Diagnostics	+23
N456GA	G550	Hewlett Packard	+23
N462MK	G550	Merck Sharp & Dohme	+23
N505CL	DHC-8-311	TVPX ARS	+23, ex OE-LIA
N555GA	G650ER	Hill Air Corp.	+23
N688CB	G550	Thermo Fisher International	+23
N716CG	Falcon 7X	Inteligo Bank	+23
N762MS	G650ER	Wal-mart Stores	+23
N807DC	Global XRS	Danaher Corporation	+23
N815PA	Global XRS	Pepsico	+23
N989JC	G550	Johnson Controls	+23
OE-LJG	A319-115X	MJet	+23
OY-NCI	Do328-300	Sun-Air (BAW c/s)	
OY-NCW	Do328-300	British Airways	
OY-ZEA	BAe3201	SAir colours	+23 (M)
P4-AFK	B737-7FY	Premier Avia	25

VP-BCL	CL-850	Consolidated Contractors	24
VQ-BSF	Falcon 7X	Shell Aircraft	25 SHE89N
VQ-BSP	Falcon 7X	Shell Aircraft	25 SHE45X
23.A6-HAS	ERJ135BJ	Empire Aviation Group	(H)
D-CIFM	Ce560XLS+	IFM Traviation	
D-IDAZ	Ce525	Donau Air Service	
24.14+04	Global 5000	FBS BMVg	dep
9H-LXX	Global XRS	VistaJet Malta	27 VJT725
25.9H-EAA	Ce560XLS+	Emperor Aviation	27

Aircraft marked with '(M)' have been logged inside or near the museum/hangar.

## Geneva

January 2019			
17.HB-VPN	PC-24	Pilatus (Swiss AF c/s) f/v dep	SUI121
RA-09616	Falcon 7X	Aviaservice	arr KZN9407
TC-KHB	G450	Korfez Havacilik	
18.M-YBUS	A320-214X	Prime Aviation	
VP-BSI	G550	Seafight Aviation	19
19.9H-JEH	Global 6000	Albinati Aeronautics	26 ULC52
A7-HSJ	A320-232X	Government of Qatar	
CS-DLB	Falcon 2000EX	NetJets Europe	20 NJE699T/317A
CS-DTC	EMB500	Valair Private Jets	22
D-CHLR	EMB505	Atlas Air Service	dep ATL9K
D-IAAR	EMB500	Arcus Executive Aviation	
D-IAAT	EMB500	Arcus Executive Aviation	
EJ-ADMI	G650ER	GainJet Ireland	
F-HKRA	Ce525	Pegase	
F-HPBM	EMB500	JetKey	
G-CKUB	Ce560XLS+	Catreus	
G-FLXS	Falcon 2000LXS	TAG Aviation (UK)	+22
G-RSXP	Ce560XLS+	Catreus	
HB-FWC	PC-12/47E	TAG Aviation	
HB-FXC	PC-12/47E	TAG Aviation	
HB-IAJ	Falcon 2000EX	Altona	
HB-JFE	Global 6000	Air King Jet	
HB-JFI	Falcon 2000LXS	Jet Aviation Business Jets	+22
HB-JFP	G650	Jet Aviation Business Jets	
HB-JFX	Global 6000	Air King Jet	
HB-JOE	G550	Premium Jet	
HB-JRQ	CL-604	Albinati Aeronautics	+22
HB-JSD	Falcon 8X	Dasnair	
HB-LUT	P180	Greenwings	
LX-EVM	Falcon 2000LX	Global Jet Luxembourg	
M-ATEX	Falcon 8X	RCR Jets	
M-BIRD	ERJ135BJ	Fly YH	
M-INTY	G280	Hampshire Aviation	21

N151QS	Global 6000	NetJets	20	N19NE	Falcon 7X	Planet Nine	
N191N	Falcon 50EX	Alma Jet	as F-HDPB	N402FT	G400	Executive Jet Shares	
N312ZW	G650ER	Asia Oceanic Energy Consortium		N838KE	G550	DTC	arr
N450VA	G450	V & A Aero	arr	N899YF	G650	Yunfeng Investment Management (HK)	
N455DX	Falcon 2000	Quest Diagnostics		N999HZ	G550	Cloud Skipper	
N551VL	G550	Indorama Ventures		OE-LTF	G650	Avcon Jet	dep
N889LM	G650ER	Pegasus Aircraft Management		PH-HGT	Ce680+	Exxaero	23
N8998K	Global 6000	Tang Dynasty	dep	PH-WTC	Falcon 2000S	Cartier Europe	
N99KZ	G650ER	Shinning Spruce		TC-FNH	CL-650	Fiba Air	arr
OE-FFB	Ce510	GlobeAir	20 GAC35L/187W	VQ-BOV	CL-850	Sirius-Aero	
OE-FNP	Ce510	GlobeAir	dep GAC425W	ZS-SXU	A330-243	South African Airw.	LMG1/SAA2987
OE-GEC	Lj75	International Jet Management	+22	23. CS-DXS	Ce560XLS	NetJets Europe	arr
OE-GUN	Ce560XL	Salzburg Jet Aviation		CS-PHD	EMB505	NetJets Europe	NJE502C/794P
OE-HLL	CL-300	Int'l Jet Management	dep IJM439	VT-JSY	Global 6000	India Flysafe Aviation	24
OE-IOE	Falcon 900EX	International Jet Management		24. N968BX	Global 6000	Cedar Holdings	28
OH-JRJ	PC-12/47E	Hendell Aviation	20	OE-FVJ	Ce525	Airlink	dep
OK-SLX	Ce560XL	Silesia Air		PH-JWL	Falcon 2000LXS	Cartier Europe	arr
PH-HGT	Ce680+	Exxaero		25. 9H-RBA	Beech 200GT	Tyrolean Jet Services (Malta)	dep
RA-09606	Falcon 8X	Aviaservice	23 KZN9401/2	HB-VLX	PC-24	Premium Jet	
SE-DJL	Falcon 7X	Svenskt Industriflyg	+22	T7-IFS	ERJ135BJ	Avcon Jet	
T7-BRG	G450	Jet4U		26. HB-FRD	PC-12/47E	reg taped out, 'HB-FRD18'	
T7-OCC	Ce750	Overstar	+22	N28YU	PC-12/47E	as A6-GIA	
T7-OCH	CL-605	Overstar		OE-LDR	Global 6000	Avcon Jet	arr AOJ92R
T7-PNI	ERJ135BJ	Elit'avia San Marino					
TC-KHB	G450	Korfez Havacilik	21				
TC-VPG	CL-300	Swan Aviation	+22				
VP-BRT	B737-7BC	Longtail Aviation					
VP-COH	B737-8DR	PrivatAir Saudi Arabia					
VQ-BGA	G450	International Jet Management					
YU-FNR	Ce525	Eagle Express					
20. G-CRNS	Falcon 7X	TAG Aviation (UK)	21				
N688LB	Ce750	Jet Management Corp.	dep				
OE-LDR	Global 6000	Avcon Jet	24 AOJ92R	21. 665	PC-9M	UAGr. "G. Benk	January 2019
T7-MSK	Global 5000	ACASS Canada	dep	2201	PC-21	RSAF (full c/s - stripped down)	
VP-CAM	B737-7KK	Zhi Ji International	21	(A54-040)	PC-21	Pilatus Flugzeugwerke	primer
VP-CPG	G650	Hong Kong Airlines	21	(A54-041)	PC-21	Pilatus Flugzeugwerke	primer
21. ET-ASG	B787-8	Ethiopian Airlines	23 ETH9201	(A54-042)	PC-21	Pilatus Flugzeugwerke	primer
HB-JST	Falcon 7X	CAT Aviation	arr	A-107	PC-21	Pilotenschule	
HB-JWC	CL-650	Swiss Air Ambulance	SAZ72/3	A-108	PC-21	Pilotenschule	
N43R	CL-604	Rockwell Automation	arr	HB-HWE	PC-21	Pilatus RAAF c/s (RAAF) A54-031	
N312ZW	G650ER	Asia Oceanic Energy Consortium	dep	HB-HWG	PC-21	Pilatus Flugz. tst, (RAAF) A54-033	
OK-SEM	Ce680	Travel Service	arr	HB-HWH	PC-21	Pilatus Flugzeugw. (RAAF) A54-034	
22. 9H-JSB	Falcon 2000LXS	TAG Aviation (Malta)		(HB-HWI)	PC-21	Pilatus Flugzeugw. (RAAF) A54-036	
9H-VJA	Global 6000	VistaJet Malta	dep VJT721	(HB-HWJ)	PC-21	Pilatus Flugzeugw. (RAAF) A54-037	
CS-CHD	CL-350	NetJets Europe	23 NJE442M/814D	(HB-HWK)	PC-21	Pilatus Flugzeugw. (RAAF) A54-038	
CS-PHD	EMB505	NetJets Europe	NJE875D/264P	(G-OMSL)	PC-12/47E	Oriens Aviation	
D-CAWB	Ce680	Aerowest		HB-FCF	PC-6/B1-H2	Armasuisse	
F-HTTP	Raytheon 390	Aztlan Aviation		HB-FPR	PC-12/45	Rosen Swiss	
G-OXRS	Global XRS	TAG Aviation (UK)		(HB-FQU)	PC-12/47E	Pilatus Flugzeugwerke	
M-PERG	EMB505	Air Charter Scotland	EDC16/862R	HB-FRB	PC-12/47E	Pilatus Flugzeugwerke	
HB-JSC	Falcon 8X	Dasnair	26 DGX802	HB-FRB	PC-12/47E	Pilatus Flugzeugwerke	tst
HB-VNA	Ce560 Ultra	Speedwings		HB-FRC	PC-12/47E	Pilatus Flugzeugwerke	
M-ENTA	Falcon 200	Riviera Invest & Services		HB-FRC	PC-12/47E	Pilatus Flugzeugwerke	
M-YBUS	A320-214X	Prime Aviation	dep	HB-FRD	PC-12/47E	Pilatus Flugzeugwerke	

Former Alma jet F-HDPB was logged still registered as such on the 19 although it is officialy registered as N191N. The Pilatus on the 26th is officially registered N28YU but was seen with its former registration A6-GIA. The second Pilatus is unreg-istered for a while now and remains parked at the airport.

### Stans - Buochs

21. 665	PC-9M	UAGr. "G. Benk	January 2019
2201	PC-21	RSAF (full c/s - stripped down)	
(A54-040)	PC-21	Pilatus Flugzeugwerke	primer
(A54-041)	PC-21	Pilatus Flugzeugwerke	primer
(A54-042)	PC-21	Pilatus Flugzeugwerke	primer
A-107	PC-21	Pilotenschule	
A-108	PC-21	Pilotenschule	
HB-HWE	PC-21	Pilatus RAAF c/s (RAAF) A54-031	
HB-HWG	PC-21	Pilatus Flugz. tst, (RAAF) A54-033	
HB-HWH	PC-21	Pilatus Flugzeugw. (RAAF) A54-034	
(HB-HWI)	PC-21	Pilatus Flugzeugw. (RAAF) A54-036	
(HB-HWJ)	PC-21	Pilatus Flugzeugw. (RAAF) A54-037	
(HB-HWK)	PC-21	Pilatus Flugzeugw. (RAAF) A54-038	
(G-OMSL)	PC-12/47E	Oriens Aviation	
HB-FCF	PC-6/B1-H2	Armasuisse	
HB-FPR	PC-12/45	Rosen Swiss	
(HB-FQU)	PC-12/47E	Pilatus Flugzeugwerke	
HB-FRB	PC-12/47E	Pilatus Flugzeugwerke	
HB-FRB	PC-12/47E	Pilatus Flugzeugwerke	tst
HB-FRC	PC-12/47E	Pilatus Flugzeugwerke	
HB-FRC	PC-12/47E	Pilatus Flugzeugwerke	
HB-FRD	PC-12/47E	Pilatus Flugzeugwerke	



Delivered to Multflight as G-OBBJ on november 2001 its registration was changed to P4-BBJ four years later. Global Jet Austria took over operating the aircraft in 2006 registered as OE-ILX. In July 2016 it was registered VP-COH with Jetlite Aviation listed as owner. The aircraft is being operated by PrivatAir Saudi Arabia. (Geneva, 18 January 2019, Jean-Luc Altherr)

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While this Pilatus was photographed with registration N127UH it is still officially registered HB-VUB. The aircraft is destined for U-Haul, an American moving equipment and storage rental company. It was photographed while doing engine runs. (Stans - Buochs, 21 January 2019, Tony Szulc)

HB-FRD	PC-12/47E	Pilatus Flugzeugwerke	(HB-FRV)	PC-12/47E	Pilatus Flugzeugwerke
HB-FRG	PC-12/47E	Pilatus Flugzeugwerke	(HB-FRW)	PC-12/47E	Pilatus Flugzeugwerke
HB-FRH	PC-12/47E	Pilatus Flugzeugwerke	(HB-FRY)	PC-12/47E	Pilatus Flugzeugwerke
HB-FRI	PC-12/47E	Pilatus Flugzeugwerke	HB-FXM	PC-12/45	Pilatus Flugzeugwerke
HB-FRJ	PC-12/47E	Pilatus Flugzeugwerke	HB-HWE	PC-21	Pilatus Flugzeugw. (RAAF) A54-031
HB-FRK	PC-12/47E	Pilatus Flugz. (Jiangxi Express titles)	HB-HWF	PC-21	Pilatus Flugzeugw. (RAAF) A54-032
(HB-FRL)	PC-12/47E	Pilatus Flugzeugwerke	HB-HWG	PC-21	Pilatus Flugzeugw. (RAAF) A54-033
(HB-FRO)	PC-12/47E	Pilatus Flugzeugwerke primer	HB-HWH	PC-21	Pilatus Flugzeugw. (RAAF) A54-034
(HB-FRP)	PC-12/47E	Pilatus Flugzeugwerke primer	(HB-HWI)	PC-21	Pilatus Flugzeugw. (RAAF) A54-035
(HB-FRR)	PC-12/47E	Pilatus Flugzeugwerke	(HB-HWJ)	PC-21	Pilatus Flugzeugw. (RAAF) A54-036
(HB-FRS)	PC-12/47E	Pilatus Flugzeugwerke primer	(HB-HWK)	PC-21	Pilatus Flugzeugw. (RAAF) A54-037
(HB-FRT)	PC-12/47E	Pilatus Flugzeugwerke primer	(HB-HWL)	PC-21	Pilatus Flugzeugw. (RAAF) A54-038
HB-FRU	PC-12/47E	Pilatus Flugzeugwerke primer	HB-VSA	PC-24	Pilatus Flugzeugwerke
(HB-FRV)	PC-12/47E	Pilatus Flugzeugwerke primer	HB-VSX	PC-24	Pilatus Flugzeugwerke
(HB-FRW)	PC-12/47E	Pilatus Flugzeugwerke primer	HB-VSZ	PC-24	Pilatus Flugzeugwerke
(HB-FRX)	PC-12/47E	Pilatus Flugzeugwerke	HB-VUA	PC-24	Pilatus Flugzeugwerke
HB-FWA	PC-12/47E	FOCA	HB-VUB	PC-24	Pilatus Flugzeugwerke as N127UH
HB-FWG	PC-12/47E	Share Plane	(HB-VUF)	PC-24	Pilatus Flugzeugwerke
HB-FXM	PC-12/45	RUAG Hangar	(HB-VUG)	PC-24	Pilatus Flugzeugwerke
(HB-FXP)	PC-12/47E	Pilatus Flugzeugwerke tst	(HB-VUJ)	PC-24	Pilatus Flugzeugwerke
(HB-HWF)	PC-21	Pilatus Flugzeugwerke	(HB-VUK)	PC-24	Pilatus Flugzeugwerke
(HB-HWI)	PC-21	Pilatus Flugzeugwerke A54-032	(HB-VUL)	PC-24	Pilatus Flugzeugwerke
HB-HZA	PC-21	Pilatus Flugzeugwerke / RAAF A54-035	(HB-VUM)	PC-24	Pilatus Flugzeugwerke
HB-VLX	PC-24	Premium Jet	(HB-VUN)	PC-24	Pilatus Flugzeugwerke
HB-VSA	PC-24	25	(HB-VUO)	PC-24	Pilatus Flugzeugwerke
HB-VSB	PC-24	Pilatus Flugzeugwerke	HB-VVV	PC-24	Pilatus Flugzeugwerke
(HB-VSG)	PC-24	RFDS "Rio Tinto" titles	HB-VXB	PC-24	Pilatus Flugzeugwerke
HB-VSX	PC-24	Pilatus Flugzeugwerke	J-2313	PC-24	Mirage 3S
HB-VSX	PC-24	Pilatus Flugzeugwerke	(L-10)	PC-7	ex Swiss Air Force pres
HB-VSZ	PC-24	Pilatus Flugzeugwerke	N24TB	PC-24	131EMVosq
HB-VUA	PC-24	Pilatus Flugzeugwerke	VH-FMP	PC-24	Pilatus Flugzeugwerke
N127UH	PC-24	Pilatus Flugzeugwerke engine runs	VH-KWO	PC-24	Pilatus Flugzeugwerke / RFDS
(HB-VUC)	PC-24	Pilatus Flugzeugwerke			Pilatus Flugzeugwerke / RFDS
HB-VUD	PC-24	Pilatus Flugzeugwerke			
HB-VUE	PC-24	Pilatus Flugzeugwerke			
HB-VUF	PC-24	Pilatus Flugzeugwerke			
HB-VUG	PC-24	Pilatus Flugzeugwerke			
(HB-VUI)	PC-24	Pilatus Flugzeugwerke primer			
(HB-VUP)	PC-24	Pilatus Flugzeugwerke			
HB-VVV	PC-24	Pilatus Flugzeugwerke Taxi tests			
HB-VXA	PC-24	Pilatus Flugzeugwerke			
HB-VXB	PC-24	Pilatus Flugzeugwerke			
(L-03)	PC-7	131EMVosq			
(L-10)	PC-7	131EMVosq			
LX-PCB	PC-24	Jetfly Aviation			
M-BELL	PC-12/47E	B.L. Bell			
VH-FMP	PC-24	RFDS "John Francis Lynch" titles			
23.A-107	PC-21	Pilotenschule			
A-108	PC-21	Pilotenschule			
HB-FRB	PC-12/47E	Pilatus Flugzeugwerke			
HB-FRC	PC-12/47E	Pilatus Flugzeugwerke			
(HB-FRD)	PC-12/47E	Pilatus Flugzeugwerke			
HB-FRK	PC-12/47E	Pilatus Flugzeugwerke customer c/s			
(HB-FRP)	PC-12/47E	Pilatus Flugzeugwerke			

Stans is always a challenge as it is not always clear how aircraft have been logged. PC-24s msn **128, 131, 132, 135 to 141** also have been logged without registration. We have assumed these will be registered HB-VUC to HB-VUP and as such included them in the list. The same goes for PC-12 msn **1864, 1865** and **1867** which have been included in the list as HB-FRV, FRW and FRY.

The World Economic Forum Annual Meeting 2020 will be held from 21 to 24 January. Not all aircraft logged actually moved. If you have any additions and/or corrections, please sent us an e-mail.

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In January 2016 this Global 6000 was registered N968BX. Although it is linked to a company called Grand Oriental Global Investments the titles and logo on the aircraft tell a whole other story. (Zurich, 21 January 2019, Maarten Visser Sr)



A company called M-BMAL Ltd. was listed as the owner for a Global 6000 registered M-BMAL in March 2014. In October 2014 Albinati Aviation became the operator and registered the jet 9H-SMB. In March 2018 Gama Aviation became the current operator and registered it G-MAZS. (Zurich, 21 January 2019, propfreak)



Reliance Industries Limited is an Indian conglomerate holding company. Global 6000 VT-AHI was acquired by the company in July 2015. (Zurich, 24 January 2019, Simon Butler)

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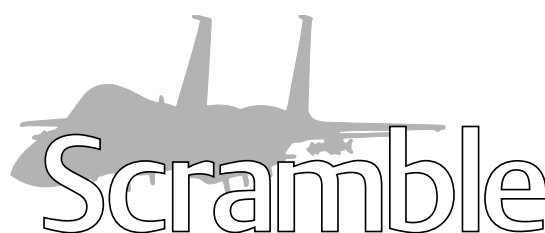
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United Kingdom	: Erik-Jan Engelen
USAF	: Rob van Disseldorp
US Army	: Erik-Jan Engelen
USCG/USMC/USN/NASA	: Stephan de Bruijn, Melchior Timmers
Japan	: Hans van Dam
Middle East	: Marco Dijkshoorn
Asia	: Erwin van Dijkman, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders
Africa	: Michiel Vermeer
Latin America	: Erwin van Dijkman, Wim Sonneveld
Canada/Caribbean	: Wim Sonneveld
Oceania/Ireland	: Jochem Manders
DoS Air Wing / Embassy Flt	: Peter Wilmink



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ANA - All Nippon Airways took delivery of its first of four Airbus A380s. The aircraft is painted in the Flying Honu colorscheme. JA381A was delivered on 20 March from Toulouse to Tokyo. (Toulouse, 20 March 2019, Robert Erenstein)



Belavia has painted a second aircraft in a World of Tanks colour scheme. This videogame is one of Belarus' best-selling export products. Further you will see a silhouette of a European bison which is a sort of national symbol of Belarus. (Amsterdam-Schiphol, 2 March 2019, Frank Doornbos)



Because of the closure of Maastricht-Aachen airport due to bad weather conditions, Airbus A310 JY-AGQ of Royal Jordanian Cargo was diverted to Rotterdam-The Hague. Later that day it departed to its original destination. (Rotterdam-The Hague, 10 March 2019, Frank de Koster)



*61016 is a Boeing AH-6i and is used by the Saudi Arabia National Guard. Some 36 examples have been ordered and most must have been delivered by now. (Keith Doughty, Al Thumamah, March 2019)*



*Sikorsky Schweizer S-333 with serial 091 is one of the two noted so far with the Royal Saudi Land Forces (RSLF). The RSLF uses the type for pilot qualification, instrument and night flying training. The size of the RSLF fleet is unknown, although between seven and thirty is mentioned by various sources. (Keith Doughty, Al Thumamah, March 2019)*

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