

502

March 2021

Scramble



***Il-62 survivors
Green & Red Flag 21-1 Recap
Going back in Time - 3***

DUTCH AVIATION SOCIETY



On a frequent base, Spangdahlem F-16s come to SABCA at Charleroi for maintenance. However, recently, also some 'state-side' F-16s received some maintenance at SABCA. One of these examples was F-16CM 00-0226 of the 79th FS. (Jan De Clercq, 17 February 2021)



Another Viper at Charleroi was the Hellenic Air Force's F-16 testbed, F-16V 005 which is normally based at Tanagra. This aircraft was on the way to Fort Worth, Texas for an upgrade. (17 February 2020, Jan De Clercq)



F-16CM 91-0379 was photographed at Charleroi during take-off. This Viper had departed for Lockheed Martin's F-16 facility at Fort Worth in Texas for upgrades and was accompanied by F-16CM 90-0826, 00-0226 and HAF F-16V 005. (Jan De Clercq)

Editorial

Late January, early February was an unusual time for the Netherlands, in the fact that we had some unusual weather. It had been at least ten years since we last had a proper winter, where the snow actually stayed for around ten days. In some places day temperatures hit -15°C, aided by very strong easterly winds. But then a wind change to the south brought in subtropical temperatures all the way from the Sahara, with its very fine grains of red sand. In the space of a couple of days the temperatures went from -10°C to +15°C! That meant that the famous Elfstedentocht (en.wikipedia.org/wiki/Elfstedentocht) was definitely off the charts...

Issue 502 has the same, low, number of pages like last month, 88. The Showreports are back, and we feature three articles. First an overview of all Ilyushin 62s still in existence, created by our Soviet editor Guus Ottenhof. Next a recap on the recently held Green and Red Flag 21-1, with some stunning pictures by Rob van Disseldorp, our USAF editor. To round off we have another edition of Going back in time, part 3: turboprops. No surprise Gert Jan Mentink created this six-page piece of history.

We are finalising the 2021 edition of Scramble Military Serials Europe, and we expect it to be available late March. Keep an eye out on our social media channels for more information.

Important dates

Scramble 503
Deadline copy: 18 March 2021
Deadline photos: 25 March 2021
Planned publication date: 7 April 2021

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Cover Photo



As a tribute to long gone Dutch Fokker airplane manufacturer, this Fokker F27-500 (msn 10449) is preserved at Schiphol East, where the production of this type formerly took place. The aircraft wears the colours and the PH-NIV registration of the first prototype (msn 10101). Gert-Jan Mentink took a picture of the aircraft in a very unique winter scenery on 14 February 2021.

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Scramble World Airline Fleets 2020	246 pages
Scramble Military Transports 2020	88 pages
SMS Europe 2020	155 pages
Scramble F-16 Fighting Falcon - 6th edition	244 pages
SMS North America 2019-2020	183 pages

Movements Netherlands



Skytraders was founded in 1979. The Australian airline mostly operates services for the Australian federal government. VH-VCJ is one of three Airbus A319 aircraft in its fleet. The airline is a rare sight in European skies. (Amsterdam - Schiphol, 19 January 2021, Erwin Stam)

Amsterdam - Schiphol

		January 2021					
01. B-30AL	A350-941	China Southern	f/v CSN307/8	EC-NMJ	B737-4K5F	Swiftair	f/v BCS1442/4
B-LIB	B747-467ERF	Cathay Pacific Cargo	10 CPA037/8	F-HTVD	B737-8K2	Transavia France	08 TVF224/5
G-VYGM	A330-243	Air Tanker (a/w)	AWC09A/L	G-VYGM	A330-243	Air Tanker (a/w)	AWC09A/L
OE-LGM	DHC-8-402Q	Austrian Airlines	f/v AUA375/6	S5-CEG	Ce525	United Eagle Air Transport	06
OK-RLV	G280	Avcon Jet	02	SE-RIL	Ce560XLS	Svenskt Industriflyg	09 JET7
OO-MMT	Ce560XLS	Air Service Liège	dep	SU-GEU	B787-9	Egypt Air	MSR757/8
OO-MMT	Ce560XLS	Air Service Liège		TS-IMF	A320-211	Tunis Air	TAR789
OO-SBO	Falcon 8X	Flying Group	dep FYG411	06. CS-DIY	Ce525B	Air Jet Sul	07 AJU521
OO-TNB	B737-8K5	TUI Belgium	dep TFL061F	D-CEFO	Ce560XLS+	Air Hamburg	AHO469J/448P
TC-LSZ	A321-271NX	Turkish Airlines	f/v THY1951/2	EC-MCI	B737-4Q8F	Swiftair	f/v BCS1442/4
02. D-AFAN	CL-850	FAI rent-a-jet	IFA6011	EC-MNL	A330-202	Iberia	f/v IBE3060/1
D-CASH	EMB505	Air Hamburg	04 AHO245Q/235C	F-HENE	HA-420	EATIS	
D-CAWO	Ce560XLS+	Aerowest	03	G-ZBJI	B787-8	British Airways	BAW430/1
G-VYGM	A330-243	Air Tanker (a/w)	AWC09A/L	N831MH	B767-432ER	Delta Air Lines	CMB531
M-IFFY	Ce510	Xead Aviation	dep	OE-FDT	Ce510	GlobeAir	GAC288B/705G
M-OBIL	Ce525C	Ulla Popken Fashion		OE-FPP	Ce510	GlobeAir	07 GAC599G/857N
OK-RLV	G280	Avcon Jet		PH-CGV	Falcon 2000LX	Air Alsie	dep MMD3012
OO-MMT	Ce560XLS	Air Service Liège	09	SU-GER	B787-9	Egypt Air	MSR757/8
SU-GER	B787-9	Egypt Air	MSR757/8	SX-NAC	A321-271NX	Aegean Airlines	f/v AEE626/7
YR-BMR	B737-7K2	Blue Air	BLA199/200	YU-BST	Ce525	Eagle Express	09 EES200
03. 9K-APE	A330-243	Kuwait Airways	f/v KAC1755	07. 9H-VCA	CL-350	VistaJet Malta	10 VJT401
EC-NFM	B787-9	Air Europa	AEA1093/4	CS-TFQ	Lj45	Airjetsul	AJU451
EI-NEO	B787-9	Neos	NOS450/894	D-COWB	Ce525B	Atlas Air Service	
EI-NEU	B787-9	Neos	NOS850/950	F-GZHL	B737-8K2	Transavia France	12 TVF224/5
G-CLAA	B747-446F	CargoLogic Air	CLU5224/43	F-HBZA	Ce550	Valljet	VLJ414U/522C
G-NSEY	ERJ195STD	Aurigny Air	06 AUR01P/02P	F-HBZA	Ce550	Valljet	08 VLJ522C/414U
N408DX	A330-941	Delta Air Lines	f/v DAL142/049	G-ZBJM	B787-8	British Airways	BAW430/1
OE-FNP	Ce510	GlobeAir	GAC346Z/B	M-CLHL	CL-650	TAG Aviation (UK)	f/v
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	04 TYW432/1	OE-FPP	Ce510	GlobeAir	08 GAC968Y/857Z
OK-PHM	EMB505	CTR Group		OO-VLS	Fokker 50	Air Antwerp	f/v ATW952/1
PH-DWS	ERJ135BJ	Air Charters Europe	JNL2949	VP-BHM	B757-222F	E-Cargo (a/w)	ERF9412/5
SE-DYM	A320-251N	Scandinavian	f/v SAS1555/6	08. D-ILWP	Ce525A	Excellent Air	f/v ECA7C
SU-GEU	B787-9	Egypt Air	MSR757/8	D-ISJP	Ce525A	Excellent Air	09 ECA1C
T7-VSR	Global XRS	Black Eagle	f/v	G-MERB	Falcon 900B	XJC Jets	f/v arr VXS085
UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4	G-UZMD	A321-251NX	EasyJet	f/v EZY8877/80
YR-BMR	B737-7K2	Blue Air	BLA199/200	N831MH	B767-432ER	Delta Air Lines	CMB531
04. Q-21	AH-64DN		*Redskin07	OE-GXT	Ce525C	Int'l Jet Management	IJM188
9K-APE	A330-243	Kuwait Airways	KAC1756	OY-NDP	Ce525A	Greybird Aviation	BBB12
A7-BFX	B777-FDZ	Qatar Cargo	f/v QTR8201/2	PH-CGV	Falcon 2000LX	Air Alsie	11 MMD3012/6264
D-CEFO	Ce560XLS+	Air Hamburg	AHO448M/445M	PH-DWS	ERJ135BJ	JetNetherlands	JNL541
D-CMXM	EMB505	Air Hamburg	AHO297T	SP-FBA	PA-46-350P		f/v 09
G-VYGM	A330-243	Air Tanker (a/w)	AWC09A/L	SU-GES	B787-9	Egypt Air	MSR757/8
LX-SAB	Falcon 900DX	Global Jet Luxemb.	19 SVW56AB	UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
N999RG	PA-46-500TP		f/v	YR-TYA	Ce560XLS+	Toyo Aviation	10 TOY116/7
OE-GXT	Ce525C	Int'l Jet Management	06 IJM188	09. 9A-DWA	Ce525A	Winair	10
OE-IFM	B747-4KZF	ASL Airl. Belg. (a/w)	f/v 05 TAY918E	LZ-PDM	Raytheon 390	TopJets	
PP-LEG	ERJ135BJ	Sumatera Participacoes	07	N876FD	B777-FS2	FedEx Express	f/v 10 FDX9739/91
SU-GEU	B787-9	Egypt Air	MSR757/8	N996MS	Falcon 7X	Planet Nine Private Air	10
YR-BMR	B737f-7K2	Blue Air	BLA199/200	OO-MMT	Ce560XLS	Air Service Liège	12
05. A7-BFW	B777-FDZ	Qatar Cargo	f/v QTR8203/4	OO-SKS	Ce560XLS	Avelag Aviation	AAB136
				PH-CJM	Ce680	ASL	
				VP-BHM	B757-222F	E-Cargo (a/w)	ERF9416/7
				YR-BMR	B737-7K2	Blue Air	BLA199/200

10.D-INOB	Ce525A	Atlas Air Service	ATL3Z	N850FD	B777-FS2	FedEx Express	f/v FDX9736/91
G-ENBA	EMB505	ENB Aviation	16	OK-TSO	B737-8GQ	Smartwings	17 TVS3409/3434
OE-FLH	Ce525A	Eurosystems Trade		YR-BMR	B737-7K2	Blue Air	BLA199/200
OE-HUB	Ce750	Bairline	15	17.9H-WCF	BAe125-800XPi	Hyperion Aviation	f/v 18 HYP027
SU-GEW	B787-9	Egypt Air	MSR757/8	B-2020	B777-39PER	China Eastern	f/v 18 CES771/2
TC-NCM	A320-251N	Pegasus Airlines	f/v PGT1251/2	N8AL	G650ER	Charles Patrick	18
YR-BMG	B737-86N	Blue Air	BLA199/200	N280PH	G-V	Global Air Charters	f/v 28
11.D-CSCB	Ce560XLS+	Silver Cloud Air	12 SCR187	OO-MMT	Ce560XLS	Air Service Liège	20
D-ISUN	Ce525A	Excellent Air	12 ECA5C	SE-RLP	Ce525B	Royalair	18
G-OOEG	CL-350	Catreus	15 VCG2EG/1EG	SU-GES	B787-9	Egypt Air	MSR757/8
LX-PCB	PC-24	Jetfly Aviation	12 JFA05V/32G	SX-NAB	A321-271NX	Aegean Airlines	f/v AEE626/7
OO-SBO	Falcon 8X	Flying Service	13 FYG122/521	18.D-CGRK	Lj60	FAI rent-a-jet	IFA519
OY-NDP	Ce525A	Greybird Aviation	BBB12	D-ITRA	Ce525	Transavia Flug	
PH-CGV	Falcon 2000LX	Air Alsie	20 MMD6264/3013	G-ZENJ	Lj75	Zenith Aviation	19 BZE01B/A
SX-NAA	A321-271NX	Aegean Airlines	f/v AEE624/5	HB-FUU	PC-12/47NGX	ExecuJet Europe	f/v
TF-AMA	B747-45E(F)	Saudia	SVA933/4	OE-FHK	Ce510	GlobeAir	GAC7100/X
VP-BGZ	B737-86J	Royal Flight	f/v ABG9909/10	OE-FZC	Ce510	GlobeAir	20 GAC079U/176J
VP-BHM	B757-222F	E-Cargo (a/w)	15 ERF9420/9301	OE-IFD	B747-4B5ERF	ASL Airlines Belgium	20 TAY915E
12.9H-VCD	CL-350	VistaJet Malta	VJT467	OE-ILC	B747-409F	ASL Airlines Belgium	21 TAY916E
D-CAWX	Ce680	Aerowest	13	PH-BFW	B747-406	ex KLM	dep KLM747
D-CGER	Ce525B	Excellent Air	f/v 13 ECA12C	YL-AAY	A220-371	Air Baltic	f/v BT1609/10
D-CJMK	Ce560XLS+	Air Hamburg	AHO366E/318E	19.B-2763	B787-8	Xiamen Airlines	28 CXA811/8099
D-ISJP	Ce525A	Excellent Air	13 ECA1C	CS-TST	B767-34PER	Euro Atlantic	f/v MMZ631
F-HTVB	B737-8K2	Transavia France	15 TVF224/5	D-BSUN	Do328-310	Sun-Air	SUS258/B
G-TTNM	A320-251N	British Airways	f/v 13 BAW444/423	EC-MEY	B737-476F	Swiftair / DHL	f/v BCS1442/4
N811NW	A330-323E	Delta Air Lines	CMB515	F-HTVK	B738-84P	Transavia France	22 TVF226/3
N832AA	B787-9	American Airlines	f/v AAL9722/1	HA-EFD	PA-31T	Fly-Coop	f/v FCA3FD/2FD
OE-FBD	Ce510	GlobeAir	16 GAC314T/083Y	LX-SAB	Falcon 900DX	Global Jet Luxemb.	20 SVW56AB
OE-FWF	Ce510	GlobeAir	GAC314A/203U	OK-HAR	Ce560XL	Aero Partner	DFC68K
OO-TUV	B737-86J	TUI Belgium	dep TFL063F	SE-RLP	Ce525B	Royalair	20
13.9H-VJV	Global 6000	VistaJet Malta	15 VJT957	VH-VCJ	A319-132LR	Skytraders	f/v SND2
CN-RGA	B747-428	Gov'ment of Morocco	20 FRV1214	20.C-GEGP	A330-343E	Air Canada	f/v 21 ACA7214/5
G-ZBJJ	B787-8	British Airways	BAW430/1	D-BAHB	Falcon 2000LX	MHS Aviation	29 MHV20Y
OE-FZE	Ce510	GlobeAir	GAC922T/U	D-CJMK	Ce560XLS+	Air Hamburg	AHO219W/489B
SE-RLP	Ce525B	Royalair	15 2x	EC-LYF	A330-302	Iberia	IBE3060/1
SU-GER	B787-9	Egypt Air	MSR757/8	G-ZBJH	B787-8	British Airways	BAW430/1
14.F-GZHM	B737-8K2	Transavia France	19 TVF224/5	LX-SAB	Falcon 900DX	Global Jet Luxemb.	21 SVW56AB
G-ZBJC	B787-8	British Airways	BAW430/1	N66D	Ce510	Heiko Sauer	
N29DE	Cirrus SF50	Deny Airlines	dep	N90FX	Global Express	FlexJet	21 LXJ90
N811NW	A330-323E	Delta Air Lines	CMB515	OE-ISX	Falcon 7X	IJM	arr IJM011
N996MS	Falcon 7X	Planet Nine Private Air	16	OO-MMT	Ce560XLS	Air Service Liège	
OE-FHK	Ce510	GlobeAir	GAC083X/521S	PH-DTF	Falcon 900EX	Exxaero	f/v 21 XRO016
OO-JDL	B787-8	TUI Belgium	15 JAF093F/TFL071P	SE-RLP	Ce525B	Royalair	22
15.B-308T	A350-941	China Southern	f/v CSN307/8	SU-GEU	B787-9	Egypt Air	MSR757/8
D-CGRK	Lj60	FAI rent-a-jet	f/v IFA519	21.2-JSEG	Eclipse 500	Channel Jets	
F-GRYL	Beech 1900D	Twin Jet	POF75	C-GBSW	IAI1125SPX	Latitude Air Ambulance	f/v 22
HB-JMG	A340-313E	Edelweiss Air	f/v 16 SWR736/7	D-IIVA	P180	AirGo	XGO2AM/2PB
OE-FOE	Ce510	GlobeAir	GAC030P/754G	D-ITOC	Raytheon 390	Exxaero	
OK-PHM	EMB505	CTR Group		F-GZHJ	B737-86J	Transavia France	26 TVF224/3
OO-MMT	Ce560XLS	Air Service Liège	17	G-FXFX	EMB550	Flexjet	f/v FLJ53X
SE-RLP	Ce525B	Royalair	17	LX-JFH	PC-12/45	Jetfly Aviation	JFA90J/11N
SP-CHE	HA-420	Jet Story	JDI42H	LX-SAB	Falcon 900DX	Global Jet Luxemb.	SVW56AB
SP-OSA	Ce680	Jet Story	24 JDI91Z	N240V	BAe125-800XP	Arkia	
SU-GES	B787-9	Egypt Air	MSR757/8	SE-RIL	Ce560XLS	Svenskt Industriflyg	22 JET7
16.B-17885	B787-9	EVA Air	f/v EVA077/6	22.B-30F0	A350-941	China Southern	f/v CSN307/8
EC-MSY	A330-202	IBERIA	f/v IBE3060/1	D-ISCH	Ce525A	G Schubert	
N822AN	B787-9	America Airlines	f/v AAL9722/1	F-HSFJ	Ce680A	Aston Jet	ASJ581



Fertitta Enterprises is a family investment office and entertainment company, based in Nevada. Brand new Global 7500 N762F was acquired in June 2020. (Amsterdam - Schiphol, 30 January 2021, Pino Tome)



This Airbus A330-300 performed its first flight at Toulouse, as F-WWCQ, on 7 September 2020. Its delivery flight took place on 30 October from Toulouse to Chubu Centrair International, Japan. Only on 29 December N408DX entered service when it was ferried from Chubu to Narita and operated a flight to Seattle. On 3 January 2021 the aircraft first visited the Netherlands while operating a return trip from New York. (Amsterdam - Schiphol, 21 January 2021, Ton Jochems)

G-ZBJF	B787-8	British Airways	BAW444/423	HB-JMH	A340-313E	Swiss	f/v 30 SWR736/7
HB-JHL	A330-343E	Swiss	23 SWR736/7	LX-SAB	Falcon 900DX	Global Jet Luxemb.	arr SVW56AB
LX-SAB	Falcon 900DX	Global Jet Luxemb.	SVW56AB	SU-GEU	B787-9	Egypt Air	MSR757/8
M-IFFY	Ce510	Xead Aviation	28	30.9H-VCJ	CL-350	VistaJet Malta	VJT492
N8326Y	PA-30-160	Transal Aero Services	*	EC-MMG	A330-202	Iberia	IBE3060/1
OE-FIT	Ce510	GlobeAir	23 GAC391W/280X	SU-GEU	B787-9	Egypt Air	MSR757/8
PH-RYF	H269C	Heli Holland Holding	*	31.4X-EDA	B787-9	El Al	ELY339/6
SE-RLP	Ce525B	Royalair	25	D-CHLR	EMB505	Atlas Air Service	ATL9K
SU-GEV	B787-9	Egypt Air	MSR757/8	G-IPLY	Ce550	Regency Jet	LJC3
TC-CJB	ERJ135BJ	Rep. of Turkey Min. of Health		LX-JFW	PC-12/47E	Jetfly Aviation	arr JFA24S
UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4	M-BELL	PC-12/47E	B L Bell	arr
23.EC-MSY	A330-202	Iberia	IBE3060/1	SU-GES	B787-9	Egypt Air	MSR757/8
HB-VPO	EMB505	Enjoy Air / Air-Glacières	SPG676	TC-LSE	A321-271NX	Turkish Airlines	f/v THY1951/2
OO-VMF	Ce560XLS+	Air Service Liège					
SU-GEW	B787-9	Egypt Air	MSR757/8	Neos operated two cargo charters from Shenzhen to Milan via Amsterdam on the third. The Aurigny Embraer on the third is a maintenance customer. On the 5th the first of several Transavia France Boeing 737s for maintenance. The Moroccan jumbo on the 13th was again in for maintenance. A former KLM Boeing 747 departed to Tel Aviv on the 18th for freighter conversion. Ausie company Skytraders paid a visit on the 19th. On the 29th a 'Beluga' Super Transporter diverted to Amsterdam from Hamburg.			
TC-LTA	A321-271NX	Turkish Airlines	f/v THY1953/4	<u>Credits: Laurent ten Hoopen (SBS), Scramble MB.</u>			
TC-NCJ	A320-251N	Pegasus Airlines	f/v PGT1251/2	<u>Rotterdam - The Hague</u>			
24.T.21-05	C295M	353 Esc	f/v AME3502	January 2021			
C-GBSW	IAI1125SPX	Latitude Air Ambulance		01.CS-CHA	CL-350	NetJets Europe	02 NJE335W/482T
D-ISJP	Ce525A	Excellent Air	25 ECA1C	T7-ACA	Ce525	Rapid Aviation	
N94FX	Global XRS	Flexjet	f/v 25 LXJ94	02.D-ICBA	Ce525A	ProAir Aviation	
N600J	G550	Johnson & Johnson		D-IIVA	P180	AirGo Flugservice	dep XGO2KF
SU-GEV	B787-9	Egypt Air	MSR757/8	N194ER	Ce510	Blue Sky Aviation	09
25.9H-FCB	Falcon 7X	Albinati Aviation	26 ULC34	N417RK	PA-46	Vertigo	
D-CHIC	EMB505	Air Hamburg	26 AHO425K/266J	OO-PRM	Ce510	Air Service Liège	dep
D-INOB	Ce525A	Atlas Air Service	ATL3Z	03.CS-DXS	Ce560XLS	NetJets Europe	NJE060B/5CM
D-ISCH	Ce525A	G Schubert	26	D-IIVA	P180	AirGo Flugservice	07 XGO2RD/3GS
N893FD	B777-FS2	FedEx Express	f/v FDX9734/97	N620CM	Ce510	Relay Securities	arr
OE-FOG	Ce510	GlobeAir	GAC176K/365D	OO-ACO	Ce510	Air Service Liège	dep
OO-SBO	Falcon 8X	Flying Service	arr FYG522	04.D-CICU	Lj45	Jetcall	JCL7
SE-RLP	Ce525B	Royalair	28	EJ-ROXY	CL-604	CASS Ireland	SON2
TC-RBC	A321-251NX	Pegasus Airlines	f/v PGT1253/4	P180	P180	Kemmunett	
YR-BMG	B737-86N	Blue Air	BLA199/200	M-YGIG	G650ER	Jet Concierge Club	06
26.A7-BFV	B777-FDZ	Qatar Cargo	f/v QTR8203/4	N361PH	DHC-8-202	Elix Aviation Capital (a/w)	06
D-IEMO	Raytheon 390	Projet	27	OE-XYK	R44	Heli & Co	06
F-HTVL	B737-84P	Transavia France	29 TVF224/5	OO-ACO	Ce510	Air Service Liège	16
OE-FMU	Ce525	Pink Sparrow	SOW1	PH-VBG	Falcon 2000EX	JetNetherlands	23
OE-GGO	EMB505	M Jet	MJF279	06.CS-DXM	Ce560XLS	NetJets Europe	09 NJE279M/5EC
SP-OSA	Ce680	Jet Story	27 JD191Z	CS-PHP	EMB505	NetJets Europe	07 NJE4SR
27.D-CHIC	EMB505	Air Hamburg	AHO271Q	D-ILWP	Ce525A	Excellent Air	ECA7C
D-ITAN	Ce525	Transavia Flug		G-SAJK	ERJ145EP	Loganair	LOG840/1
EC-LUK	A330-302	Iberia	IBE3060/1	M-FUAD	G650ER	TAG Aviation Middle East	
F-GUOB	B777-F28	Air France Cargo	AFR6909/6901	R44	R44	Heli & Co	
G-ZBJD	B787-8	British Airways	BAW430/1	Ce510	Ce510	Air Service Liège	
N400J	G650ER	Johnson & Johnson	f/v	PH-VBG	Falcon 2000EX	JetNetherlands	23
SU-GEU	B787-9	Egypt Air	MSR757/8	06.CS-DXM	Ce560XLS	NetJets Europe	09 NJE279M/5EC
TC-NCK	A320-251N	Pegasus Airlines	f/v PGT1253/4	D-ILWP	EMB505	NetJets Europe	07 NJE4SR
28.4X-EDA	B787-9	El Al	ELY339/6	G-SAJK	Ce525A	Excellent Air	ECA7C
CS-DIY	Ce525B	Air Jet Sul	arr AJU521	M-FUAD	ERJ145EP	Loganair	LOG840/1
D-IEMO	Raytheon 390	Projet		G650ER	G650ER	TAG Aviation Middle East	
G-ZBJB	B787-8	British Airways	BAW430/1	R44	R44	Heli & Co	
N525RP	Ce525	Dajets	f/v 29	Ce510	Ce510	Air Service Liège	
N762F	Global 7500	Fertitta Enterprises	f/v 30	PH-VBG	Falcon 2000EX	JetNetherlands	23
TC-LTC	A321-271NX	Turkish Airlines	f/v THY1951/2	07.D-CDCM	Ce560XLS+	Air Hamburg	08 AHO418V/42E
TC-NCP	A320-251N	Pegasus Airlines	f/v PGT1253/4	D-CEFO	Ce560XLS+	Air Hamburg	09 AHO448P
29.F-GSTA	A300B4-608ST	Airbus Transp. Int'l div	BGA143A/331A				
F-GZHN	B737-85H	Transavia France	arr TVF224				

LX-MIA	ERJ135BJ	Global Jet Luxemb.	08 SVW47MA	OO-CCJ	Ce525	Air Service Liège	dep
M-LWCW	Global 7500	Eircraft	f/v	20.9H-TGR	Ce525B	Hyperion Aviation	21 f/v HYP032
SP-TAT	Beech 400A	Smart Jet	08 SAH26P	D-CDOC	LR-45	Jetcall	JCL2
08.L-10	PC-7	131EMVOsq	*Diamond15	EC-NKH	Ce680A	Global Jet Austria	21
D-CEIS	Ce680	E-Aviation	EFD6S	M-AAAL	G650	Global Jet Isle of Man	21
G-MRLX	G550	Jet Concierge Club	JCO55L	N116MA	Lj36A	Skyline Aviation	21
OH-SWJ	Ce525A	Scanwings	ABF2A	OO-MMT	Ce560XLS	Air Service Liège	27
PH-CTH	Falcon 2000LX	Flying Group	09 FYG82V/64V	PH-HRK	P180	JetNetherlands	dep
PH-TXA	Ce510	JetNetherlands	22	PH-PKF	Falcon 2000LXS	JetNetherlands	23
09.N417RK	PA-46	Vertigo		21.D-IAHG	Ce525	Spree Flug Luftfahrt	
PH-RIS	EC130B4	KNSF Flight Services		OE-FMU	Ce525	Pink Sparrow	SOW1
PH-YIS	H135	KNSF Flight Services		OO-SXX	Ce680	Air Service Liège	dep
YU-TBA	Ce560XLS+	Air Pink / Swisslion	10	PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
10.SP-TAT	Beech 400A	Smart Jet	12 SAH26P	SE-RMT	Global 6000	SAAB	
T7-ASG	P180	AlSaif Aviation		22.D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	23 TYW213F/1F
TC-TTC	G550	Ciner Aviation		HB-JOE	G550	ExecuJet Europe	26 VCN121
11.CS-PHB	EMB505	NetJets Europe	14 NJE838K/973N	OE-FMU	Ce525	Pink Sparrow	SOW1
HB-JED	ERJ135BJ	Nomad Aviation	12	PH-TXA	Ce510	JetNetherlands	26
HB-JJJ	A319-133(X)	Nomad Aviation		23.9H-FCM	ERJ190BJ	Air X Charter	24 AXY2315/413
M-BIGG	Global 5000	The World Is Yours		N417RK	PA-46	Vertigo	
12.CS-LTK	Ce680A	NetJets Europe	13 NJE083L/4ZN	OE-FMU	Ce525	Pink Sparrow	SOW1
M-HERI	G550	Avcon Jet Malta	13	24.9H-FCM	ERJ190BJ	Air X Charter	AXY2414/504
OO-MMT	Ce560XLS	Air Service Liège	15	OE-FMU	Ce525	Pink Sparrow	SOW1
13.CS-DXU	Ce560XLS	NetJets Europe	NJE856M/664Y	25.M-ABJL	G650	ExecuJet Europe	
D-CNMB	Lj45	MHS Aviation	MHV45B	M-LLMW	Beech 350i	Trosa	GMA752
D-ISJP	Ce525A	Excellent Air	15 ECA1C	OE-FMU	Ce525	Pink Sparrow	SOW1
HB-JGQ	CL-300	Premium Jet		PH-EBM	PC-24	Flying Group	29 f/v PCH199/ -
M-LWSG	Global 6000	Lynx Aircraft		26.2-TRAV	G550	ExecuJet Europe	
PH-ECE	EC120B	Heli Holland Holding		D-GGMM	DA42		
PH-SFF	PC-12/47E	Silver Flight		G-LSCW	G550	Jet Concierge Club	
14.D-CAMB	Lj31A	Jetcall	JCL4	LN-LFS	DA42	CAE Brussel	* 5x
M-CCCP	Global 5000	Heda Airlines		OE-FMU	Ce525	Pink Sparrow	SOW1
PH-TTR	H135	ANWB – MAA	Lifeline1	OO-ARI	EC130T2	Arie Stelloo	
15.V-11	G-IV	334sq	NAF11, NAF12	OO-IDE	Ce525	Air Service Liège	arr
D-JOA	Ce525A	Excellent Air	dep ECA8C	PH-LBR	Ce208B	Skydive Rotterdam	dep
PH-SFF	PC-12/47E	Silver Flight		27.OE-FMU	Ce525	Pink Sparrow	SOW1
16.CS-PHL	EMB505	NetJets Europe	NJE7RF	28.HB-JWY	G550	Premium Jet	29
HA-YFK	Beech 400A	Jet Stream	FCA2AMB/1AMB	M-USTG	Ce510	OSM Aviation	arr
M-OJOM	G550	Jet Aviation Business Jets	18	OE-FMU	Ce525	Pink Sparrow	SOW1
N417RK	PA-46	Vertigo		SP-AST	Ce525	AMC Aviation	AMQ9T
OO-CEJ	Ce525	Air Service Liège	22	29.D-IPCG	Ce425	PGS Holding	2x
PH-CPI	EMB500	NextGen Avn (Netherl.)		OE-FMU	Ce525	Pink Sparrow	SOW1
TC-LAA	Ce560	PANJet	17	OM-BYB	Fokker 100	Government of Slovakia	SSG6
17.9H-VCO	CL-350	VistaJet Malta	VJT449	30.OE-FMU	Ce525	Pink Sparrow	SOW1
D-CDCM	Ce560XLS+	Air Hamburg	18 AHO395N/431Y	31.N40NS	Global 7500	One Campus Drive Services	01
N870CM	G550	Yum! Brands	18	N125DE	Eclipse 500	Blueprint Automation	arr
OO-ACC	Ce525A	Air Service Liège		OE-FMU	Ce525	Pink Sparrow	SOW1
OO-ACO	Ce510	Air Service Liège		OK-ESC	Beech 400XT	Time Air	TIE106S
18.D-IAHG	Ce525	Spree Flug Luftfahrt		SP-ATT	Beech 400XP	Smart Jet	SAH48P
M-AATD	Global 6000	Unitrans IOM					
N125DE	Eclipse 500	Blueprint Automation	19				
OE-FMU	Ce525	Pink Sparrow	SOW1				
OO-ACC	Ce525A	Air Service Liège	2x tst				
OO-ACO	Ce510	Air Service Liège	19				
19.607	Falcon 7X	MH 59. Sz.D. R	HUF502/3				
HB-JGP	Global XRS	Premium Jet					
N125DE	Eclipse 500	Blueprint Automation	24				

A new fleet addition for Flying Group was delivered to Antwerp via Rotterdam on the 25th. The first Pilatus PC-24 in the Dutch register is owned by Eduard Hagens, one of the founders of Exact Software.

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



Registration M-AAAL was previously assigned to a Global 6000, until August 2017 when the Global changed its registration to M-LAAA. Since December 2017 registration M-AAAL belongs to a Gulfstream G650 and it is being operated by Global Jet Isle of Man. (Rotterdam- The Hague, 20 January 2021, Maarten Visser Sr)



Aircraft manufacturer Air Tractor was founded in 1978. The AT-504 is a dual-control trainer version of the main production version AT-502B. C-FYDD has been registered to Jonair since early March 2020. The AT-504 made a stop while on its way to its new owner in Kenya. (Groningen, 13 January 2021, Simen Dorschman)

Maastricht - Aachen

		January 2021	
01. D-ARMY	ERJ35BJ	Air Hamburg	AHO832Y
02. TF-AMM	B747-4H6(F)	Astral Aviation	ABD4860/1
03. 9H-QAG	B737-800	Malta Air	f/v RYR9381/2
SP-KPZ	Saab 340A(F)	SprintAir	dep SRN342
SP-KPZ	Saab 340A(F)	SprintAir	04 SRN341/2
04. 9H-FHA	A320-214	Freebird Airl. Europe	dep FHM9102
G-EZDM	A319-111	easyJet	10 EZY9004/2
OE-IJI	A320-214	easyJet Europe	10 EJU9043/1
05. EI-GEA	CRJ900	CityJet (a/w)	arr BCY041P
M-YAIC	EMB505	Jet Story	07
PH-DWA	ERJ145LR	Air Charters Europe	dep JNL0951
SP-KPZ	Saab 340A(F)	SprintAir	SRN341A/2A
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
06. SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
07. 9H-FHB	A320-214	Freebird Airl. Europe	arr FHM9105
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
VQ-BWT	B747-412(F)	Longtail Aviation	f/v LGT2204/6603
08. A7-BFW	B777-F	Qatar Airways	f/v QTR8024/5
LN-AGR	Falcon 7X	Air Alsie	09 MDT9
OO-GLM	Ce680	Air Service Liège	11
PH-CJM	Ce680	ASL	09
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
10. G-EZOF	A320-214	easyJet	15 EZY9001/17
OE-LQP	A319-111	easyJet Europe	17 EJU9040/6
PH-DWA	ERJ145LR	Air Charters Europe	14 JNL0951/531
VQ-BWT	B747-412(F)	Longtail Aviation	LGT1000/6604
11. D-CGRK	Lj60	FAI Rent-A-Jet	IFA6017
OO-GLM	Ce680	Air Service Liège	dep
OO-GLM	Ce680	Air Service Liège	13
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
12. D-BOOK	Falcon 2000LXS	Bertelsmann	BFD12K
HB-ALM	ATR72-202(F)	Zimex Aviation	AZD602F/601
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
VQ-BWT	B747-412(F)	Longtail Aviation	LGT6604/3
13. D-IAAW	EMB500	Arcus Air	16 AZE52CW/62CX
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
VQ-BWT	B747-412(F)	Longtail Aviation	14 LGT6604/2877
14. SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
15. G-EZDV	A319-111	easyJet	EZY9018/9
OE-ICP	A320-214	easyJet Europe	21 EJU9046/5
SP-KPZ	Saab 340A(F)	SprintAir	SRN341/2
VQ-BWT	B747-412(F)	Longtail Aviation	LGT2878/6603
16. M-ETAL	P180	GFG Aviation	
OO-GLM	Ce680	Air Service Liège	19
17. D-BLUE	Falcon 2000LX	ACM Air Charter	BVR222
OE-IJJ	A320-214	easyJet Europe	22 EJU9045/1
VQ-BWT	B747-412(F)	Longtail Aviation	LGT6604/3
YR-ASC	A318-111	TAROM	ROT7301/2
18. A7-BFX	B777-F	Qatar Airways	f/v QTR8856/7
D-ITAN	Ce525	E-Aviation	
		SP-KPV	
		19. D-CSCA	
		HB-ALM	
		LX-SAB	
		OO-GLM	
		SP-KPV	
		VQ-BWT	
		20. 9H-ALL	
		LX-JFF	
		LX-SAB	
		PH-DWA	
		PH-PWW	
		SP-KPV	
		VQ-BWT	
		21. LX-SAB	
		Falcon 900DX	
		OE-IJK	
		SP-KPV	
		D-CSCA	
		LX-SAB	
		OE-LQQ	
		SP-KPV	
		23. 9H-FHA	
		A320-214	
		24. D-CDSO	
		Ce550 Bravo	
		A320-214	
		VQ-BWT	
		25. A6-ECV	
		B777-31HER	
		SP-KPE	
		26. D-CHZF	
		Ce550 Bravo	
		A320-214	
		G-EZTA	
		G-EZUS	
		SP-KPV	
		VQ-BWT	
		27. SP-KPV	
		Saab 340A(F)	
		VQ-BWT	
		28. A6-EBY	
		B777-36NER	
		A7-BCD	
		F-GCYN	
		OY-AWH	
		SP-KPV	
		29. OE-GXL	
		SP-KPV	
		30. G-KKEV	
		OE-ICU	
		PH-CUA	
		VP-BJP	
		31. OE-GKW	
		VP-BJG	
		VQ-BWT	
		YR-ASB	
		Saab 340A(F)	
		Ce525B	
		ATR72-202(F)	
		Falcon 900DX	
		Ce680	
		SP-KPV	
		Saab 340A(F)	
		B747-412(F)	
		Ce525A	
		PC-12/47E	
		Falcon 900DX	
		ERJ145LR	
		PH-PWW	
		DA62	
		Saab 340A(F)	
		B747-412(F)	
		Falcon 900DX	
		A320-214	
		SP-KPV	
		Ce525B	
		Falcon 900DX	
		A319-111	
		Saab 340A(F)	
		A320-214	
		Ce550 Bravo	
		A320-214	
		B747-412(F)	
		B777-31HER	
		Saab 340A(QC)	
		Ce550 Bravo	
		A320-214	
		A320-214	
		Saab 340A(F)	
		B747-412(F)	
		Saab 340A(F)	
		B747-412(F)	
		B777-36NER	
		B787-8	
		EC135T2+	
		PC-12/47E	
		Saab 340A(F)	
		Ce560XL	
		Saab 340A(F)	
		DHC-8-402	
		A320-214	
		Saab 340B	
		B777-367ER	
		G100	
		B777-2Q8ER	
		B747-412(F)	
		A318-111	
		SprintAir	
		Silver Cloud Air	
		Zimex Aviation	
		Global Jet Luxembourg	
		Air Service Liège	
		SprintAir	
		Longtail Aviation	
		Luxwing	
		Jetfly Aviation	
		Global Jet Luxembourg	
		Air Chart. Europe	
		P.O.R.T. Aviation	
		SprintAir	
		Longtail Aviation	
		Global Jet Luxemb.	
		easyJet Europe	
		SprintAir	
		Silver Cloud Air	
		Global Jet Luxembourg	
		easyJet Europe	
		SprintAir	
		Freebird Airl. Europe	
		Heli-Flight	
		easyJet Europe	
		Longtail Aviation	
		Emirates	
		SprintAir	
		Tyrol Air Ambulance	
		easyJet	
		easyJet	
		SprintAir	
		Longtail Aviation	
		SprintAir	
		Longtail Aviation	
		Emirates	
		Qatar Airways	
		Norsk Luftambulanse	
		AH Aviation	
		SprintAir	
		Speedwings	
		SprintAir	
		HEH Avn Exeter Bet.	
		easyJet Europe	
		CU Air (a/w)	
		Nordwind Airlines	
		Tyrol Air Ambulance	
		Nordwind Airlines	
		Longtail Aviation	
		TAROM	
		SRN341/2	
		SCR378	
		AZD602F/IMX601	
		SVW56AB	
		arr	
		SRN341/2	
		LGT6604/3	
		23 LWG101	
		JFA07X/8Y	
		SVW56AB	
		23 JNL4821/0671	
		SRN341/2	
		LGT6604/1000	
		22 SVW56AB	
		26 EJU9044/9	
		SRN341/2	
		23 SCR378	
		SVW56AB	
		24 EJU9040/3	
		SRN341/2	
		arr FHM9103	
		30 EJU9042/5	
		LGT6604/3	
		f/v UAE9369/8	
		f/v SRN340/2	
		TYW212F/3F	
		arr EZY9001	
		EZY9002/3	
		SRN341/2	
		LGT6604/3	
		SRN341/2	
		28 LGT6604/3301	
		f/v UAE9369/8	
		f/v QTR8008/9	
		div 29 DOC55	
		SRN341/2	
		SPG700	
		SRN341/2	
		arr SXI2104	
		arr EJU9044	
		div 03 JNL346/077	
		31 NWS9478/9	
		TYW757/8	
		NWS9022/3	
		arr LGT3301	
		ROT7301/2	

easyJet continued to be a regular at the local paint facility this month. The Freebird bus on the 4th departed to Bacău, Romania after short term parking. It returned to Maastricht

on the 23rd again for parking. The CityJet Canadairjet on the 5th arrived for maintenance. A second Freebird Airbus arrived from Bacău, Romania on the 7th. On the 9th former EI-RDM was seen inside in basic Alitalia colours as G-CLVT. On the 28th a helicopter diverted to Maastricht while on its way to Norway apparently a recent addition to the Norsk Luftambulans fleet. On the 28th former EI-RDL was seen inside in basic Alitalia colours as G-CLVN. The arriving Dash-8 on the 30th was still in full FlyBe colours. The Saab on that same day was an Antwerp diversion. Nordwind Airlines began operating medical supplies charters at the end of this month.

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

Groningen - Eelde

January 2021			
02.OK-RLV	G280	Avcon Jet	
03.CS-LTM	Ce680A	NetJets Europe	04 NJE6EQ
D-HYAF	EC145	ADAC	CHX26
PH-PXZ	AW139	Nationale Politie	ZXP26
PH-VCC	DA62	Cav-Okay	
04.PH-VCC	DA62	Cav-Okay	
08.N474CG	SF50 Vision	I-Fly	dep
09.D-HYAF	EC145	ADAC	CHX26
PH-PWW	DA62	P.O.R.T. Aviation	
10.PH-HOW	H145	RAV Fryslân – MAA	11 Lifeliner5
11.OE-XXL	R44	Heli & Co	
12.C-FYDD	AT-504	Jonair	13
N61AJ	Ce421C	Coco Air	
14.D-GHSB	PA34-220T	MSR Flug-Charter	
N29DE	SF50 Vision	Deny Airlines	dep
N350BR	PA-46-310P	Euroaviation	
15.CS-PHL	EMB505	NetJets Europe	16 NJE532C
PH-BCD	B737-8K2	KLM	dep KLM9866
16.D-HNHB	EC155B1	Northern Helicopters	
PH-TWN	P2006T	Zelf Vliegen	
17.HB-VPO	EMB505	Enjoy Air	18 SPG663
18.OO-ACO	Ce510	Air Service Liège	
19.PH-WMM	Ce525	ASL	
20.PH-WMM	Ce525	ASL	
21.PH-BGC	B737-8K2	KLM	dep KLM9866
22.CS-PHJ	EMB505	NetJets Europe	25 NJE052T
D-IFCS	BN-2B-20	FLN	
PH-FVD	R44	Rotarywings	
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
23.N965AP	SF50 Vision	Cirrus Design Corp.	arr
24.LX-JFB	PC-12/47E	Jetfly Aviation	JFA70V/8P
PH-BCB	B737-8K2	KLM	10 KLM9865/78
PH-BGB	B737-8K2	KLM	10 KLM9866/74
PH-BXA	B737-8K2	KLM	10 KLM9867/76
PH-BXU	B737-8K2	KLM	10 KLM9868/70

PH-BXZ	B737-8K2	KLM	10 KLM9869/72
PH-HSD	B737-8K2	KLM	10 KLM9870/68
25.D-HNHF	EC155B1	Northern Helicopters	NHC7
PH-BCD	B737-8K2	KLM	09 KLM9873/0
PH-BGA	B737-8K2	KLM	09 KLM9865/72
PH-BXC	B737-8K2	KLM	09 KLM9867/76
PH-BXD	B737-8K2	KLM	09 KLM9871/68
PH-BXF	B737-8K2	KLM	09 KLM9869/74
PH-BXH	B737-8K2	KLM	09 KLM9875/66
26.N98DF	PA-46-350P		30
27.N125NJ	Beech C90-1	S.J. Boylan	
28.PH-BXI	B737-8K2	KLM	dep KLM9870
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
PH-WDL	PA-34-220T	Cordial	
29.L1-01	Falcon 2000EX	152 LEESK	LSV101
D-CAPB	Ce560 Encore+	Aerowest	
D-IHAG	Ce551	HTM Jet Service	
D-IPCG	Ce425	Aerowest	
N127QR	Beech 300LW	Ruijgrok	
31.D-CFLY	C560XLS+	Air Hamburg	AHO466M
I-VICC	P68B	AFOC Germany	arr
OE-FDV	SC.7	Pink Aviation	01

A month with several KLM aircraft arriving for storage and departing back to Amsterdam. The Air Tractor on the 12th was on its way to Kenya to a new owner.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

January 2021			
06.LX-JFX	PC-12/47E	Jetfly Aviation	
08.PH-KAT	P2006T	Kavel 10 Aerial Survey	dep
09.OO-VBA	Bell 206B3	Rudy Clements	
11.N2648X	Ce501	T.S. Aviation	12
12.OE-XYK	R44	Heli & Co	
PH-KIO	P2006T	Kavel 10 Aerial Survey	
13.OE-XYK	R44	Heli & Co	
14.F-HJSC	AS350B3	Lei Moa	
PH-KAT	P2006T	Kavel 10 Aerial Survey	18
15.PH-PWW	DA62	P.O.R.T. Aviation	
18.D-CPDB	M-28	PD Air Operation	21
N7779V	Beech B200	Etienne Veen	arr
PH-KIO	P2006T	Kavel 10 Aerial Survey	
20.PH-KGJ	EC120B	Heli Holland Holding	
21.PH-ECE	EC120B	Heli Holland Holding	
23.PH-JMP	Ce208B	Paracentrum Teuge	28
PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-MBO	DA62	M. Boers	
24.PH-KIO	P2006T	Kavel 10 Aerial Survey	
25.N999RG	PA-46-500TP		
PH-RLA	Saab 91D	St. Levende Oude Luchtvaart	
26.PH-KIO	P2006T	Kavel 10 Aerial Survey	30



KLM Boeing 737 PH-BXD is part off several KLM aircraft that were flown to the northern part of the country for temporary storage. The aircraft are parked on a cordoned-off section of taxiway Bravo. (Groningen, 31 January 2021, Menno Molenaar)



Piper SX-AVE arrived at Teuge on 23 December 2020. The aircraft is one of two aircraft being operated by 3D General Aviation Applications in Greece. Both PA-31T are at Teuge for an avionics upgrade. While work is underway on the first aircraft, 'E' is parked at the back of the hangar of the flying club. (Teuge, 9 January 2021, Erwin Stam)

PH-LBR Ce208B Skydive Rotterdam arr
31.OO-HWK RC690A RENI dep

The helicopter on the 14th has been registered to HULK Helicopter Services per 28 January 2021. The helicopter is being operated by HeliAir and is scheduled to be registered PH-AAI. On the 31st the RENI Commander finally departed on delivery.

Credit: Teuge Airport, Teuge Airport Group (Facebook).

Eindhoven

January 2021			
01.OE-GKW	G100	Tyrol Air Ambulance	TYW758/9
02.OE-HOP	G200	Avcon Jet	div OAJ78P
04.J-008	F-16AM	312/313sq	*Tiger01
J-063	F-16AM	312/313sq	*Tiger02
05.FB17	F-16BM	10w/OCU	*BAF451
06.03	C-17A	HAW	Bartok50/58
<u>J-062</u>	F-16AM	312/313sq	*Bulldog01
08.L-10	PC-7	131EMVOsq	*Diamond15
09.TC-MKA	Ce550 Bravo	Bonair	div
11.1x	F-16AM	312/313sq	*Metal21
FB14	F-16BM	2w	*BAF245
FB20	F-16BM	10w/OCU	*BAF431
03	C-17A	HAW	Bartok58
12.1x	AS532U2	300sq	
14.1x	AH-64DN	301sq	*Redskin03
OE-GMF	Ce525B	Avcon Jet	15 AOJ43F
OK-PRM	PC-12/47E	OK Aviation Wings	NTF5M
OO-ACC	Ce525A	Air Service Liège	16
15.J-616	F-16AM	312/313sq (NTM mks)	*Snake01
4K-AZ100	IL-76TD-90	Silk Way Airlines	AZQ5521/2
UR-CKM	An-12BP	Cavok Air	18 CVK7031/2
17.F-HGIO	Ce510	Astonjet	ASJ840
18.LX-N90447	E-3A	NAEW&CF	*Nato01
OK-TVF	B737-8FH	Smartwings	TVS4326
PH-CGC	Do228-212	Kustwacht	*NCG03
19.F-HBZA	Ce550	Valljet	VLJ682
PH-CGC	Do228-212	Kustwacht	*NCG03
20.HA-BES	BAe125-800XPi	Fly-Coop	FCA1AMB/2AMB
OO-ACO	Ce510	Air Service Liège	arr
OO-GEE	PC-12/47E	Blue Sky Aviation	
OO-JDL	B787-8	TUI Belgium	JAF910F/9100
OO-JDL	B787-8	TUI Belgium	JAF9110/911F
OY-TCG	A321-211	Sunclass Airlines	21 VKG4087/9087
PH-WMM	Ce525	ASL	
21.D-664	CH-47D	298sq	*GLV-V
D-664	CH-47D	298sq	
I-SEAE	Falcon 2000	Leader	LSA211/2
OO-GEE	PC-12/47E	Blue Sky Aviation	
OY-TCG	A321-211	Sunclass Airlines	VKG4088/9089
22.D-666	CH-47D	298sq (spec mks)	*Omega3
J-008	F-16AM	312/313sq	*Bulldog1

J-641	F-16AM	312/313sq	*Bulldog2
S-444	AS532U2	300sq (camo c/s)	*, *GLV-V
G-ZNTJ	Lj75	Zenith Aviation	BZE03B/C
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
25.D-665	CH-47D	298sq	Grizzly04
PH-CGN	Do228-212	Kustwacht	NCG01/03
26.OO-JAX	B737-8K5	TUI Belgium	JAF9200/921F
27.J-882	F-16BM	312sq	*Hammer01
28.FB17	F-16BM	10w/OCU	*BAF451
G-RSXP	Ce560XLS+	Catreus	VCG2XP/3XP
29.PH-CDH	B737-86J	Corendon Dutch Airl.	CND924P/9295
PH-PXF	EC135P2+	Nationale Politie	*ZXP06
30.UR-CJN	An-12B	Cavok Air	03 CVK7031/2
31.I-SEAE	Falcon 2000	Leader	LSA211/2
OO-PKX	Ce750	Air Service Liège	arr

On the 2nd a Rotterdam diversion and on the 9th a Maas-tricht diversion. Smartwings operated a military charter on the 18th. TUI Belgium operated military charters on the 20th and the 26th. Sunclass Airlines operated two military charters on the 21st and Corendon operated a military charter on the 29th. Noteworthy is the Chinook of 21 January, after attending the GLV-V area the crew encountered problems and a practise landing became an precautionary landing. After a check by 298sq maintainers the Wokka departed back to Gilze later that evening.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

January 2021			
04.Q-10	AH-64DN	301sq	dep Redskin06
22.PH-PXX	AW139	Nationale Politie	*ZXP24

January movements for Gilze-Rijen are one Apache heading for LCW to get some TLC their and Police24 on a low approach. Best to forget quickly and move over to February.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

January 2021			
18.D-102	CH-47D	298sq	Grizzly42
<u>D-103</u>	CH-47D	298sq	Grizzly41
PH-PXX	AW139	Nationale Politie	*ZXP24
21.D-106	CH-47D	298sq	Grizzly36
22.1x	AS532U2	300sq (grey c/s)	

De Kooy traffic from January 2021 is showing two Chinooks on a fuelstop, Police 24 on a training flight, another Chinook on refuel and an unknown Cougar from 300sq on a full stop.

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

January 2021			
04. J-008	F-16AM	312/313sq	*Tiger01
J-063	F-16AM	312/313sq	*Tiger02
06. CT02	A400M	20sq	f/v *BAF644
14. 1x	F-16AM	312/313sq	*Bulldog1
PH-LLN	H135	ANWB - MAA	Lifeline4
19. G-781	C-130H	336sq	*NAF71
S-444	AS532U2	300sq (camo c/s)	20 Wildcat62
20. D-106	CH-47D	298sq	21 Grizzly34
28. G-988	C-130H	336sq	*NAF78
J-061	F-16AM	322sq	dep Saw01
29. G-988	C-130H	336sq	*Rogue01

The first Belgian Air Force marked A400M visited for the first time on 6 January. The Lifeline came in for a refuel and the Cougar spent the night in a hangar before continuing the following day. On 28 January 322 said farewell to another F-16AM, J-061, leaving for Volkel as part of End of Life. This leaves 11 active F-16AMs in service with 322sq at that moment and with the number of F-35As increasing it will be a matter of months before the balance of F-16/F-35 will be equal or in favour of the latter.

Credits: Movements AGL, Oscar Sannen, Dirk Visser and Scramble MB.

Lelystad

January 2021			
04. PH-OOP	H145	RAV Fryslân – MAA	dep
14. HB-VSN	PC-24	Pilatus Flugzeugwerke	arr PCH197
20. OY-MLS	P68C	Bio-Flight	21 BIO4
22. OO-VSB	P2006T	Vansteelandt Smart Survey Services	
25. J-882	F-16B	312sq	*Metal01
PH-KIO	P2006T	Kavel 10	

On the 4th the helicopter departed to Germany. The Pilatus on the 14th went directly inside the local paint hangar before being delivered to its Dutch owners as PH-DVK.

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

Volkel

January 2021			
06. J-146	F-16AM	312sq	dep NAF313

07. J-197	F-16AM	312sq (nmks)	arr NAF313
20. G-781	C-130H	336sq (spec mks)	*Toro1
22. G-988	C-130H	336sq	*Toro2
26. J-016	F-16AM	312sq	dep Tiger01
J-514	F-16AM	312sq	arr Metal03
98-0053	C-17A	62nd AW	RCH558
28. J-061	F-16AM	322sq	arr Saw01

The Volkel movements of January 2021 start with a Portugal maintenance swap, J-146 arrived from OGMA and J-197 departed for a new coat of paint. Two 336sq short Hercules transporters provided the turbo prop noise this month and on 26 January one of the older McChord Globemasters visited Volkel and two local F-16s switched places at LCW Woensdrecht. Last movement is J-061, arriving from Leeuwarden and just prior to its final flight before withdrawn from use early February.

Credits: SGVolkel.

Woensdrecht

January 2021			
04. Q-10	AH-64DN	301sq	arr Redskin06
Q-21	AH-64DN	301sq	arr Redskin07
Q-30	AH-64DN	301sq	dep Redskin06
HA-LPZ	A320-232	JLPS (a/w)	dep WZZ401
07. D-665	CH-47D	298sq	tst Grizzly92
11. D-665	CH-47D	298sq	tst Grizzly92
LX-LTI	A318-112X	Global Jet Luxembourg	18 SVW45LT
12. D-665	CH-47D	298sq	tst Grizzly92
13. D-665	CH-47D	298sq	tst Grizzly92
S-456	AS532U2	300sq	*NAF459
14. D-665	CH-47D	298sq	tst Grizzly92
15. H35	A109BA	17sq	*BAF317
H38	A109BA	17sq	*BAF318
D-665	CH-47D	298sq	tst Grizzly92
2-RLBL	A321-211	VietJetAir	dep
OE-IEF	A320-214	Avolon	tst
VP-CKS	A318-112X	Kalair	arr
18. D-103	CH-47D	298sq	*Grizzly11
19. D-667	CH-47D	298sq	arr Grizzly26
22. J-882	F-16BM	312sq	*
25. OE-LME	A320-214	AerCap	tst
26. J-016	F-16AM	312sq	arr Tiger01
J-514	F-16AM	312sq	dep Metal03
27. OE-IEF	A320-214	Avolon	dep SXI2102

Woensdrecht traffic in the first month of 2021 starts on the military side with a number of DHC helicopters visiting LCW and some F-16s. Two Belgian A109BAs mark the foreign visitors. On the civil side Woensdrecht starts with a former Wizz Air A320 departing for Chateauroux on behalf of JP Lease . The



Sunclass Airlines is the successor of now defunct airline Thomas Cook Airlines Scandinavia. Airbus A321 OY-TCG now also sports the new corporate colours. (Eindhoven, 21 January 2021, Robert Eikelenboom)



Former KC International Airlines A321 2-RLBL has been made ready for lease to Vietravel Airlines at Woensdrecht. Ralph Hamaker was able to photograph future VN-A289 shortly before the Airbus began its delivery flight to Vietnam.

aircraft has become EI-GVI in the meantime, awaiting better times to come. Global Jet Luxembourg brought in one of their ACJ318 on the 11th. The VietJet Airbus on the 15th departed to Vietnam on that day. The Avolon A320 of 15 and 27 January is the former Aigle Azur eventually ending with Myanmar Airways International as XY-ALL. Kalair also brought in their ACJ318, making it the second A318 this month. The AerCap A320 of 25 January is former flynas VP-CXY, destined for Lauda Europe as 9H-LME.

Credits: Johan Havelaar, Scramble MB.

Texel

			January 2021
03. PH-CGN	Do228-212	Kustwacht	*NCG01
PH-VCC	DA62	Cav-Okay	
06. PH-CGN	Do228-212	Kustwacht	NCG03
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
13. OE-XXL	R44	Heli & Co	
18. PH-DKI	P68C	Zeeland Air	
PH-RLA	Saab 91D	St. Levende Oude Luchtvaart	
22. N8326Y	PA-30-160	Transal Aero Services	
PH-ECE	EC120B	Heli Holland Holding	
PH-KGJ	EC120B	Heli Holland Holding	
23. PH-DKI	P68C	Zeeland Air	
PH-EUK	AW139	CHC Helic. Netherl.	HNL22A
24. PH-DKI	P68C	Zeeland Air	
25. OE-XXL	R44	Heli & Co	
26. PH-HCH	EC120B	HeliCentre	

Credit: Texel Airport.

Twente

			January 2021
13. CS-DXU	Ce560XLS	NetJets Europe	NJE730M/856M
14. CS-PHB	EMB505	NetJets Europe	NJE973N/124E
20. CS-PHK	EMB505	NetJets Europe	NJE439K/144R
21. CS-PHK	EMB505	NetJets Europe	NJE936K/961C
26. CS-PHG	EMB505	NetJets Europe	NJE279Q/041E

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			January 2021
01. HK-5255	Lj45	SARPA	tdy 31
N389KA	Lj35A	Fundashon Mariadal	tdy 31
03. PH-GOV	B737-700	Government of the Netherlands	04
04. C-GVIM	Lj70	Aviation Starlink	
05. HK-4541	BAe3201	SARPA	
06. N613LF	G550	LFG Services	dep
14. HK-4411	BAe3201	SARPA	
17. N411BJ	PA-31-350		
19. N411BJ	PA-31-350		
21. PH-DCG	AW139	DCCG	SAM02
PH-FBH	AW139	DCCG	SAM02
23. HK-4411	BAe3201	SARPA	
HK-5357	B737-4K5(F)	AerCaribe	ACL864/5

24. C-GMUS	PA-46-600TP	Musket Transport	14
28. N31ZV	Lj31A	EZAir International	10
N411BJ	PA-31-350		
29. N411BJ	PA-31-350		

Air Antilles:

F-GPYF	26	F-OIXO	05
F-OIXO	12, 19		

TUI:

PH-TFL	02, 23, 30	PH-TFM	09, 16
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Left out were KLM, Divi Divi Air (BN-2, DHC-6) and EZ Air (BN-2 and Beech 1900) unless operating on a non-scheduled flight.

The Canadian registered bizjet on the 4th arrived from Wilmington NC and continued to Aruba after a one-hour groundtime. Both coastguard helicopters on the 21st operated under callsign SAM02 and came for a full stop, one in the morning and the other in the afternoon.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			January 2021
01. N275DJ	G-IV	Ragtime Investments	02
OO-LOE	B787-8	TUI Belgium	dep JAF9550
PH-JTJ	Ce680	Exxaero	dep
PH-JTJ	Ce680	Exxaero	03
02. C-GITP	A319-112	Air Canada rouge	
HK-5139	B737-476(F)	AerCaribe	
03. C-GLNL	Lj35A	Latitude Air Ambulance	
HP-2110DAE	B757-26D(F)	DHL Aero Expreso	
PZ-TCT	B737-752	Surinam Airways	SLM729/30
04. HI985	Ce680	Helidosa	
05. C-GVIM	Lj70	Aviation Starlink	06
HP-2110DAE	B757-26D(F)	DHL Aero Expreso	
N161V	Beech 350C	Department of Homeland Security	11
06. HP-2110DAE	B757-26D(F)	DHL Aero Expreso	
N411BJ	PA-31-350		
07. HP-2110DAE	B757-26D(F)	DHL Aero Expreso	
N239GA	G-V	AW Asset Holdings	08
N991HA	DHC-8-202	645 Aeronautical Systems Group	
N997MG	DHC-8-202	645 Aeronautical Systems Group	
08. HK-4262	B727-2F9(F)	Líneas Aéreas Suramericanas	
HK-4541	BAe3201	SARPA	
HP-3110DAE	B737-4Q3(F)	DHL Aero Expreso	
N767QS	CL-350	NetJets	
N840CC	Ce560XL	Farmacéutica Centroamericana	
09. C-GITP	A319-112	Air Canada rouge	
HK-5139	B737-476(F)	AerCaribe	
PH-CDH	B737-86J	Corendon Dutch Airl.	CND71P/2P
YV3486	Ce525		f/v
11. HP-3210DAE	B737-4Q3(F)	DHL Aero Expreso	
N296L	Lj60	Hop-a-jet	
N319CM	B767-338ER(F)	Amerijet International	
12. LV-CLK	Lj31A	Aerorutas	



A Air and Marine Operations is a federal law enforcement agency within U.S. Customs and Border Protection, a component of the U.S. Department of Homeland Security. Beech 350C N161V was photographed on arrival from NAS Jacksonville. (Curaçao - Hato, 5 January 2021, Larry Every)

N115H	Beech 350C	Department of Homeland Security 18	N296L	Lj60	Hop-a-jet
13.HK-5312	B737-33V(F)	Líneas Aéreas Suramericanas	N808MR	DHC-8-315	Department of Homeland Security 25
YV638T	ATR42-300(F)	Vensecar Internacional	25.N2333K	CeU206G	
14.N275DJ	G-IV	Ragtime Investments	N743AX	B767-232(F)	Amerijet International
15.HK-5139	B737-476(F)	AerCaribe	26.C6-ZIP	Lj60	Trans Island Airways
N239GA	G-V	AW Asset Holdings	HI1058	CRJ200ER	Air Century
16.HK-5139	B737-476(F)	AerCaribe	HK-4401	B727-2X3(F)	Líneas Aéreas Suramericanas
HK-5357	B737-4K5(F)	AerCaribe	27.HI1065	Ce680	Helidosa
N23TA	PA-23-250	St. Barth M.S & T.	N660AS	Ce560XLS+	Sandals Resort International 28
N380JR	Beech 400A	Forte Aviation Parts	28.N979RF	Lj35A	REVA
17.HK-5139	B737-476(F)	AerCaribe	30.HK-5197	B737-476(F)	AerCaribe
18.N349CM	B767-323ER(F)	Amerijet International	HK-5239	B727-223(F)	Aérosucre Colombia
20.HK-5197	B737-476(F)	AerCaribe	31.HI949	Ce510	Helidosa
N517K	Beech 350C	Department of Homeland Security 25	HI1005	Ce525A	Helidosa
N690QS	Ce680A	NetJets			
21.HK-4262	B727-2F9(F)	Líneas Aéreas Suramericanas			
N808MR	DHC-8-315	Department of Homeland Security 23			
22.HK-4541	BAe3201	SARPA			
23.HK-4637	B727-2S2(F)	Líneas Aéreas Suramericanas			
HK-5357	B737-4K5(F)	AerCaribe			

Some might remember the time we regularly published the Hato movements some years ago. Starting this month we will re-start our monthly overview.

Credit: Larry Every.

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Movements Belgium



Initially destined for Flying Group as OO-FPD this Cessna 525B was delivered to Flying Group as OO-FPE in June 2007. The aircraft was cancelled from the register in December 2020. The Cessna departed to its new operator Valair Private Jets registered as CS-DOS on the day this photo was taken. (Antwerp, 18 January 2021, Paul Soons)

Antwerp

		January 2021	
03.9H-ALL	Ce525A	Luxwing	04
D-IAAW	EMB500	Arcus Air	
G-LFBD	Ce525A	Centreline	
OO-PCM	PC-12/47E	EAPC	
OO-PCN	PC-12/47E	EAPC	
PH-MYX	Ce650	JetNetherlands	08
05.D-IOHL	Ce525A	Excellent Air	15
HB-IGV	Falcon 50EX	VF International	2x
06.9H-VCL	CL-350	VistaJet Malta	
07.H27	A109BA	1w	
D-IAAW	EMB500	Arcus Air	
OO-MAP	PC-24	EAPC	
08.N183TY	R44	A. Ruijgrok	
OO-MAP	PC-24	EAPC	
09.PH-DWS	ERJ135LR	Air Charters Europe	14
10.D-CKJE	EMB505	Luxaviation Germany	11
11.M-IFFY	Ce510	Xead	13
OE-FNP	Ce510	GlobeAir	12
PH-UNC	Falcon 7X	JetNetherlands	15
12.CS-GLZ	Global 5000	NetJets Europe	
N127QR	Beech 300LW	A. Ruijgrok	22
OO-MBP	PC-24	EAPC	
13.ST42	SF260D	CC Air	
ST48	SF260D	CC Air	2x
S-456	AS532U2	300sq	
14.CS-CHE	CL-350	NetJets Europe	16
OE-FHA	Ce510	GlobeAir	
OO-MBP	PC-24	EAPC	
15.ST46	SF260D	CC Air	
CS-GLA	Global 6000	NetJets Europe	16
D-GGWB	DA42	Rhein Main Aviation	tdy 26
LX-JFH	PC-12/45	Jetfly Aviation	
PH-JRC	ERJ135BJ	JetNetherlands	
16.PH-DWS	ERJ135LR	Air Charters Europe	23
PH-JRC	ERJ135BJ	JetNetherlands	
17.F-HGPG	Ce525	Valljet	
LX-JFH	PC-12/45	Jetfly Aviation	18
OK-FTR	Ce510	CTR Flight Services	
18.ST41	SF260D	CC Air	
CS-DOS	Ce525B	Valair	dep
OO-GEE	PC-12/47E	Blue Sky Aviation	20
OO-PCI	PC-12/47E	EAPC	
OO-TBB	Cirrus SF50	Blue Sky Aviation	del
20.G-OXFA	PA-34-220T	Oxford Aviation Academy	f/v arr
OO-STE	AS350B3e	Stephex Stables	
21.D-CDRF	Lj35A	Deutsche Rettungsflugwacht	
OK-HAR	Ce560XL	Aeropartner	
OO-GEE	PC-12/47E	Blue Sky Aviation	22
OO-STE	AS350B3e	Stephex Stables	
22.ST48	SF260D	CC Air	2x
D-IAAB	EMB500	Arcus Air	24

D-ITOC	Raytheon 390	Exxaero	f/v 26
N127QR	Beech 300LW	A. Ruijgrok	
OO-CCJ	Ce525	Air Service Liège	
OO-GEE	PC-12/47E	Blue Sky Aviation	26
23.F-GUPM	DA42	Aeroplano	
LX-FLI	PC-12/47ENGX	Jetfly Aviation	f/v
N900FZ	TBM-900	Cavok	
OO-MBP	PC-24	EAPC	
OO-VMF	Ce560XLS+	Air Service Liège	
PH-VBG	Falcon 2000EX	JetNetherlands	24
24.CS-GLA	Global 6000	NetJets Europe	27
D-GGWB	DA42	Rhein Main Aviation	tst
OO-IDE	Ce525	Air Service Liège	26
PH-DWS	ERJ135LR	Air Charters Europe	30
25.ST47	SF260D	CC Air	
OO-GLM	Ce680	Air Service Liège	26
OO-HSA	AS355N	Heli Service Belgium	tdy arr
OO-HSM	AS355F1	Heli Service Belgium	dep
PH-VBG	Falcon 2000EX	JetNetherlands	26
26.ST18	SF260M+	CC Air	
CH13	C-130H	20sq	
D-HBWH	Bo105S	Air Lloyd	arr
D-ISUN	Ce525A	Challengeline	
LX-JFB	PC-12/47E	Jetfly Aviation	
OO-CCJ	Ce525	Air Service Liège	
OO-GEE	PC-12/47E	Blue Sky Aviation	arr
OO-GLM	Ce680	Air Service Liège	01
PH-TXA	Ce510	ASL	
27.08-0310	C-145A	309th AMARG	f/v 28
OE-FRM	Ce510	GlobeAir	28
28.OO-CCJ	Ce525	Air Service Liège	30
29.PH-EBM	PC-24	Flying Group	del
30.9A-JSC	Ce525A	Jung Sky	arr
LX-FLI	PC-12/47ENGX	Jetfly Aviation	31
31.2-JSEG	Eclipse 500	Channel Jets	f/v
LX-JFH	PC-12/45	Jetfly Aviation	
OO-HWK	RC690A	Reni Aviation	del
PH-DFD	DA42	Bluetail Flight School	

Former OO-FPE departed to Portugal on the 18th as CS-DOS on delivery to its new operator Valair. Heli Service Belgium changed its based helicopter on the 25th.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

		January 2021	
02.CS-LAU	Ce680A	NetJets Europe	03
CS-PHI	EMB505	NetJets Europe	
CS-TRJ	A321-231	Hi Fly (BAF c/s)	dep HFY251P
D-IOHL	Ce525A	Excellent Air	03
M-ABEU	Lj45XR	Ryanair	
N145QS	Global 6000	NetJets	04
OE-FHA	Ce510	GlobeAir	03
03.9H-HFE	A330-343E	Hi Fly Malta (a/w)	14 HFM972/41

CS-GLF	Global 6000	NetJets Europe	04	F-HOLY	A109E	Skycam Hélicopteres	
D-BAHB	Falcon 2000LX	MHS Aviation	04	OE-FWF	Ce510	GlobeAir	dep
LX-JFA	PC-12/47E	Jetfly Aviation	arr	12. CS-GLH	Global 6000	NetJets Europe	13
LX-JFW	PC-12/47E	Jetfly Aviation	07	CS-LTH	Ce680A	NetJets Europe	
LX-PCC	PC-24	Jetfly Aviation	04	F-HMAU	EMB500	Leï Moa	13
N319CM	B767-338ER(F)	Amerijet International	04 AJT8621/0	F-HOLY	A109E	Skycam Hélicopteres	
04.4/F-RAFQ	Falcon 900	ET00.065	arr CTM5	LN-AGR	Falcon 7X	Sundt Air	arr
ZM403	Atlas C1	24/70sq	RRR4590/1	OE-FGK	Ce525	GlobeAir	
4X-CLL	IAI1126	Memorand Management		13. CS-LTH	Ce680A	NetJets Europe	15
CS-DXM	Ce560XLS	NetJets Europe	05	D-AVIB	ERJ135BJ	Air Hamburg	14
D-AERO	ERJ135BJ	Air Hamburg	05	D-CDRF	Lj35A	DRF	
D-CHRG	Ce680A	Hahn Airlines		HB-FWC	PC-12/47E	TAG Aviation	14
F-HGIO	Ce510	Astonjet		N400J	G650ER	Johnson & Johnson	14
G-FDZT	B737-8K5	TUI Airways	19 TOM970P/14P	14.9H-VCG	CL-350	VistaJet Malta	VJT480
G-ILBG	Ce525A	Catreus		F-HAJD	Ce525	Skyvision	15
HB-JJJ	A319-133(X)	Nomad Aviation	arr	F-HFCS	BAe125-900XP	VallJet	
LX-JFE	PC-12/47E	Jetfly Aviation	dep	LX-PCE	PC-24	Jetfly Aviation	
LX-JFV	PC-12/47E	Jetfly Aviation	arr	N319CM	B767-338ER(F)	Amerijet International	AJT8321/0
LX-PCD	PC-24	Jetfly Aviation		PH-DWA	ERJ145LR	Air Charters Europe	15 JNL531/1531
M-ABJA	Lj45XR	Ryanair	05	15.9H-VFB	CL-605	VistaJet Malta	VJT598
OE-FZC	Ce510	GlobeAir	05	CS-DLJ	Falcon 2000EX	NetJets Europe	16
PH-BEJ	Global 5000	Flying Group	arr FYG22BM	F-HAJD	Ce525	Skyvision	16
S5-CEG	Ce525	United Eagle		F-HFCS	BAe125-900XP	VallJet	
TC-RSB	Lj45XR	Red Star		F-HGIM	Ce680A	Airairles	2x
05.9H-VCL	CL-350	VistaJet Malta	06 VJT418	HB-JMH	A340-313E	Swiss	SWR78
CS-DXM	Ce560XLS	NetJets Europe	06 NJE667Y/279M	LX-JFY	PC-12/47E	Jetfly Aviation	
D-CCCB	Lj35A	DRF		OO-SFT	A330-223	Brussels Airlines	dep BEL9905
LN-RKM	A330-343X	Scandinavian	SAS7002/1	PH-DWA	ERJ145LR	Air Charters Europe	17 JNL2531/0046
N203CK	G450	Mac's Convenience Stores	06	VP-CVS	Falcon 900EX	International Jet Management	
OE-FBD	Ce510	GlobeAir		16. D-IAAW	EMB500	Arcus Air	17
06. G-VMAP	B787-9	Virgin Atlantic	VIR505/6	EI-HEC	A330-322(F)	ASL Airlines Ireland	26 BCS6P/030Z
HB-ALR	ATR72-212(F)	Zimex Aviation		G-VTEA	A350-1041	Virgin Atlantic	VIR505/6
OK-BEE	Beech 400A	JetBee Czech		OK-SLX	Ce560XL	Silesia Air	arr
07.8T-CB	C-130K	LuTSta		OO-CEJ	Ce525	Air Service Liège	arr
7T-VNM	Ce560XLS+	Star Aviation	08	17. N154QS	Global 6000	NetJets	
CS-LTG	Ce680A	NetJets Europe	08	18. D-CTWO	Lj35A	Air Alliance	
D-IIVA	P180	AirGo Flugservice		19. 17401	Falcon 50	Esq504	20
G-CMTO	Ce525	Zenith Aviation		CS-PHL	EMB505	NetJets Europe	20
LX-JFW	PC-12/47E	Jetfly Aviation	08	N818NW	A330-323E	Delta Air Lines	20 DAL3456/5
N22UB	Ce525C	Flightpartner		OE-FHK	Ce510	GlobeAir	
OY-IUV	G200	FlexFlight		20.4L-GAA	CL-850	Gov'mnt of Georgia	23 TGZ1701/2
08. CS-LTG	Ce680A	NetJets Europe	09	D-CQAJ	Lj35A	Quick Air	
CS-PHB	EMB505	NetJets Europe		F-HVLJ	Ce525A	VallJet	
D-CHRG	Ce680A	Hahn Airlines	10	LX-FLG	PC-12/47E	Jetfly Aviation	
OE-FBD	Ce510	GlobeAir		TC-ATA	G550	Government of Turkey	22
09.9H-AUL	B737-375(F)	Maleth-Aero (a/w)	div MLT786	YU-BST	Ce525	Eagle Express	
D-CAWO	Ce560XLS+	Aerowest		21. T-784	Ce560XL	LTDB	SUI029
D-ISJP	Ce525A	Excellent Air	10	D-CEFO	Ce560XLS+	Air Hamburg	22
F-HEMI	Ce525A	VallJet		LX-JFH	PC-12/47E	Jetfly Aviation	arr
HA-YFK	Beech 400A	Jet Stream		22. D-CKHG	Ce560XLS	Windrose	23
OE-FSP	Ce525A	Pink Sparrow		D-IROL	Do228-100	Businesswings	
OE-GMF	Ce525B	Avcon Jet	10	LX-PCE	PC-24	Jetfly Aviation	
10.7T-VPR	G-IVSP	Government of Algeria		OE-FOG	Ce510	GlobeAir	23
G-FDZR	B737-8K5	TUI Airways	arr TOM948P	23. D-CKHG	Ce560XLS	Windrose	25
LX-PCE	PC-24	Jetfly Aviation		OE-FOG	Ce510	GlobeAir	24
ZS-TDF	Global 6000	Fireblade Investments	12	OK-SLX	Ce560XL	Silesia Air	
11. D-INOB	Ce525A	Atlas Air Service	13	PH-CTH	Falcon 2000LX	Flying Group	arr



This Airbus A330-300 was delivered to Scandinavian Airlines System in October 2002 as OY-KBN. Ten years later its registration was amended to its current one LN-RKM. The aircraft operates cargo flights between Belgium and the United Kingdom. (Brussels, 6 January 2021, Jan-Pieter Libens)



This ERJ145LI was delivered to Grand China Express in 2008 as B-3038. One year later it was added to the Tianjin Airlines fleet still registered as B-3038. Registered as N127EC the Embraer was caught on camera while on its delivery flight to Indian airline Star Air. (Brussels, 29 January 2021, Viktor Szontagh)

24. 15+04	A321-231	FBS BMVg		G-VMAP	B787-9	Virgin Atlantic	VIR505/6, 519/20
258	Lj45	102sq	25 IRL258	31.604	A319-112	MH 59. Sz.D. R	
MM62029	Falcon 50	306° Gruppo	25	7T-VPR	G-IVSP	Government of Algeria	
L1-01	Falcon 2000EX	Slovenian Air Force		9H-NYC	ERJ190BJ	Air X Charter	
T.18-4/45-04	Falcon 900B	451 Esc	25	CS-GLC	Global 6000	NetJets Europe	03 NJE291D
102004	Tp102C	74 Airlift sq	25	CS-LTG	Ce680A	NetJets Europe	
T-784	Ce560XL	LTDB		F-HBDX	EMB505	Jetkey Invest	01
CS-PHG	EMB505	NetJets Europe	25	I-DIEM	Falcon 900LX	C.A.I.	
D-CDCM	Ce560XLS+	Air Hamburg		M-ROCA	CL-605	Alpha Aeria	
LZ-OOI	Falcon 2000	Government of Bulgaria	25				
P4-BFY	G550	Best Fly Worldwide					
25. 231/F-RAFC	Falcon 2000LX	ET00.060					
15+04	A321-231	FBS BMVg					
145-209	ERJ135LR	352 MMYP	26				
606	Falcon 7X	MH 59. Sz.D. R	HUAF513/ -				
T-784	Ce560XL	LTDB					
01-0076	C-37A	76th AS	arr SPAR90				
9A-CRO	CL-604	Government of Croatia					
CS-GLC	Global 6000	NetJets Europe	26 NJE281H/855P				
D-CAHO	Ce560XLS+	Air Hamburg	26				
G-VMAP	B787-9	Virgin Atlantic	VIR505/6, 519/20				
OE-IMB	Global 6000	Avcon Jet	AOJ60MB				
OH-WIC	CL-604	Jetflite					
OH-WIW	CL-650	Jetflite					
OM-BYB	Fokker 100	Government of Slovakia					
Z3-MKD	Lj60	Government of Macedonia	26				
26.071	C-27J	16.TrAB	28				
3085	A319-115X	241.dlt					
1962	C-27J	Dopravné krídl					
L1-01	Falcon 2000EX	Slovenian Air Force		06. J-062	F-16AM	312sq	*
D-CAHO	Ce560XLS+	Air Hamburg	28	11. ST46	SF260D	CC Air (grey c/s)	*
LX-JFB	PC-12/47E	Jetfly Aviation	28	12. CT02	A400M	20sq	*
LX-TAI	PC-12/47E	Jetfly Aviation	27	15. 2x	A109BA	17sq	*
OE-FRM	Ce510	GlobeAir	27	FA83	F-16AM	2w	18
OO-IDE	Ce525	Air Service Liège	arr	FA89	F-16AM	2w	18
27. 604	A319-112	MH 59. Sz.D. R		FA129	F-16AM	2w	18
CS-GLA	Global 6000	NetJets Europe	28 NJE511F/6G	19. FA133	F-16AM	2w	21
D-CFIV	Lj35A	Air Alliance		S-444	AS532U2	300sq	*
F-HOLY	A109E	Skycam Hélicopteres		22. 1x	A109BA	17sq	
OK-BII	Beech 400A	JetBee Czech	30	H27	A109BA	17sq	
OO-MMT	Ce560XLS	Air Service Liège		FB14	F-16BM	2w	*
28. 3085	A319-115X	241.dlt		ST43	SF260D	CC Air (grey c/s)	
117/XN	TBM-700A	ET00.043		ST47	SF260D	CC Air (grey c/s)	*
1121	PA-42-720	SMURD	arr	25. CH07	C-130H	20sq	*
L1-01	Falcon 2000EX	Slovenian Air Force		ST47	SF260D	CC Air (grey c/s)	*
T.18-4/45-04	Falcon 900B	451 Esc		27. 98-0053	C-17A	62nd AW	
CS-GLC	Global 6000	NetJets Europe	31 NJE581E	28. ST42	SF260D	CC Air (grey c/s)	*
D-CHZF	Ce550 Bravo	Tyrol Air Ambulance		29. RN07	NH90-TTH	18sq	*
F-HOLY	A109E	Skycam Hélicopteres		ST41	SF260D	CC Air (grey c/s)	*
YL-RAG	Saab 340A(F)	RAF-Avia	29	ST42	SF260D	CC Air (grey c/s)	*
29. D-CKHG	Ce560XLS	Windrose	30				
I-DIEM	Falcon 900LX	C.A.I.					
M-ABGV	Lj45XR	Ryanair					
N127EC	ERJ145LI	ECC Leasing					
30. A7-CEE	Global 5000	Qatar Executive	02 QQE935				
D-CKHG	Ce560XLS	Windrose	31				

The Hi Fly Airbus on the 2nd departed to Norwich after its lease to the Belgian Air Force has ended. A big sister was ferried from Ostend via Brussels to Victorville on the 3rd. The TUI Boeing 737 on the 4th was a maintenance customer. From the 5th Scandinavian started operating a daily automotive-parts airbridge between the UK and Belgium. The Maleth-Aero Boeing on the 9th was a Liège diversion. The TUI Boeing on the 10th arrived for end of lease maintenance prior return to its lessor. Brussels Airlines ferried an Airbus to Tarbes-Lourdes on the 15th on return to its lessor. The ASL Airlines Ireland Airbus on the 16th arrived for maintenance. On the 19th Delta Airlines started a three-times weekly service between Detroit and Brussels for cargo only flights.

Credits: Luchtzak forum, planespotters@BRU Facebook group, Scramble forum.

Kleine Brogel

January 2021

06. J-062	F-16AM	312sq	*
11. ST46	SF260D	CC Air (grey c/s)	*
12. CT02	A400M	20sq	*
15. 2x	A109BA	17sq	*
FA83	F-16AM	2w	18
FA89	F-16AM	2w	18
FA129	F-16AM	2w	18
19. FA133	F-16AM	2w	21
S-444	AS532U2	300sq	*
22. 1x	A109BA	17sq	
H27	A109BA	17sq	
FB14	F-16BM	2w	*
ST43	SF260D	CC Air (grey c/s)	
ST47	SF260D	CC Air (grey c/s)	*
25. CH07	C-130H	20sq	*
ST47	SF260D	CC Air (grey c/s)	*
27. 98-0053	C-17A	62nd AW	
28. ST42	SF260D	CC Air (grey c/s)	*
29. RN07	NH90-TTH	18sq	*
ST41	SF260D	CC Air (grey c/s)	*
ST42	SF260D	CC Air (grey c/s)	*

The first Belgian Air Force A400M visited Kleine Brogel for the first time on 12 January.

Credits: Mathias Bijnens, Rik Brebels, Toon Cox, Jos Schoofs.

Koksijde

January 2021			
04.CH11	C-130H	20sq	var
CH12	C-130H	20sq	var
FA119	F-16AM	10w	*
FB15	F-16BM	10w/OCU	*
FB17	F-16BM	10w/OCU	*
FB23	F-16BM	10w/OCU	2x *
05.CH11	C-130H	20sq	var
CH12	C-130H	20sq	var
FB15	F-16BM	10w/OCU	*
06.CH13	C-130H	20sq	var
CT01	A400M	20sq	3x *
FA102	F-16AM	10w	*
FA104	F-16AM	10w	2x *
FA107	F-16AM	10w	3x *
FA131	F-16AM	10w	2x *
07.CH13	C-130H	20sq	*
08.FA106	F-16AM	10w	2x *
FA119	F-16AM	10w	2x *
FA131	F-16AM	10w	3x *
FA136	F-16AM	10w	*
H38	A109BA	17sq	
17	AS365N	35F	*
11.ST42	SF260D	CC Air (Red Devils c/s)	3x *
12.ST04	SF260M+	CC Air (Red Devils c/s)	*
81	AS365N	35F	2x *
18.FA95	F-16AM	10w	*
FB20	F-16BM	10w/OCU	*
20.FA123	F-16AM	10w	*
21.1x	SF260D	CC Air	*
22.FB14	F-16BM	2w	*
ST26	SF260M+	CC Air (yellow c/s)	2x *
25.H27	A109BA	17sq	2x
26.ST47	SF260D	CC Air (grey c/s)	*
27.CH13	C-130H	20sq	*
28.FA77	F-16AM	10w	*
FA95	F-16AM	10w	*

Koksijde traffic from January 2021 starts with a lot of Belgian Air Force F-16s and C-130Hs. The Hercules visits with the 'var' remark are relating to various, as part of night flying training many touch and go's where performed, refuelling took place and another large number of touch and go's. The French Marine Dolphin was cruising along the coastline on 8 January while the second one on 12 January visited twice while heading towards/from Ostend. The 17sq Augusta 109 on 25 January was also visiting while training night operations including two refuel stops and night flying in between.

Credits: Wim Houquet, Mike Derijcke, Christopher Noens, Niels De Ruyck, Kenny Plaetevoet, Davy Lucidarne.

Liège

January 2021			
01.SE-RLA	B767-232(F)	West Air Sweden	dep SWN900



Ilyushin EW-505TR has recently been made operational again and is currently being operated by Rada Airlines. Jonas Evvard was able to photograph the Il-62MGr when it paid a first visit to Liège on 3 January 2021.

03.EW-505TR	Il-62MGr	Rada Airlines	f/v
05.9H-EAL	A340-642	Maleth-Aero	f/v MLT291/2
UR-CQV	An-26B	Vulkan Air	
06.7T-VKT	B737-7D6C	Air Algérie	DAH2830/1
9H-EAL	A340-642	Maleth-Aero	MLT291/2
F-HIQB	B737-8AS(F)	ASL Airlines France	f/v TAY4837/27
SP-MRB	Saab 340A(QC)	SkyTaxi	arr
08.9H-AUL	B737-375(F)	Maleth-Aero (a/w)	MLT787/787F
9H-EAL	A340-642	Maleth-Aero	MLT291/2
09.9H-AUL	B737-375(F)	Maleth-Aero (a/w)	MLT786/786F
9H-SOL	A340-313X	Hi Fly Malta	HFM7862/3
LN-AGR	Falcon 7X	Sundt Air	arr
OO-ABA	A340-313E	Air Belgium	ABB321P/1032
10.OO-ABA	A340-313E	Air Belgium	ABB3203/1030
11.9H-JAI	A340-313X	Hi Fly Malta	12 SEJ7853/4
G-LFBD	Ce525A	Centreline	
OO-ABA	A340-313E	Air Belgium	ABB3201/320P
12.4X-CUT	BAe125-800XP	Tamir Airways	
9H-SOL	A340-313X	Hi Fly Malta	13 HFM7862/3
13.9H-EAL	A340-642	Maleth-Aero	MLT791/2
ES-MCA	Ce510	Alarair	
F-GZTI	B737-408(F)	ASL Airlines France	TAY4837/27
14.9H-SOL	A340-313X	Hi Fly Malta	15 HFM7862/3
D-ICCP	Ce510	Alfred Kaut	
15.9H-EAL	A340-642	Maleth-Aero	MLT793
16.9H-FOX	A340-313X	Hi Fly Malta	HFM7892/3
9H-SOL	A340-313X	Hi Fly Malta	17 HFM7862/3
D-IDAZ	Ce525	Donau Air Service	17
17.OE-FWF	Ce510	GlobeAir	
18.UR-CQE	An-26B	Vulkan Air	
19.9H-AUL	B737-375(F)	Maleth-Aero (a/w)	MLT795/6, 797/8
9H-FOX	A340-313X	Hi Fly Malta	20 HFM7898/9
9H-SOL	A340-313X	Hi Fly Malta	HFM7872/3
CS-TQP	A330-202	Hi Fly	20 Hfy7911/3
HA-KAO	ATR72-202(F)	Fleet Air Int'l	arr
20.G-SONE	Ce525A	Centreline	
UR-CGW	An-12BP	Meridian	21
21.9H-FOX	A340-313X	Hi Fly Malta	23 HFM7898/9
D-IDAZ	Ce525	Donau Air Service	
24.9H-FOX	A340-313X	Hi Fly Malta	25 HFM7898/9
25.9H-SOL	A340-313X	Hi Fly Malta	26 HFM7886/7
26.9H-FOX	A340-313X	Hi Fly Malta	27 HFM7898/9
OY-GDA	ERJ195LR	Great Dane Airlines	29 GDE725/6
UR-CQD	An-26B	Vulkan Air	
27.9H-SOL	A340-313X	Hi Fly Malta	28 HFM7886/8
D-CULT	Do228-212	Businesswings	JMP803/0
29.9H-FOX	A340-313X	Hi Fly Malta	30 HFM7898/9
31.9H-FOX	A340-313X	Hi Fly Malta	02 HFM7898/9

Both Maleth-Aero and Hi Fly are responsible for the bulk of this months movements. I Fly continued to operate almost daily but have been omitted from the list. The West Air Boeing on the 1st has been withdrawn from use and was ferried to Wilmington Air Park via Hamburg.

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



Delivered to TransBrasil in 1987 this Boeing 737-300 ventured to Europe in 1995 when it was added to the Orbi Georgian Airways fleet. Via Germania and Deutsche BA it ended up with easyJet in 1997 as G-EZYF. The aircraft began its second life early 2005 when it was delivered to Kitty Hawk Air Cargo after being converted to freighter. Via Swiftair and the European Aviation Group it finally ended up with Maleth-Aero in April 2017 as 9H-AUL. Unfortunately the aircraft is being operated all white. (Brussels, 9 January 2021, Jochem Jottier)

Ostend-Bruges

January 2021			
01. SU-GDM	B777-36N(ER)	EgyptAir	MSR520/521
02. A7-BFL	B777-FDZ	Qatar Airways Cargo	QTR8164
	D-CEFE	E-Aviation	EFD4E
	OO-PCJ	EAPC	
	UR-82027	An-124-100M	Antonov Airlines 03 ADB302F/3702
03. 9H-HFE	A330-343	Hi Fly Malta (a/w)	dep
	N165SL	P180	Supair 12
04. A7-BFC	B777-FDZ	Qatar Airways Cargo	QTR8172
	D-FAST	Ce208	Businesswings JMP311/312
05. 2-DARE	PC-12/47E	Brightline Services	dep
	G-KARE	PC-12/47E	Graham Aircraft
	OO-FAI	Falcon 8X	Flying Group FYG11A
06. CT01	A400M	20sq	*BAF645
07. 089/YJ	EMB121AA	nn	FNYS022
	A7-BFO	B777-FDZ	Qatar Airways Cargo QTR8186
	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn 10 SMF102/1
08. HB-ALR	ATR72-212A(F)	Zimex Aviation	IMX801/802F
	YL-RAG	Saab 340A(F)	RAF-Avia MTL746C/747P
09. A7-BFJ	B777-FDZ	Qatar Airways Cargo	QTR8164
	D-CAWR	Ce560	Aerowest Flugcharter
	D-IFFF	CeF406	Air-Taxi Europe 13 TWG244/141
	G-CISK	ERJ145LU	Eastern A/w EZE915/9150, 9151/151
	SU-GDM	B777-36N(ER)	EgyptAir MSR520/521
	UR-EMA	ERJ190STD	Ukraine International AUI3271/3272
12. 81	SA365N	35F	
	EC-NIR	SA227AC	Flightline div FTL612/621
	SU-GDM	B777-36N(ER)	EgyptAir MSR522/523
	UR-EMA	ERJ190STD	Ukraine International AUI3271/3270
13. D-FUNC	Ce208B	IAS Itzehoer Airservice	FNK2
14. A7-BFF	B777-FDZ	Qatar Airways Cargo	QTR8186
	D-CAPB	Ce560	Aerowest Flugcharter
	UR-CQV	An-26B	Vulkan Air VKA158/131
15. A7-BFK	B777-FDZ	Qatar Airways Cargo	QTR8172
	G-JOTD	BAe146-300(QT)	JOTA Aviation (a/w) ENZ470
	ES-LSF	Saab 340A	Airest AEG338C/338D
	HB-ALL	ATR72-202(F)	Zimex Aviation 16 IMX501/502F
	YL-RAK	ATR72-212A(F)	RAF-Avia MTL758C/758D
16. A7-BFF	B777-FDZ	Qatar Airways Cargo	17 QTR8164
17. D-IATE	CeF406	Air-Taxi Europe	18 TWG221/151
	F-GTVC	Beech 1900D	Twin Jet TJT11B/022P
18. A7-BEK	B777-3DZ(ER)	Qatar Airways	QTR8014/8015
	G-FLFX	EMB550	Flexjet 19 FLJ62L
	G-MRFX	EMB550	Flexjet 19 FLJ52R
	OH-ZRH	PC-12/47E	Global Airlift Solutions 19
	SU-GDM	B777-36N(ER)	EgyptAir MSR528/529
	SU-GDP	B777-36N(ER)	EgyptAir MSR524/525
19. CS-CHE	CL-350	NetJets Europe	20 NJE972H/703K
	LX-SAB	Falcon 900DX	Global Jet Luxembourg SVW56AB
	TS-ICB	B737-3G7(F)	Express Air Cargo XRC1020/9090
	YL-RAE	Saab 340B	RAF-Avia 20 MTL768C/769C
20. ES-NSA	Saab 340B(F)	Nyxair	21 NYX340C/341P
	G-CISK	ERJ145LU	Eastern A/w EZE152/9152,9153/153
	OO-CFV	PC-12/47E	NextGen Aviation 21
	PH-CUA	Saab 340B	JetNetherlands JNL3658/1225
	PH-CUA	Saab 340B	JetNetherlands 23 JNL2225/0267
	VP-BKB	A320-214	Ural Airlines f/v SVR3369/3370
21. D-FALK	Ce208	Businesswings	JMP233/241
	D-FALK	Ce208	Businesswings 22 JMP242/251
	EC-NIR	SA227AC	Flightline FTL692/661
	HA-TAG	Saab 340A(F)	Fleet Air International FRF300/301
	OO-GLM	Ce680	Air Service Liège arr
	SE-RIL	Ce560XLS	Svenskt Industriflyg JET7
	SP-MRB	Saab 340A(QC)	IG Aviation IGA516/517
	SU-GDM	B777-36N(ER)	EgyptAir MSR520/521
22. HA-TVJ	Saab 340A	Fleet Air International	25 FRF401/400
	OO-CFV	PC-12/47E	NextGen Aviation arr
	OO-SUN	Ce510	ASL tst
	SU-GDM	B777-36N(ER)	EgyptAir MSR520/521
	SU-GDP	B777-36N(ER)	EgyptAir MSR522/523
23. HA-TAG	Saab 340A(F)	Fleet Air International	arr FRF301
	SU-GDL	B777-36N(ER)	EgyptAir MSR520/521
	SU-GDM	B777-36N(ER)	EgyptAir MSR522/523
	SU-GDP	B777-36N(ER)	EgyptAir MSR524/525
24. AS365N3	F-HYHN	French Navy - NHV	dep
	SU-GDM	B777-36N(ER)	EgyptAir MSR524/525
	SU-GDP	B777-36N(ER)	EgyptAir MSR528/529
25. A7-BEH	B777-3DZ(ER)	Qatar Airways	QTR8014/8015
	HA-KAO	ATR72-202(F)	Fleet Air International 26 FRF901/00
	SU-GDM	B777-36N(ER)	EgyptAir MSR528/529
26. D-Iawe	Ce425	Aerowest	
	EC-GJM	SA227BC	Flightline FTL912/921
	UR-CQE	An-26B	Vulkan Air 27 VKA141/110
	VQ-BRE	A320-214	Ural Airlines f/v SVR3369/3370
27. UR-CQD	An-26B	Vulkan Air	VKA143/170
28. HA-KAN	ATR42-320(F)	Fleet Air International	29 FRF701/700
	OH-ZRH	PC-12/47E	Global Airlift Solutions 29
	TC-MNZ	A330-243F	MNG Airlines f/v MNB311/312
30. OO-SUN	Ce510	ASL	tst
	UR-CQE	An-26B	Vulkan Air arr VKA145

EgyptAir Cargo:

SU-GCE 04 - 07, 09, 10, 13, 16, 17, 19², 20, 21, 23², 28, 30, 31
 SU-GCF 02, 04², 08, 10², 11², 15, 16, 18², 19, 21, 24², 26
 SU-GCJ 02, 04 - 08, 14, 15², 17, 25, 26, 28, 29²

The Hi Fly A330 on the 3rd departed Ostend for Brussels prior lease return. The A400M on 6 January visited on a training flight. From 20 January some Ural Airlines A320s could be seen on charter flights towards St. Petersburg.

Credits: Replo.be, Nik Deblauwe.

Military Movements Elsewhere



On 29 January 2021, this beautiful Uzbekistan Air Force Ilyushin 76MD UK-76008 visited Hamburg. The president of Uzbekistan is probably a lover of German cars as the reason for this visit was the pick-up of two presidential vehicles. (Jan Zocher)

Germany

Geilenkirchen			December 2020
02.4x+xx	Tornado IDS	TLwG 33	BU22T *
08.D-CGFP	Lj35A	GFD	GDF93 *#
10.D-HVBW	EC135T2+	Bundespolizei	BPO15 *#
15.D-CFME	Beech 350	Flight Calibration Svcs	CK311 *#
16.F-GZTP	B737-71B	ASL France	TAY581P/5015 #
16.F-GZTP	B737-71B	ASL France	dep 17 TAY5016
17.31+27	EF2000(T)	TLwG 31	SMASH *#
17.ZE707	BAe146 C3	32 (TR) sq	RRR1796 (I)/1797
17.OE-IAP	B737-4M0(F)	ASL Belgium	TAY502P (I)/ 5077
18.MM62228	KC-767A	14 ^o Stormo/8 ^o Gruppo	IAM1437

Credits: Rolf Flinzner, Scramble Messageboard

Geilenkirchen			January 2020
13.77+03	H145M	GAF	RESQ41 *
D-HEGZ	AS332L	Bundespolizei	BPO24 *#
D-HLTF	EC155B	Bundespolizei	BPO6 *#
F-GZTO	B737-73S	ASL France	2x dep 14
OO-TNO	B737-49R(F)	ASL Belgium	2x
14.31+27	EF2000(T)	TLwG 31	PACK41 *
15.30+99	EF2000(T)	TLwG 31	NO31T *
18.D-HVBW	EC135T2+	Bundespolizei	BPO6 *#
19.D-HEGG	AS332L	Bundespolizei	BPO13 *#
19.D-HEGK	AS332L	Bundespolizei	BPO6 *#
20.D-HEGK	AS332L	Bundespolizei	BPO15 *#
20.D-HEGW	AS332L	Bundespolizei	BPO31 *#
21.D-HEGW	AS332L	Bundespolizei	BPO15 *#

Credits: Rolf Flinzner, Scramble Messageboard

Hannover			January 2021
16.54+30	A400M	LTG62	GAF042
16-00374	RO-6A	US Army	Kodiak74
ZM414	Atlas C1	24/70sq	RRR4988/89
ZZ174	C-17A	24/99sq	RRR6640

The RO-6A was travelling from Constanta (Romania) to Prestwick. The A400M from the German Air Force made a night stop at Hannover.

Credits: MAR, Scramble Messageboard

Memmingen			January 2021
11.283	PC-12/47E	104sq	IRL283

Credits: MAR, Scramble Messageboard

Nürnberg			January 2021
01.95-00123	UC-35A	E/1-214 Avn	Duke62
04.84-00157	C-12U	E/1-214 Avn	Duke72
97-00102	UC-35A	E/1-214 Avn	Duke59
10-20311	UH-60M	A/1-214 Avn	Duke32
05.84-00157	C-12U	E/1-214 Avn	Duke72
06.60+06	P-3C	MFG3	GNV4530
11.15+01	A319-133X	FBS BMVg	GAF880
13.95-00123	UC-35A	E/1-214 Avn	Duke33
14.15+04	A321-231	FBS BMVg	GAF876
16.99-00102	UC-35A	E/1-214 Avn	Duke62
18.T-055	A330-243MRTT	MMF	MMF05
15+01	A319-133X	FBS BMVg	GAF886
20.07-8614/RS	C-130J-30	86th AW/37th AS	Herky12
15-5822/RS	C-130J-30	86th AW/37th AS	Herky11
22.14+06	Global 6000	FBS BMVg	GAF645
28.54+19	A400M	LTG62	GAF018
29.54+18	A400M	LTG62	GAF014

Credits: MAR, Scramble Messageboard

Ramstein			January 2021
01.86-0025	C-5M	436th AW	dep RCH808
87-0035	C-5M	436th AW	dep05 RCH825
01-0187	C-17A	62nd AW	RCH829
01-0189	C-17A	155th AS TN ANG	RCH556
03-3115	C-17A	183rd AS MS ANG	dep RCH860
03-3115	C-17A	183rd AS MS ANG	
04-4137	C-17A	305th AMW	dep RCH104
06-6165	C-17A	436th AW	dep RCH845
06-6166	C-17A	436th AW	RCH936
07-7170	C-17A	436th AW	dep RCH160
07-7171	C-17A	305th AMW	dep RCH555
07-7181	C-17A	437th AW	RCH225
10-0222	C-17A	437th AW	dep RCH892
60-0316	KC-135R	191st ARS UT ANG	dep RCH020
62-3528	KC-135R	92nd ARW	dep RCH009
63-7991	KC-135R	173rd ARS NE ANG	dep RCH021
02.98-0056/AK	C-17A	3rd Wing/ 517th AS	dep 04 RCH251
99-0062	C-17A	437rd AW	RCH341
02-1109	C-17A	62nd AW	RCH813
04-4130	C-17A	305th AMW	RCH616
08-8198	C-17A	437th AW	RCH809/423
09-9210	C-17A	62nd AW	dep 07 RCH953/814
169036	C-40A	VR-61	CNV6623

03.03-3115	C-17A	183rd MS ANG		06-6165	C-17A	436th AW	RCH828
03-3120	C-17A	62nd AW	dep RCH802	07-7183	C-17A	437th AW	RCH245/806
04-4130	C-17A	305th AMW	RCH616	09-9210	C-17A	62nd AW	RCH814/268
07-7188	C-17A	437th AW	dep RCH560	10-0218	C-17A	62nd AW	RCH255
07-7188	C-17A	437th AW	dep 10 RCH560/317	09.83-1285	C-5M	436th AW	RCH175
08-8197	C-17A	62nd AW	RCH832	01-0189	C-17A	155th AS TN ANG	RCH545
10-0216	C-17A	62nd AW	dep RCH560	01-0196	C-17A	167th AS WV ANG	RCH810
97-0400	C-37A	89th AW	SAM487	03-3114	C-17A	183rd AS MS ANG	dep 11
910502	C-26D	AOD Naples	CNV6103	09.04-4130	C-17A	305th AMW	RCH842
04.03	C-17A	SAC	Bartok50	05-5141	C-17A	729th AS	RCH888
02-1109	C-17A	62nd AW	RCH813	06-6159	C-17A	60th AMW	RCH108/165
10-0216	C-17A	62nd AW	dep 15 RCH560/803	07-7183	C-17A	437th AW	RCH806
10-0219	C-17A	62nd AW	dep 06 RCH100	09-9208	C-17A	437th AW	RCH876
05.83-1285	C-5M	436th AW	RCH603	18-1947	C-37B	89th AW	SAM481
98-0052	C-17A	62nd AW	dep RCH809	910502	C-26D	AOD Naples	CNV6407
03-3115	C-17A	183rd AS MS ANG	dep 07 RCH880	10.86-0025	C-5M	436th AW	dep 14 RCH834/850
84-00156	C-12U	E/1-214 Avn	Duke11	93-0603	C-17A	89th AS	RCH550
04-4136	C-17A	305th AMW	RCH165	99-0169	C-17A	437th AW	RCH200
06-6165	C-17A	436th AW	RCH233	06-6157	C-17A	60th AMW	dep 15 RCH446/870
09-9206	C-17A	437th AW	RCH525	07-7184	C-17A	437th AW	RCH707
09-9208	C-17A	437th AW	dep 07 RCH878	07-7185	C-17A	437th AW	RCH158
97-0401	C-37A	89th AW	SAM326	08-8198	C-17A	437th AW	RCH652/833
62-3519	KC-135R	92ND ARW	dep RCH008	09-9210	C-17A	62nd AW	dep 13 RCH268/615
169534/BH	KC-130J	VMGR-252	Bronco41	09-9211	C-17A	62nd AW	RCH559
06.03	C-17A	SAC	Bartok50/58	10-0220	C-17A	62nd AW	RCH223/662
ZE707	BAe146 C3	32 (TR) sq	RRR1574/1575	01-0041	C-40B	89th AW	SAM454
07-7179	C-17A	60th AMW	dep 11 RCH935	11.83-1285	C-5M	436th AW	RCH175
07-7183	C-17A	437th AW	RCH245	98-0056/AK	C-17A	3rd Wing/ 517th AS	dep 15 RCH801
09-9206	C-17A	437th AW	RCH525	01-0196	C-17A	WV ANG 167 AS	RCH920
10-0218	C-17A	62nd AW	RCH255	05-5144	C-17A	AFRC 729 AS	RCH899 dep 13th
10-0219	C-17A	62nd AW	RCH100	06-6160	C-17A	60/349 AMW	RCH824
99-0402	C-37A	89th AW	SAM445	06-6168	C-17A	436/512 AW	RCH220 dep 13th
18-1947	C-37B	89th AW	SAM481	07-7188	C-17A	437/315 AW	RCH317/857
16-5853	C-130J-30	317th AW	RCH633	02-0201	C-40C	DC ANG 201 AS	Boxer42
900528	C-26D	AOD Sigonella	CNV6306	12.99-0169	C-17A	437th AW	RCH200
169534/BH	KC-130J	VMGR-252	Bronco45	01-0189	C-17A	155th AS TN ANG	RCH545
07.ZE707	BAe146 C3	32 (TR) sq	RRR1575/1576	02-1108	C-17A	62nd AW	Bandage02/RCH854
83-1285	C-5M	436th AW	dep 09 RCH603/175	03-3114	C-17A	183rd AS MS ANG	dep 14 RCH805
93-0603	C-17A	89th AS	dep 09 RCH550	04-4137	C-17A	305th AMW	RCH922
00-0183	C-17A	156th AS NC ANG	RCH840	07-7170	C-17A	436th AW	RCH103
03-3114	C-17A	183rd AS MS ANG	RCH884	07-7184	C-17A	437th AW	RCH707
04-4136	C-17A	305th AMW	dep 13 RCH165/206	07-7189	C-17A	437th AW	RCH693
05-5141	C-17A	729th AS	RCH818	09-9212	C-17A	437th AW	RCH821
08-8193	C-17A	62nd AW	RCH877	900530	C-26D	AOD Sigonella	CNV6412
09-9206	C-17A	437th AW	RCH525	13.06-6164	C-17A	60th AMW	dep 16 RCH866
10-0220	C-17A	62nd AW	dep 09 RCH223	06-6168	C-17A	436th AW	RCH220
08-5686	C-130J-30	317th AW	RCH177	07-7170	C-17A	436th AW	RCH103
169533/BH	KC-130J	VMGR-252	Bronco31	07-7188	C-17A	437th AW	RCH857/Bandage01
08.98-0057	C-17A	137th AS NY ANG	RCH271	08-8196	C-17A	62nd AW	RCH430



A couple of Oregon Air National Guard CH-47Fs arrived at Bremerhaven. The five Chinooks came from Illesheim/Storck Barracks and are on the way back to CONUS. (17 February 2021, Martin Uleman)

08-8198	C-17A	437th AW	dep 23 RCH833	07-7176	C-17A	436rd AW	RCH188
910502	C-26D	AOD Naples	CNV6113	07-7181	C-17A	437th AW	RCH868
14.Z21121	C-130J-30	11sq TunAF	TUN08	07-7184	C-17A	437th AW	RCH164
01-0188	C-17A	NY ANG 137 AS	RCH820	09-9210	C-17A	62nd AW	dep 29 RCH838/137
03-3118	C-17A	183rd AS MS ANG	dep 16 RCH830	10-0218	C-17A	62nd AW	dep 26 RCH887/100
04-4138	C-17A	729th AS	dep 16 RCH185	99-6143	C-32B	150th SOS NJ ANG	RCH954
07-7184	C-17A	437th AW	RCH707	900530	C-26D	AOD Sigonella	CNV6113
07-7188	C-17A	437th AW	dep 22	910502	C-26D	AOD Naples	CNV6122
07-7189	C-17A	437th AW	RCH693	169036	C-40A	VR-61	CNV6621
09-9210	C-17A	62nd AW	dep 16 RCH615/303	23.95-0104	C-17A	155th AS TN ANG	RCH878
10-0213	C-17A	437th AW	RCH1815	02-1112	C-17A	183rd AS MS ANG	dep 25
10-0218	C-17A	62nd AW	RCH803/302	04-4128	C-17A	305th AMW	RCH812
58-0058	KC-135R	465th ARS	dep 16 RCH145	04-4132	C-17A	305th AMW	RCH419
900530	C-26D	AOD Sigonella	CNV6413	04-4136	C-17A	305th AMW	RCH414
165158/CW	C-130T	VR-54	CNV6607/3962	05-5139	C-17A	729th AS	dep 25 RCH873
15.85-0002	C-5M	436th AW	RCH822	05-5141	C-17A	729th AS	RCH165
86-0025	C-5M	436th AW	RCH883	07-7186	C-17A	437th AW	RCH441
00-0176	C-17A	155th AS TN ANG	RCH849	06-4634	C-130J-30	19th AW	RCH610
00-0180	C-17A	758th AS	dep 17 RCH831	16-5855	C-130J-30	19th AW	RCH611
04-4128	C-17A	305th AMW	RCH554	24.86-0026	C-5M	60th AMW	RCH807
05-5152/HH	C-17A	535th AS HI ANG	RCH817	87-0037	C-5M	337th AS	dep 26 RCH692
06-6157	C-17A	60th AMW	RCH618	98-0057	C-17A	137th AS NY ANG	RCH550
07-7181	C-17A	437th AW	RCH617	01-0187	C-17A	62nd AW	dep 26 RCH534
09-9212	C-17A	437th AW	RCH821	07-7184	C-17A	437th AW	dep 26 RCH164
10-0218	C-17A	62nd AW	dep 17 RCH302/879	07-7188	C-17A	437th AW	RCH863/Bandage46
05-1436	C-130J-30	143rd AS RI ANG	dep 17 RCH341	10-0213	C-17A	437th AW	dep 26 RCH1815
169533/BH	KC-130J	VMGR-252	CNV6508	25.5629	C-130J-30	335skv	NOW335A
16.ZE707	BAe146 C3	32 (TR) sq	RRR1541	ZE708	BAe146 C3	32 (TR) sq	RRR1585
94-0066	C-17A	62nd AW	RCH864	ZZ175	C-17A	24/99sq	RRR6884/6885
97-0048	C-17A	89th AS	RCH218	97-0048	C-17A	89th AS	RCH801
99-0169	C-17A	437th AW	RCH200	98-0057	C-17A	137th AS NY ANG	RCH550
00-0177	C-17A	137th AS NY ANG	RCH344	99-0059	C-17A	62nd AW	dep 29 RCH625/156
00-0181	C-17A	167th AS WV ANG	RCH827	00-0172	C-17A	156th AS NC ANG	RCH823
04-4128	C-17A	305th AMW	RCH554	07-7169	C-17A	437th AW	dep 27 RCH819
08-8192	C-17A	62nd AW	RCH851	07-7186	C-17A	437th AW	RCH441
169533/BH	KC-130J	VMGR-252	dep 18	07-7188	C-17A	437th AW	Bandage46/RCH223
17.00-0172	C-17A	156th AS NC ANG	dep 23	08-8196	C-17A	62nd AW	dep 28 RCH529/048
01-0188	C-17A	137th AS NY ANG	RCH933	08-8203	C-17A	62nd AW	RCH601
03-3118	C-17A	183rd AS MS ANG	RCH830/858	18-1942	C-37B	89th AW	SAM516
05-5145	C-17A	729th AS	RCH450	01-0015	C-40B	89th AW	SAM636
08-8202	C-17A	62nd AW	RCH243	15-5811	AC-130J	1st SOW	dep 27 RCH1004
09-9210	C-17A	62nd AW	RCH303/335	26.95-0104	C-17A	155th AS TN ANG	dep 28 RCH826
06-0500	C-37B	89th AW	SAM541	02-1112	C-17A	183rd AS MS ANG	dep 28 RCH865
18.85-0002	C-5M	436th AW	dep 20 RCH822	07-7188	C-17A	437th AW	dep 28 RCH223/925
97-0048	C-17A	89th AS	RCH218	169534/BH	KC-130J	VMGR-252	dep 28 Bronco32/31
00-0181	C-17A	167th AS WV ANG	RCH827/640	27.03	C-17A	SAC	Bartok51
07-7170	C-17A	436th AW	RCH913	98-0056/AK	C-17A	3rd Wing/517th AS	RCH151
08-8192	C-17A	62nd AW	RCH832	05-5139	C-17A	729th AS	RCH853
09-9207	C-17A	437th AW	RCH511	07-7179	C-17A	60th AMW	RCH855
10-0218	C-17A	62nd AW	dep 21 RCH879/887	07-7184	C-17A	437th AW	RCH164
11-5734	C-130J-30	19th AW	RCH607	09-9209	C-17A	62nd AW	RCH156/625
16-5859	C-130J-30	19th AW	RCH606	10-0218	C-17A	62nd AW	RCH100/814
17-5897	C-130J-30	19th AW	Lion440	28.03	C-17A	SAC	dep 30 Bartok51
19.00-0177	C-17A	137th AS NY ANG	RCH344	00-0176	C-17A	155th AS TN ANG	RCH536
03-3118	C-17A	183rd AS MS ANG	RCH858	01-0197	C-17A	156th AS NC ANG	RCH911
04-4128	C-17A	305th AMW	RCH812	02-1109	C-17A	62nd AW	RCH225
04-4136	C-17A	305th AMW	dep 21 RCH950	03-3116	C-17A	183rd AS MS ANGRCH825/Bandage80	
04-4138	C-17A	729th AS	RCH892	04-4128	C-17A	305th AMW	RCH155
09-9210	C-17A	62nd AW	dep 21 RCH335/446	28.07-7176	C-17A	436th AW	RCH376
84-00157	C-12U	E/1-214 Avn	Duke15	08-8196	C-17A	62nd AW	RCH048
165161/BD	C-130T	VR-64	CNV6519	10-0221	C-17A	437th AW	RCH263
19.63-7999/D	KC-135R	100th ARW	dep 21 Blue01	29.96-0004	C-17A	62nd AW	RCH208
63-8878/D	KC-135R	100th ARW	dep 21 Blue72/Quid89	03-3123	C-17A	167th AS WV ANG	RCH426
20.ZE708	BAe146 C3	32 (TR) sq	RRR1329	05-5146/HH	C-17A	535th AS HI ANG	RCH820
10-0219	C-17A	62nd AW	RCH253	07-7169	C-17A	436th AW	RCH819
165161/BD	C-130T	VR-64	CNV6519	07-7175	C-17A	436th AW	RCH141
21.86-0026	C-5M	60th AMW	RCH144	07-7184	C-17A	437th AW	RCH846
02-1112	C-17A	183rd AS MS ANG	RCH848	07-7188	C-17A	437th AW	RCH925/637
16-5883	C-130J-30	19th AW	RCH609	10-0221	C-17A	437th AW	RCH263
17-5865	C-130J-30	19th AW	RCH608	30.87-0036	C-5M	436th AW	RCH804
900530	C-26D	AOD Sigonella	CNV6113	03-3116	C-17A	183rd AS MS ANG	Bandage80/RCH850
22.ZE708	BAe 46 C3	32 (TR) sq	RRR1329	04-4128	C-17A	305th AMW	RCH155
97-0048	C-17A	89th AS	RCH809	05-5146/HH	C-17A	535th AS HI ANG	RCH820
03-3126	C-17A	305th AMW	RCH048	05-5150/HH	C-17A	535th AS HI ANG	RCH633
04-4132	C-17A	305th AMW	RCH419	06-6162	C-17A	60th AMW	RCH828
06-6162	C-17A	60th AMW	RCH808	09-9211	C-17A	62nd AW	RCH136

31.96-0004	C-17A	62nd AW	RCH208	00-0176	C-17A	155th AS TN ANG	dep 26	RCH536
99-0058	C-17A	62nd AW	RCH108	05-5150/HH	C-17A	535th AS HI ANG		RCH852
04-4137	C-17A	305th AMW	RCH182/811	25.85-0003	C-5M	436th AW		RCH886
07-7187	C-17A	437th AW	RCH315/Bandage80	98-0053	C-17A	62nd AW		RCH558
99-0402	C-37A	89th AW	SAM640	99-0169	C-17A	437th AW		RCH463
900530	C-26D	AOD Sigonella	CNV6430	26.98-0053	C-17A	62nd AW		RCH558
				99-0169	C-17A	437th AW		RCH463
				N640GT	B767-3S1ER	Atlas Air	CMB148/GTI8983	
				27.98-0053	C-17A	62nd AW		RCH558
				05-5150/HH	C-17A	535th AS HI ANG		RCH817
				12-9506	E-11A	430th EECS		Blackwolf14
				29.LX-N90456	E-3A	NAEWF		NATO40 *
				N729CA	B747-412(F)	National Airlines		CMB531
				30.87-0032	C-5M	60th AMW		RCH744
				96-0005	C-17A	137th AS NY ANG		RCH635
				98-0052	C-17A	62nd AW		RCH890

Credits: MAR, Scramble Messageboard

Spangdahlem January 2021

04.N645GT	B767-324ER	Atlas Air	GTI8982/CMB141
05.98-0057	C-17A	137th AS NY ANG	RCH271
99-0062	C-17A	437th AW	dep 07 RCH852
00-0183	C-17A	156th AS NC ANG	RCH815
N645GT	B767-324ER	Atlas Air	CMB141/GTI8983
06.CT01	A400M	15 Wing	BAF645 *
07.84-00165	C-12U	E/1-214 Avn	Duke15 *
97-0048	C-17A	89th AS	RCH812
08.00-0184	C-17A	758th AS	dep 11 RCH615/816
08-8203	C-17A	62nd AW	RCH826
09.86-0025	C-5M	436th AW	RCH834
85-0034	KC-10A	305th AMW	RCH865
97-0048	C-17A	89th AS	RCH855
11.08-8204	C-17A	437th AW	RCH304
09-9209	C-17A	62nd AW	RCH147
08-8601/RS	C-130J-30	86th AW/37th AS	Herky37 *
LX-N90456	E-3A	NAEWF	NATO01 *
12.00-0184	C-17A	758th AS	RCH816
10-0218	C-17A	62nd AW	RCH803
10-0219	C-17A	62nd AW	RCH780
13.84-00156	C-12U	E/1-214 Avn	Duke15
01-0188	C-17A	137th AS NY ANG	RCH820
08-8204	C-17A	437th AW	RCH304
09-9209	C-17A	62nd AW	RCH147
09-9210	C-17A	62nd AW	RCH615/551
14.31+27	EF-2000(T)	TLG31	NO31T *
19 00-0180	C-17A	62nd AW	dep 21 RCH835
00-0181	C-17A	167th AS WV ANG	RCH640/181
N640GT	B767-3S1ER	Atlas Air	CMB531
20.02-1108	C-17A	62nd AW	RCH104
06-6160	C-17A	60th AMW	RCH711
07-7170	C-17A	436th AW	RCH913/199
21.LX-N90459	E-3A	NAEWF	NATO40 *
22.98-0052	C-17A	62nd AW	dep 28 RCH557
02-1109	C-17A	62nd AW	RCH829
06-6160	C-17A	60th AMW	dep 24 RCH711
07-7170	C-17A	436th AW	RCH199
08-8204	C-17A	437th AW	RCH884
10-0219	C-17A	62/446 AW	RCH253
24.85-0001	C-5M	436th AW	dep 29 RCH837

Credits: MAR, Scramble MessageboardItaly

Aviano AB			January 2021
07.16-5840/RS	C-130J-30	86th AW/37th AS	Herky130
08.MM81552/EI-235	UH-90A	1 Gruppo	*
09.15-5822/RS	C-130J-30	86th AW/37th AS	Herky781
13.MM62293/14-11	E-550AEW	14 Stormo	*
15-5831/RS	C-130J-30	86th AW/37th AS	Herky11
06-8611/RS	C-130J-30	86th AW/37th AS	Herky12
07-8614/RS	C-130J-30	86th AW/37th AS	Herky13
14.MM55058	MB339PAN	Frecce Tricolori	Pony10 *
900530	C-26D	AOD Sigonella	CNV6413
15.07-8609/RS	C-130J-30	86th AW/37th AS	Herky782
19.13-08443	CH-47F	B/6-101 Avn	
14-08162	CH-47F	B/6-101 Avn	
21.15-5831/RS	C-130J-30	86th AW/37th AS	Herky130
25.900528	C-26D	AOD Naples	Medex528
26.06-8611/RS	C-130J-30	86th AW/37th AS	Lion442
15-5831/RS	C-130J-30	86th AW/37th AS	Herky130
27.03	C-17A	SAC	Bartok51
29.13-08443	CH-47F	B/6-101 Avn	
14-08162	CH-47F	B/6-101 Avn	

Credits: MAR, Scramble MessageboardUnited Kingdom

Aberdeen			January 2021
08.ZE701	BAe146 CC2	32 (TR) sq	NOH08
13.ZM403	Atlas C1	24/70sq	Comet453 *
ZE708	BAe 146 C3	32 (TR) sq	NOH99
14.ZZ178	C-17A	24/99 sq	RRR816 *



Xingu 089 visited Oostende airport on 7 January 2021. In the eighties, the Aéronautique Navale ordered 43 Embraer 121s and the first aircraft was delivered in 1984. Out of the 43 once delivered, 32 are still active. (Nik Deblauwe)



After a long trip from Tegucigalpa (Honduras), ERJ135BJ 001 finally arrived at Geneva on 9 February 2021. The aircraft is assigned to Escuadrón de Transporte Aereo Presidencial and next to this ERJ, this unit also has a Bell 412 and Bell 429 in their inventory. (Robert Erenstein)

15.ZE708	BAe 146 C3	32 (TR) sq	NOH07	24.1962	C-27J	Slovak AF	SQF101
16.ZH867	Hercules C4	24/47sq	RRR142 *	25.G-BBIF	PA27	Marshall	Marshall01
23.ZH870	Hercules C4	24/47sq	RRR145 *	2-CLEEV	Ce525	Cross Avn	CRX9A *
26.ZE707	BAe146 C3	32 (TR) sq	NOH12	26.ZH775	Hercules HC6A	28sq	SHF428 *
27.ZE708	BAe 146 C3	32' (TR) sq	NOH12	ZJ780	AS365N3	658sq	Hammer
				ZJ781	AS365N3	658sq	Hammer15
				ZJ782	AS365N3	658sq	Hammer
				G-FPLD	Beech 200	Cobham	Calibrator673
				27.ZK553	Chinook HC6	Odiham Wing	SHF517 *
				ZH877	Hercules C4		Marshall08
				100008/008	Tp100C	72 ASC sq	SVF639
				28.ZB674	Gazelle AH1	7 Regiment AAC	AA744 *
				ZM335	Phenom T1	45sq	CWL50 *
				G-CGKK	Tutor T1	Oxford UAS	Nickel08 *
				C-GGKS	Tutor T1	Oxford UAS	Nickel23 *
				G-CGKW	Tutor T1	Oxford UAS	UAO12
				G-CBVP	Griffin HT1	Cobham	Gauntlet36 *
				29.G-XXEB	S-76C	Queen's Flight	*

Credits: MAR, Scramble Messageboard

Bournemouth-Hurn Airport

11.ZZ504	Shadow R1	14sq	January 2021
12.G-BYWL	Tutor T.1	6 FTS	dep 28 Vulcan54
13.ZZ386	Wildcat AH1	847sq	UAD46 *
14.ZJ956/Y	Puma HC2	Benson Wing	Marine11 *
18.XZ920/24	Sea King HU5	HeliOps	SHF304
20.XW232/P	Puma HC2	Benson Wing	HeliOps1
ZJ127/L	Merlin HC4	845sq	SHF304
21.ZZ409	Wildcat AH1	652sq	Commando521 *
ZJ956/Y	Puma HC2	Benson Wing	Recon21 *
ZK001/AF	Merlin HC4A	Leonardo	SHF306
G-BYUH	Tutor T1	6 FTS	WHE005 *
22.ZJ128/M	Merlin HC4	845sq	UAD46 *
25.G-MAOL	AW109SP	32 (TR) sq	Commando56 *
26.ZZ527	Wildcat AH1	652sq	NOH22 *
ZZ520	Wildcat AH1	652sq	Recon21 *
28.ZZ416	Shadow R1	14sq	Recon22 *
G-ETPC	G120TP	ETPS	Vulcan46
29.G-CBVP	Bell 412EP	FB Heliservices	Gauntlet22 *
			Gauntlet10 *

Credits: MAR, Scramble Messageboard

RAF Brize Norton

04.OO-FAE	Falcon 7X	15 Wing	January 2021
ZM309	Prefect T1	3 FTS	BAF85
ZM313	Prefect T1	3 FTS	CWL64 *
G-ETPC	G120	QinetiQ	CWL67 *
06.ZZ382	Wildcat AH1	652sq	Gauntlet22 *
07.ZJ955	Puma HC2	Benson Wing	Recon21 *
11.ZZ384	Wildcat AH1	847sq	SHF305
ZZ521	Wildcat AH1	847sq	Marine11
G-BBIF	PA27	Marshall	Marine12
13.ZA674	Chinook HC6A	28sq	Marshall01
XW217	Puma HC2	Benson Wing	SHF265 *
15.G-ETPC	G120	QinetiQ	SHF238
OO-LUM	Falcon 7X	15 Wing	Gauntlet22 *
18.ZE708	BAe146 C3	32 (TR) sq	BAF89
G-CBVP	Griffin HT1	Cobham	NOH12
19.ZZ507	Shadow R1	14sq	Gauntlet37 *
ZZ404	Wildcat AH1	847sq	Vulcan57
20.ZE708	BAe146 CC3	32 (TR) sq	Marine11 *
XW237	Puma HC2	Benson Wing	RRR1329
G-GMAF	King Air 200	GAMA	SHF248 *
21.ZH865	Hercules C4		GAMA718
22.ZE708	BAe146 C3	32 (TR) sq	MCE01
			RRR1329

Credits: MAR, Scramble Messageboard

Cambridge

06.5607	C-130J-30	335sq	January 2021
ZH870	Hercules C4	24/47sq	NOW335C
07.5607	C-130J-30	335sq	RRR107 *
5629	C-130J-30	335sq	NOW335C
13.84007	Tp84	71 Airlift sq	NOW335B
84008	Tp84	71 Airlift sq	SVF809
21.ZH865	Hercules C4	24/47sq	SVF808
22.ZH877	Hercules C4	24/47sq	MCE01
27.8T-CA	C-130K	Austrian AF	MCE02
G-781	C-130H	336sq	ASF01
V-11	G-IV	334sq	NAF27
ZH877	Hercules C4	24/47sq	NAF62
28.XW220	Puma HC2	Benson Wing	MCE08
			SHF304 *

Credits: MAR, Scramble Messageboard

RAF Coningsby

06.ZK557	Chinook HC6	7sq	January 2021
ZK377/377	Typhoon FGR4	2sq	SHF503
07.ZK557	Chinook HC6	7sq	Lossie 03
19.ZK334/334	Typhoon FGR4	2sq	SHF503
			Lossie 23

Credits: MAR, Scramble Messageboard

East Midlands

04.ZM337	Phenom T1	45sq	January 2021
06.ZK328	Typhoon FGR4	3sq	CWL37 *
ZK335	Typhoon FGR4	3sq	Rampage31 *
18.XW220	Puma HC2	Benson Wing	Rampage32 *
			Voodoo2 *

Credits: MAR, Scramble Messageboard

Farnborough

01.A6-MRM	B737-8EC	Dubai Air Wing	January 2021
			DUB5

03. A6-SHJ A320-232X Sharjah Govt dep 07 SHJ01
04. A6-HHH G650 Dubai Air Wing dep DUB15

Credits: MAR, Scramble Messageboard

Gatwick January 2021
02. OO-FAE Falcon 7X 15 Wing BAF87
19. ZH903 Chinook HC5 RAF SHF420 *
21. ZA707 Chinook HC6A 18sq Pegasus01/02 *
ZH892 Chinook HC6A 18sq Pegasus01/02 *
25. ZH903 Chinook HC5 RAF SHF429 *

Credits: MAR, Scramble Messageboard

RAF Lakenheath January 2021
07. 03-3115 C-17A 183rd AS MS ANG RCH880 *
14. 03-3114 C-17A 183rd AS MS ANG RCH805
15. 09-9211 C-17A 62nd AW RCH869
21. 12-3050 C-146A 524th SOS RCH1046
22. 07-7188 C-17A 437th AW RCH863

Credits: MAR, Scramble Messageboard

Manchester January 2021
14. 283 PC-12NH 104sq IRL283 *
21. XW209 Puma HC2 Benson Wing Ambush221
XW220 Puma HC2 Benson Wing Ambush1

Credits: MAR, Scramble Messageboard

RAF Marham January 2021
11. ZK026/FB Hawk T2 25sq Axis
ZK020/K Hawk T2 4sq Axis1
ZK330 Typhoon FGR4 3sq Rampage6 *
14. ZJ127 Merlin HC4 845sq Junglie21
19. ZM336 Phenom T1 45sq CWL38 *
ZM337 Phenom T1 45sq CWL36 *
20. ZK315 Typhoon FGR4 41sq Apollo11 *
22. ZM337 Phenom T1 45sq CWL32 *
27. ZZ177 C-17A 24/99sq RRR828 *
29. ZM413 Atlas C1 24/70sq RRR486 *

Credits: MAR, Scramble Messageboard

RAF Mildenhall January 2021
04. 63-9792/OF RC-135V 55th Wing dep 08 Olive55
05. 95-0104 C-17A 155th AS TN ANG RCH273
84-0126 C-21A 86th AW/76th AS Valor21 *
169534/BH KC-130J VMGR-252 Bronco41
169544 P-8A VP-9 Rider01
06. 95-0104 C-17A 155th AS TN ANG RCH273
N344KD B747-446(F) Western Global WGN0186
07. 93-0603 C-17A 89th AS RCH550
84-0087 C-21A 86th AW/76th AS Valor21 *
08. N90 CL605 FAA Flightcheck90
N952CA B747-428(F) National Airlines CMB141
09. 169544 P-8A VP-9 Rider10 *
10. 169544 P-8A VP-9 Rider10
11. 17-5867 C-130J-30 19th AW RCH375
91-0316/LN F-15E 48th FW/492nd FS Wild13
91-0307/LN F-15E 48th FW/492nd FS Wild14
12. 84-0085 C-21A 86th AW/76th AS Valor21
17-5867 C-130J-30 19th AW RCH375
63-9792/OF RC-135V 55th Wing Olive55
N312AA B767-223(F) ABX Air ABX2270
13. 61-0311 KC-135R 92nd ARW dep 15 RCH802
169533/BH KC-130J VMGR-252 Bronco31
14. 06-6160 C-17A 60th AMW RCH824
169546 P-8A VP-9 Rider68
17. 87-0118 KC-10A 305th AMW dep 19 Gold63
58-0088 KC-135T 171st ARS MI ANG dep 19
63-8040 KC-135R 141st ARS NJ ANG dep 21
18. 86-0030 KC-10A 305th AMW dep 21 Gold73
59-1467 KC-135T 171st ARW PA ANG dep 21 Gold72
19. ZM336 Phenom T1 45sq CWL31 *
63-7979 KC-135R 6th ARW dep 21 RCH861
62-4131/OF RC-135W 55th Wing Olive24
60-0356 KC-135R 22nd ARW dep 21 RCH847
60-0347 KC-135R 121st ARW OH ANG dep 21 Gold71
20. 169548 P-8A VP-9 Rider69
N344KD B747-446(F) Western Global WGN0186
21. 04-3142/RS C-130J-30 86th AW/37th AS Lion434

22. 87-0036 C-5M 436th AW dep 30 RCH804
04-4132 C-17A 305th AMW RCH419
LX-N90446 E-3A NAEWF NATO40 *
23. 88-1304 AC-130W 16th SOS RCH1036
07-7187 C-17A 437th AW RCH154
25. 07-7187 C-17A 437th AW RCH154
62-4130/OF RC-135V 55th Wing Olive21
169533/BH KC-130J VMGR-252 Bronco34
169546 P-8A VP-9 Rider39 *
26. 83-0080 KC-10A 60th AMW dep 28 Blue31
84-0189 KC-10A 305th AMW Gold64
169544 P-8A VP-9 Rider85 *
27. 07-7187 C-17A 437th AW RCH586/535
59-1495 KC-135R 173rd ARS NE ANG Blue32
LX-N90451 E-3A NAEWF NATO40 *
84-0126 C-21A 86th AW/76th AS Falcon03
28. 62-4126/OF RC-135W 55th Wing Olive22
N312AA B767-223(F) ABX Air ABX2270
29. 07-7187 C-17A 437th AW RCH535
63-9792/OF RC-135V 55th Wing Olive55
30. 98-0056/AK C-17A 3rd Wg/517th AS RCH151
Poseidon 169544 attempted a landing, but returned to Prestwick due to low visibility. RC-135V 63-9792 departed on 13 January, but returned with a problem, and departed again the next day.

Credits: MAR, Scramble Messageboard

RAF Northolt January 2021
21. ZA674 Chinook HC6A Odiham Wing SHF390
26. ZK553 Chinook HC6 7sq SHF511 *
28. ZM403 Atlas C1 24/70sq RRR4498
31. 252 CN235M-100 101sq IRL252

Credits: MAR, Scramble Messageboard

Norwich Airport January 2021
06. ZW209 Puma HC2 Benson Wing Kukri1
11. XW199 Puma HC2 Benson Wing SHF306
12. ZM142 F-35B 207/617sq Boom31 *
18. ZZ507 Shadow R1 14sq *
19. ZM405 Atlas C1 24/70sq Comet452 *
22. ZM337 Phenom T1 45sq CWL32 *

Credits: MAR, Scramble Messageboard

Prestwick January 2021
04. ZM413 Atlas C1 24/70sq RRR470 *
ZK026/FB Hawk T2 25sq VYT27 *
ZZ343 Voyager KC2 10/101sq RRR124/125
169036 C-40A VR-61 CNV6504
169547 P-8A VP-9 PK041
05. ZK021/L Hawk T2 4sq VYT50 *
06. 130602 CC-130J 436sq CFC4285 E
177701 CC-177 429sq CFC4005 W
T-055 A330-243MRTT MMF Multi92 *
ZE708 BAe146 C3 32 (TR) sq NOH12
ZK365 Typhoon FGR4 41sq Rebel54 *
16-5853 C-130J-30 317th AW RCH633 E
07. ZE701 BAe146 CC2 32 (TR) sq NOH07
ZK017/H Hawk T2 4sq Obie2 *
ZK025/FA Hawk T2 25sq VYT26 *
ZK027/FC Hawk T2 25sq VYT19 *
08. 177705 CC-177 429sq CFC4028 W
T-055 A330-243MRTT MMF Multi94 *
ZM403 Atlas C1 24/70sq RRR472 *
ZK018/I Hawk T2 4sq VYT30 *
ZK020/K Hawk T2 4sq VYT20 *
ZH826/CU Merlin HM2 814sq Tiger64
84-0087 C-21A 86th AW/76th AS Valor21
09. ZH826/CU Merlin HM2 814sq Tiger64
169036 C-40A VR-61 CNV6609
169349/RC P-8A VP-46 PL091 *
10. ZH001 Defender R2 651sq AAC523 *
11. ZZ335 Voyager KC3 10/101sq RRR830/831
168850 P-8A VP-9 Rider00
169546 P-8A VP-9 Rider10
169548 P-8A VP-9 Rider00/01
169036 C-40A VR-61 CNV6611

12.177704	CC-177	429sq	CFC4029 W	G-BYWG	Tutor T1	UBAS	UAY 15 *	
177705	CC-177	429sq	CFC4030 W	12.ZJ118	Merlin HC4	846sq	Commando528	
ZM416	Atlas C1	24/70sq	RRR487 *	26.ZJ956	Puma HC2	Benson Wg		
ZK016/G	Hawk T2	4sq	VYT532 *	ZH842	Merlin HM2	814sq	Tiger65	
ZM337	Phenom T1	45sq	CWL38	27.ZZ388	Wildcat AH1	1 Regt	Carbon10	
ZJ914/WS-T	Typhoon FGR4	9sq	LOS73	<u>Credits: MAR, Scramble Messageboard</u>				
169544	P-8A	VP-9	Rider69	RAF Valley				January 2021
13.15+01	A319-133X	FBS BMVg	GAF880 *	06.XX189/CR	Hawk T1A	736sq	Kraken49	
14.ZM403	Atlas C1	24/70sq	RRR4528	ZM403	Atlas C1	24/70sq	Comet455 *	
ZG998	Defender R2	651sq	AAC528 *	07.XX285/CK	Hawk T1A	736sq	Kraken44	
ZH867	Hercules C4	24/47sq	RRR139 *	11.ZK345	Typhoon FGR4	29sq	Typhoon31 *	
84-0085	C-21A	86th AW/76th AS	Valor11	12.XX189/CR	Hawk T1A	736sq	Kraken40	
15.177704	CC-177	429sq	CFC4031 W	98-0135/LN	F-15E	48th FW	Shifty51 *	
ZH002	Defender R2	651sq	AAC523 *	91-0605/LN	F-15E	48th FW	Shifty52 *	
169036	C-40A	VR-61	CNV6605	20.G-WROL	H145	Babcock MCS Onshore	Helimed61	
169544	P-8A	VP-9	Rider35 *	21.XX285/CK	Hawk T1A	736sq	Kraken40	
16.ZH002	Defender R2	651sq	AAC551 *	XX310	Hawk T1	Red Arrows	Red8	
16-00374	RO-6A	US Army/Dynamic Avn	Kodiak74 W	XX188	Hawk T1	Red Arrows	Red10	
169036	C-40A	VR-61	CNV6605	25.XX285/CK	Hawk T1A	736sq	Kraken41	
17.177705	CC-177	429sq	CFC4032 W	26.XX189/CR	Hawk T1A	736sq		
ZG997	Defender R2	651sq	AAC523 *	28.XX327	Hawk T1A	CAM	Gauntlet02	
18.KAF343	C-17A	Kuwait AF/41sq	KAF3209 W	<u>Credits: MAR, Scramble Messageboard</u>				
ZM336	Phenom T1	45 Sqn	CWL35	RAF Waddington				January 2021
169548	P-8A	VP-9	Rider39 *	05.ZK365	Typhoon FGR4	41sq	Apollo11 *	
19.ZM405	Atlas C1	24/70sq	RRR462 *	PP-XXH	Hunter T72	HHA	Scampton33 *	
ZZ331	Voyager KC2	10/101sq	RRR2122/23	10.05-1465	C-130J-30	115th AS CA ANG	RCH522	
169548	P-8A	VP-9	Rider22 * AM	26.WG486/G	Chipmunk T10	BoBMF	Chippy96 *	
169548	P-8A	VP-9	Rider21 * PM	27.WG486/G	Chipmunk T10	BoBMF	Chippy96 *	
20.ZZ178	C-17A	24/99sq	RRR814 *	29.ZP803	Poseidon MRA1	54/120sq	Stingray02 *	
ZH001	Defender R2	651sq	AAC515 *	<u>Credits: MAR, Scramble Messageboard</u>				
169544	P-8A	VP-9	Rider22 *	BAE Warton				December 2020
21.ZG997	Defender R2	651sq	AAC523 *	01.G-BYUI	Tutor T1	Manchester UAS	UAM07 *	
22.01-0076	C-37A	86th AW/76th AS	Valor76	G-BYXL	Tutor T1	Manchester UAS	UAM01 *	
23.KAF343	C-17A	Kuwait AF/41sq	KAF3209 W	02.XX339/CL	Hawk T1A	100sq	Javelin25 *	
ZH870	Hercules C4	24/47sq	RRR145 *	04.XX339/CL	Hawk T1A	100sq	Javelin11 *	
24.08-8203	C-17A	62nd AW	RCH601 E	ZK032/FH	Hawk T2	25sq	*	
25.169544	P-8A	VP-9	Rider85 *	ZK022/M	Hawk T2	4sq	VYT19 *	
26.18-1942	C-37B	89th AW/99th AS	SAM516 W	07.G-BYXL	Tutor T1	Manchester UAS	UAM07 *	
27.ZM337	Phenom T1	45sq	CWL36 *	09.ZM521	Juno HT1	1 FTS	UAM47 *	
ZJ939	Typhoon FGR4	9sq	Batman21 *	<u>Credits: MAR, Scramble Messageboard</u>				
169548	P-8A	VP-9	Rider88 *	BAE Warton				January 2021
169548	P-8A	VP-9	Rider85 *	04.XX261/CJ	Hawk T1A	100sq	Pirate29 *	
28.ZM413	Atlas C1	24/70sq	RRR485 *	22.XX203/CF	Hawk T1A	100sq	Pirate11 *	
13-5776	MC-130J	352th SOW/67th SOS	Strix62 *	25.G-BYVI	Tutor T1	Manchester UAS	UAM07 *	
29.166695	C-40A	VR-61	CNV6628	G-BYUY	Tutor T1	Manchester UAS	UAM05 *	
31.161480	KC-130T	VR-62	CNV3349					
<u>Credits: MAR, Scramble Messageboard</u>								
RAF Shawbury			January 2021					
11.G-BYXO	Tutor T1	UBAS	UAY 14 *					



02-4452 is one of the four sneaky C-32Bs of the 150th Special Operations Squadron visited the capital of Puerto Rico on 6 February 2021. (Johnny von Rod)



Civil News

KLM Cityhopper received its first Embraer 195-E2 PH-NXA on Thursday 25 February. Very silently, KLM Cityhopper has also decided to firm up four options of its fourteen options on the E195-E2, meaning the airline will now take delivery of at least 25 E195-E2s. The first E195-E2 is the fiftieth E-Jet to join the KLM Cityhopper fleet of seventeen first-generation E175s and 32 E190s. KLM Cityhopper's new E195-E2 is configured with 132 seats - twenty in business, eight in economy comfort, and 104 in economy. (Amsterdam-Schiphol, 25 February, Dennis Duis)

Manufacturers News

Bombardier

Bombardier reported in their 2020 year results that they have delivered 114 business jets. Among them 44 jets came from the Q4 delivery, including sixteen Global 7500s. In total the 2020 deliveries comprise 59 Global series, 44 Challenger series and eleven Learjet 75 Liberty jets.

On their year results presentation 11 February 2021, Bombardier also announced it will end the Learjet production later this year. The company focus will be on the more profitable Challenger series (CL-350/CL-650) and Global series (Global 5500/6500/7500 and 8000). Since its entry into service back in 1963 over 3,000 Learjets have been delivered worldwide in eleven models, from the Learjet 23, that started it all, until the Learjet 75, that will finish it. Since the merge into Bombardier, back in 1990, the models Lj31A, Lj35/36, Lj40/45 and Lj55/60 had severe problems with new competition from Cessna and Embraer. The cancelled Learjet 85 project, that ran between 2007 and 2015, failed to deliver a platform, overtaking the Learjet 60, causing various budget issues and deviating connection with customers who also drawn towards the CL-300 series. In a final effort to turn the cards in favour of the Learjets, the 70/75 series were launched in 2013 with the Liberty upgrade in 2019. These series have sold at least 156 airframes, including 11 in fiscal year 2020 and 12 in 2019. These numbers are marginal compared to the golden years of the 2000s with 50+ deliveries of Lj45-series in 2006/2007.

The termination of the Learjet production does not mean Bombardier is cutting all its ties to this platform. They will continue to support the worldwide fleet and have launched the RACER remanufacturing programme for the Learjet 40/45 aircraft. Through their Wichita (KS) facility the RACER programme will offer interior, exterior components, new avionics, wireless high-speed connectivity, improved engine enhancements and lower maintenance costs. This will keep these classic jets viable in today's customer requests and expectations.

Gulfstream

On their Q4 2020 results Gulfstream announced to have sold forty business jets, just under their results one year earlier. Back then 44 jets were sold. From the forty jets sold the deviation is made between the midsize segment, with six G280s and the large cabin segment, with 34 Gulfstreams sold in a mix of G500, G600, G650ER. The final details will be provided next edition. In total 2020 127 Gulfstreams were delivered from their Savannah facility, 22 G280s and 105 large-cabin models. Compared to previous year the numbers where 147 in total (33 G280s and 114 large-cabins).

In their outlook for 2021 Gulfstream and General Dynamics officials foresee 107-110 deliveries, despite the pandemic, as the need and desire for long range business aviation remains firm. This also shows in the company backlog worth about USD 11.63 billion. During last year Gulfstream closed their G550 production line and is still on track for their G700 programme targets. Within a year the test flight unit grew to five prototypes and these have gathered over 1,100 flying hours for their test, evaluation and certification phase. The first customer G700 deliveries are scheduled for Q4 2022.

And at last, but not least, Gulfstream announced that on 16 December 2020, they delivered their first G600 in Europe. This particular airframe (msn **73038**) flew to Vienna, Austria and joined the fleet of MJet.

Textron Aviation

Eleven years after the entry into service of the Cessna 525C CJ4 Textron announced on 9 February 2021 the creation of the Ce525 CJ4 Gen2. From out aviation enthusiast perspective the Gen2 will be nearly impossible to distinguish from a normal Ce525C as the modifications and tweaks are all internally. Improved cabin features, better seats, lighting and wireless connectivity will create a better experience for the passengers. The lavatory and entry stairs have also been upgraded for comfort.

Staying with the Cessna-brand; the Cessna Denali single engine turboprop programme is making good progress towards its first flight, to take place later this year. Cessna's answer to the PC-12 and TBM-940 does suffer two years delay due to engine and design problems however General Electric Aviation is currently testing the powerplant of the Denali, the Catalyst engine, on a Czech GE King Air 350 flying testbed (msn *FL-276*) at the GE Facility in Berlin, Germany. At this moment the ground-test phase is being completed, than it becomes time for the aerial part, all prior to preparing the first flight of the Denali in Q4 2021.

After our report in Scramble 496 about the launch of the Beech King Air 360ER this programme received a boost in early February 2021 as Australian Royal Flying Doctor Service (RFDS) orders four Beech 360CHW with an option for two more. The first King Air is expected later this year and deliveries will continue till 2023. The RFDS will operate these new King Airs in a multi stretcher air ambulance role, providing essential healthcare services in the Queensland territory. The CHW configuration stands for Cargo Heavy Weight, using a cargo door in the back and heavy weight operations package for enhanced mission capabilities and flexibility.

Airliner News



French Logistic company CMA-CGM created a subsidiary called CMA-CGM Air Cargo SAS, to start its own cargo operations. It teamed up with Air Belgium for the operation of its new business. CMA-CGM bought two former Qatar Airways A330-200Fs, and will place them with Air Belgium, which will operate the aircraft. Air Belgium itself will also acquire two former Qatar Airways A330-200Fs, completing the planned fleet of four aircraft. On 15 February, Air Belgium took delivery of its first of four A330-200Fs. The aircraft, registered OO-CMA (**1688**), arrived at Brussels around 08:30 from Doha, Qatar. At around 12:30 the aircraft, still carrying the basic grey livery of Qatar Airways where it flew as A7-AFI, departed again. The destination was Dublin, where the Airbus will receive a new livery. The four CMA-CGM/Air Belgium A330-200Fs will be based at Liège. The plan is to launch flights from 8 March and Chicago-O'Hare (IL) is the first announced destination. CMA-CGM in the meantime, is also still interested in a deal with Groupe Dubreuil, in which it wants to acquire 30% of the group and make use of the belly cargo capacity of Dubreuil's airlines Air Caraïbes and FrenchBee. (Brussels, 15 February 2021, Steven Picalausa)

Europe

The Netherlands

Aerotranscargo from Moldova will establish a new subsidiary in The Netherlands called Aerotranscargo NL (ATC-NL). It will be managed by a group of former Martinair and KLM-managers with a lot of experience in the cargo-flying business. The new company has filed for the necessary approvals with the Dutch-authorities and plans to launch with two B747-400Fs in the summer. The two Jumbos will come from Aerotranscargo and will be used on flights out of Amsterdam-Schiphol to destinations in China and the US. In two years, ATC-NL wants to grow to four B747-400Fs and as of 2024 it wants to expand with more efficient B747-8Fs and B777Fs. Aerotranscargo NL eventually envisions a fleet of around ten freighters. According to one of the founders, there is room to launch the airline now as air cargo will need more dedicated freighters in the coming years as belly cargo capacity will be lower due to less passenger flights post-Corona.

On 23 February, KLM cityhopper took delivery of its first E195-E2. The aircraft, registered PH-NXA (**19020045**), arrived at Amsterdam-Schiphol on 25 February. The second aircraft is also already delivered, PH-NXB (**19020047**) arrived at Schiphol on 28 February. Very silently, KLM cityhopper has decided to firm up four options of its fourteen options on the E195-E2, meaning the airline will now take delivery of at least

25 E195-E2s. All aircraft, including the four additional ones, will be leased via Aircraftle and ICBC Leasing.

Belgium

Air Belgium has been contracted by cargo-shipping giant CMA CGM to operate four A330-200Fs for them. All four aircraft are former Qatar Airways, which retired the aircraft in January. The first aircraft, OO-CMA (**1688**) was delivered on 11 February and the second OO-AIR (**1708**) on 18 February. Both were ferried via Brussels to Dublin where they were painted. By the time you read this Scramble, Air Belgium should have commenced flying the freighters, which will be based in Liège. The first announced destination is Chicago-O'Hare (IL).

On 17 February, TUI became the first European airline to resume flying the B737MAX. The aircraft in question is OO-MAX (**44588**), a three-year-old B737-8, which flew from Brussels to Alicante, as TB1011 in about 2,5 hours. The EASA cleared the MAX fit for duty on 27 January. The next European operators that have said they will relaunch soon (or have done so when you read this) are Icelandair and Smartwings.

Croatia

Start-up ETF Airways has signed a lease-agreement with Aer-Cap for one B737-800. The aircraft is expected to be delivered next month and the airline plans to launch operations in April. The new airline will fly charter- and ACMI-flights and

will focus on flying from popular Croatian coastal cities like Dubrovnik, Pula, Split and Zadar to destinations in France, Germany and the UK. ETF Airways is planning to add a second B737-800 this summer, a third early 2022 and aims for a fleet of seven aircraft by 2025.

Czechia

Czech media is reporting that the owner of [CSA](#), the [Smartwings Group](#), has asked the government for an immediate injection of more than 50 million euros to prevent the company from collapsing. The financial difficulties seem especially severe at CSA, of which two ATR72-500s (OK-NFU and -NFV) had been seized for a short while in February. Smartwings has told the government it needs decision before the end of this month as some loans are due then. Without the infusion of new money, the group faces collapse. So far, the government hasn't taken any action to support the aviation industry in Czechia, which has also led to the refusal of financial support by SmartWings minority shareholder (49,9%) CITIC Group from China. The seizure of the two ATRs had been initiated by Czech Airlines Technics (CSAT), a former subsidiary of CSA, due to outstanding debts after maintenance. Both ATRs are, however, not owned by CSA but leased from Nordic Aviation Capital. CSA has three more ATR72-500s which are leased from the ASL Aviation Group, but these have been stored since last year. Next to the ATRs, CSA's fleet consists of one A319 and one A320. Smartwings itself has an all Boeing B737-fleet, which is made up of two B737-700s, 27 B737-800s (nineteen parked), two B737-900ERs and seven B737-8s (all parked).

France

On 12 February, [Air France](#) retired its first B777-200ER. A further three will leave the fleet before May. The aircraft which had the questionable honour is F-GSPV (**28684**), which was ferried from Paris-Charles de Gaulle to Tarbes-Lourdes. The Triple Seven was delivered new to Air France on 15 February 2002. Air France will replace the B777-200ER with the A350-900, of which it has so far received six. The airline now has 24 B777-200ERs left in the fleet. In total, Air France has ordered 38 A350-900s.

Germany

Lufthansa's new long-haul leisure airline, [Eurowings Discover](#), will launch its operations on 1 April. Initially, the airline will use the AOC of Lufthansa-subsidary Air Dolomiti until its own AOC is in place. The airline is planning to start with one A330-200 and will use the plane on certification flights to Barcelona and Rome-Fiumicino. Eurowings Discover is Lufthansa's post-COVID strategy to consolidate all leisure long-haul operations previously carried out by Lufthansa CityLine, SunExpress Deutschland, Eurowings, Brussels Airlines and Lufthansa. Originally, the project was launched as Ocean, but renamed to Eurowings Discover later. Lufthansa's latest endeavour will be separate from Eurowings and plans to fly up to seven A330s once demand picks up. The seven A330s are presumably the A330-200s formerly operated by SunExpress Deutschland, which are currently stored at Düsseldorf and Munich.

According to Bloomberg, the CEO of the [Lufthansa Group](#) has said in a speech to students of the London School of Economics that the airline group is considering downgrading aircraft it has on order to smaller types. The CEO said that swapping orders would make sense as he doubts that business travel will ever return to pre-pandemic levels. Currently, the Lufthansa Group has (remaining) widebody-orders for twenty B777-9s, twenty B787-9s and 26 A350-900s. What kind of downgrading and timelines the Group is considering hasn't been said in the speech. Swapping B777-9s to additional B787-9s or A350-900s to A321neo(X)(LR)s could make sense.

The court has approved [Sundair's](#) request for restructuring

protection, enabling the airline to reorganise itself to regain profitability. During the process the airline will continue to operate. Currently, the airline operates a fleet of two A319s and five A320s and all seven are leased. The two A319s and two A320s will be returned to their lessors, while at the same time Sundair will lease three A319s, resulting in a fleet of six aircraft. Sundair was founded in 2016 and launched operations in 2017. It is mainly operating out of four operating bases at Berlin, Bremen, Dresden and Kassel and flying to various sunny destinations mostly around the Mediterranean.

Ireland

[ASL Aviation Holdings](#) has announced it has firmed up ten options for the B737-800BCF into firm orders. In total, the airline group has now ordered twenty B737-800BCFs, which they say is 15% more fuel efficient than its B737-400SFs. So far, ASL has taken delivery of five B737-800BCFs. Two are flying with ASL Ireland (for Amazon Prime Air), one is flying with ASL France and two with ASL Belgium (but are registered in Austria). In its press-release ASL announced that one of the fifteen remaining B737-800BCFs on order will be deployed at ASL's Thai subsidiary K-Mile, making it the first B737-800BCF in Thailand. The ASL Aviation Holding has a total of 121 aircraft, spread across its units ASL Airlines Belgium, ASL Airlines France, ASL Airlines Hungary, ASL Airlines Ireland, ASL Airlines UK, (Fly)Safair in South Africa and K-Mile in Thailand. The fleet is made up of three ATR42Fs, thirteen ATR72(F)s, four A300-600Fs, three A330-300P2Fs, four B737-300(F)s, 57 B737-400(F)s, 24 B737-800(F)s, five B747-400Fs and three B757-200Fs. The various airlines in the holding conduct both passenger- and cargo-flights.

Latvia

ACMI-specialist [SmartLynx](#) from Latvia is planning to add two A321P2Fs to its fleet and has signed a contract to operate the duo for DHL Express. Both planes will be operated by SmartLynx's subsidiary from Malta. The addition of the two A321P2Fs mark the first step of the airline in the cargo flying-business, which it plans to expand with another four A321P2Fs in 2022. In three years the company strives to become the biggest European narrow body cargo airline.

Lithuania

Ireland-based lessor Genesis is teaming-up with Heston Aviation to establish [Heston Airlines](#), a Lithuanian airline that will offer charter and ACMI-flights. Its first aircraft will be A320 LY-FJI (**2157**), which is currently being prepared at Vilnius and still carrying ES-LAA. A second A320, LY-VUT (**2112**) and currently parked at Shannon as LZ-GNF, will follow shortly. A registration for a third (LY-NZL) has also been reserved but no aircraft has been sourced yet. Heston Airlines is planning to target tour operators and airlines in Europe, the Middle East and Africa and hopes to increase its fleet to seven aircraft by 2022. Next to Heston Airlines, Heston Aviation has a MRO subsidiary in Australia (Heston MRO) and the holding itself conducts aircraft trading and asset management.

Montenegro

Ever since the collapse of Montenegro Airlines on 25 December 2020, the Government of Montenegro has been working on the start-up of a successor. The new airline, currently named [ToMontenegro](#), will launch with three ERJ195s. On 18 February, the Government announced it has acquired two ERJ195s from lessor GECAS for 21,5 million USD. Both aircraft are no strangers to the country as it are former Montenegro Airlines 40-AOA (**19000180**) and -AOB (**19000283**). The duo has been stored at Podgorica since the airline ceased operations, together with the third ERJ195, 40-AOC (**19000358**), which was owned by Montenegro Airlines. The idea is to have the three ERJ195s transferred to the new airline. ToMontenegro is now seeking a strategic consultancy firm that can support the airline in finalising its new business plan, organisation

and the necessary certifications. The aim is to launch operations by 1 June 2021.

Norway

Norwegian has contracted Orix Aviation in order to remarket the majority of its current B737-8s. In total, Orix will support Norwegian to find new homes for twelve B737-8s and two B787-9s. According to Orix the aircraft will “present attractive options for our airline customers and trading partners that are seeking to immediately access two of the most fuel efficient and desirable narrow body and widebody aircraft types available”. We previously reported that Norwegian has decided to downsize by abandoning all long-haul flights and focus solely on European destinations with a fleet of approximately 50 B737s. Norwegian has taken delivery of eighteen B737-8s, which have all been parked since the grounding of the type in March 2019.

During a court hearing about Norwegian’s restructuring in Ireland, it has become clear that Airbus and Norwegian have reached an agreement to cancel the outstanding order the airline had with the manufacturer. In total there were still 88 aircraft on order; 58 A320neos and 30 A321neos. Norwegian signed a deal for 100 A320neos back in 2012 and amended the order to include the A321neo in 2019. The cancellation is not free as Airbus will keep the already paid deposits and will also receive another USD 850.000. The cancellation of the Airbus-order doesn’t come as a surprise as Norwegian goes through an extensive restructuring into a smaller, B737-only airline. Last year the airline said it has also decided to cancel its outstanding orders with Boeing for 92 B737-8s and five B787-9s, but these are still in the books with Boeing and not mentioned during the hearing.

Portugal

In March 2020, AerCap and EuroAtlantic Airways signed a lease-agreement for two B787-8s. Now, it’s become clear that the first is due in summer 2021 and also which airframe will be the first. The aircraft involved is **35306**, which was previously in use with AeroMexico as N961AM. It was retired by the Mexicans in December 2020 and is currently stored at Goodyear (AZ). EuroAtlantic has, at this moment, a fleet of eight aircraft, consisting of one B737-800 (parked at Budapest), six B767-300ERs (one parked at Beja and one parked at Tel Aviv) and a single B777-200ER.

Russia

Izhavia has taken delivery of its first B737-800 on 19 February. The aircraft, registered VP-BUU (**39069**) ferried from Woensdrecht to Moscow-Domododovo. It’s the first in-house Western-built aircraft for the airline, which did have some experience with the type as it used to wet-lease a B737-800 from Smartavia. The airline also decided to make use of this occasion by introducing a new livery. VP-BUU was originally delivered on 21 October 2014 as VT-JFZ to Jet Airways. When Jet Airways collapsed in March 2019, it was registered as 2-BTTA by lessor BBAM before moving on to fly with Vistara Airlines on 13 June 2019 as VT-TGC. It was phased-out in January 2020 and once again registered as 2-BTTA. The lessor ferried the aircraft to Woensdrecht on 13 February 2020 where it has awaiting a new customer. Izhavia was founded in 1992 and is based at Izhevsk. Next to this B737-800, its fleet consists of three An-24RVs and eight Yak-42Ds. It mainly serves domestic destinations, but also flies to Armenia, Azerbaijan and Tajikistan.

KrasAvia has officially introduced its two ATR72-500s to its network. Both aircraft, RA-67610 (**917**) and RA-67611 (**930**) have already been delivered to Russia in November and December last year but were previously used on proving flights. The two ATRs are not new built aircraft and have retired by BRA in March 2020. The Russian airline will use

the two ATRs to replace its ageing An-24s and An-26s. They are also the first Western-built aircraft in the fleet of KrasAvia, which further consists of An-2s, a An-32, Let 410s, Mi-8s, Yak 40s and Yak 42s. The airline was founded in 1956 (as part of Aeroflot) and became an independent airline in 1992. It has its headquarters at Krasnoyarsk and serves around 30 destinations.

On 18 February, S7 Airlines took delivery of its first of two B737-800BCF. The aircraft, VP-BEN (**33545**) was ferried on this date from Ostrava to Moscow-Domododovo and will start flying for the airline soon. The airline is leasing the two aircraft via GECAS, which announced the deal back in December 2020. S7 Airlines plans to deploy the aircraft on domestic routes but has also eyed Frankfurt-International as a possible destination. Its first freighter is a former Ryanair-aircraft, which took delivery of it back in December 2002. It was retired in December 2019 and returned to lessor GECAS which ferried the aircraft to Shanghai-Pudong for conversion into freighter. It arrived at Ostrava after conversion on 6 February 2021 for the final touches. S7 Airlines currently has a fleet of 104 aircraft consisting of nine A319s, eighteen A320s, 24 A320neos, twenty B737-800s, one B737-800BCF, two B737-8s and seventeen ERJ170s. It was originally launched in 1957 as part of Aeroflot but became independent (as Siberia Airlines) in 1992. Its main operating hubs are Moscow-Domododovo and Novosibirsk and the airline serves approximately 150 destinations.

Spain

On 10 February, the new airline Canarian Airways was presented to the world during a press-conference at Tenerife. The new airline, which is established by the local hotel industry and One Airways. The aim is to launch operations in June. Canarian Airways is planning to fly a single A319 (operated by One Airways) from Tenerife-South to Barcelona, Berlin, Bilbao, Cardiff, Glasgow, Madrid and Vigo. The aircraft in question is A319 EC-NMO (**5079**), which was previously operated by Atlantic Airways as OY-RCG.

On 31 January, Thomas Cook Balearics officially announced it will call it quits and be dissolved. The company was taken over by German-investor PANAF after Thomas Cook collapsed in September 2019. However, it has been in insolvency since December 2019, but continued to operate out of Palma de Mallorca during 2020. However, with a bleak outlook on the development of the aviation sector in the coming months, PANAF was not willing to invest more money in the airline and decided to dismantle it. Thomas Cook Balearics employed 90 co-workers and over the years operated a fleet of six A320s.

In January we reported that Volotea was going to add five A320s to its fleet in the coming months. It seems, however, that these five are only the beginning. On 23 February, the airline announced it would add up to nineteen A320s. Fifteen A320s have (including the previous five we reported) already been sourced and four additional ones are available should the summer 2021 season demand increase more than expected. The new A320s are the replacements for the B717s that Volotea retired last month. Today, Volotea has a fleet of twenty A319s (with three more joining the fleet) this year.

Switzerland

CH-Aviation is reporting that Edelweiss Air will phase-out its duo of A330-300s later this year, focusing its long-haul flights with its fleet of four A340-300s. HB-JHQ (**1193**) and -JHR (**1711**) have become surplus as a result of the current aviation market development. Edelweiss Air was founded in 1995 by Kuni Travel and was sold to Swiss International Air Lines in 2008. Since then it has been Swiss’ leisure airline. Next to the A330s, it has a fleet of ten A320s and four A340-300s.

Turkey

ULS Airlines Cargo has acquired a first A330-300. The aircraft involved is currently registered as N349UK (**349**) and was previously operated by Sunclass Airlines as OY-VKG. It has been stored at Copenhagen-Kastrup since the airline phased-out the plane on 22 March 2020. ULS plans to have the A330 converted to an A330-300P2F. The A330 is set to arrive in Istanbul in the coming weeks and the airline plans to offer the aircraft initially for passenger charters until a conversion spot opens up at Elbe Flugzeugwerke at Dresden Airport. ULS Airlines Cargo was founded in 2004. First as Baron Hava Kargo, but a few months later was renamed to Kuzu Airlines Cargo. It started operations with the A300F, which were later replaced by the A310F. In July 2009 the airline was officially renamed to ULS Airlines Cargo. It currently has a fleet of three A310-300Fs that are almost 30 years old.

Ukraine

The Government of Ukraine is planning to launch a new state-owned carrier. The idea had been floated by the President at the start of the Corona-crisis as the country was too reliant on private airlines to repatriate citizens as well as flying in needed goods to battle the pandemic. Since then, work is ongoing in establishing the new company. According to a Government spokesman, the new airline "will not only solve tourism issues, but also those of national security". The goal is to have the airline launching this year and it could operate locally-built Antonov-aircraft. The only Antonov passenger aircraft still in production are the An-148 and the An-158.

United Kingdom

On 17 February, British Airways' single remaining A318, G-EUNA (**4007**) arrived at Enschede-Twente Airport where it will be dismantled by AELS. The aircraft was already taken out of service on 18 March 2020 and parked at Madrid-Barajas two days later. It hadn't flown since then. The A318 was delivered new to the airline in August 2009. British Airways acquired two A318s for exclusive use on the iconic BA1-flight between London and New York-JFK (NY). The two were based at London-City and made a short stop at Shannon for fuel and TSA-clearance. The flight back to London was non-stop. Despite initial success, the airline decided to reduce the frequency and sold of G-EUNB (4039) to Titan Airways in July 2017 where it still flies today. Last year, in July 2020, British Airways announced it would discontinue the service

between London-City and New York-JFK after posting a massive loss inflicted by the Corona-pandemic.

Africa

Ivory Coast

On 18 February, Air Côte d'Ivoire took delivery of its first A320neo. The aircraft, registered TU-TSX (**10197**), was previously registered F-WWIG and took off from Toulouse-Blagnac carrying one tonnes of humanitarian goods, which will be used by NGOs based at the airline's home base Abidjan. The airline ordered two A320neos in April 2016, as well as two "normal" A320s. The airline now has a fleet of ten aircraft consisting of three A319s, two A320s, one A320neo and four DHC-8-400s.

Libya

Berniq Airways, a start-up airline based at Benghazi in Libya, has received its AOC from the Libyan Civil Aviation Authority and aims to launch its flights soon. The airline is planning to connect Benghazi with Kufrah and Tripoli domestically and with Alexandria, Khartoum and Tunis internationally. In October, Berniq Airways took delivery of its single aircraft, ten-year-old A320 5A-BRA (**4865**), which was previously operated by Gulf Air as A9C-AN. The airline hopes to grow the fleet to three aircraft in the coming years and also add more international destinations with Amman and Istanbul high on the wish list.

Namibia

On 10 February, Air Namibia announced it would cease all operations as of 11 February as the government has decided that the airline will be undergoing voluntary liquidation. And with that an end has come to the airline which would become 75-years old in November. The liquidation means around 630 people will lose their job. Air Namibia was founded in November 1946 and was fully owned by the government since December 2013. It has been financial struggling for years and the liquidation was accelerated after lawyers of former Belgian airline Challengair filed for the airline's bankruptcy. Air Namibia and the administrators of defunct Challengair have been in a dispute regarding unpaid lease- and maintenance fees for a B767-300ER back in 1998. Currently, the Air Namibia's fleet consists of three A319s (one leased), two A330-200s (two leased) and four ERJ135s (all leased). It served eighteen destinations out of Windhoek, although operations have been very limited due to the Corona-pandemic.



This boring white Airbus A350-900 is MSN 443 and is the first ACJ350 to be delivered to a private customer. The aircraft is registered in Germany as D-AKAY. It made its first flight in July 2020 and was ferried to Munich for storage on 11 December 2020. Since then it has made a few flights to Frankfurt-Hahn, which enabled Martin Bach to picture the aircraft in the air. The aircraft will be operated by K5-Aviation, a German VVIP charter airline, which currently operates a fleet of Airbus ACJ318, ACJ319 and Bombardier Global business jets. The ACJ350 is the corporate version of the A350-900 and can fly 25 passengers 20,557 kilometres or more than 22 hours non-stop, making it today's most modern and capable corporate jet. The first ACJ350 ever delivered was MSN 416 10+03, which was delivered to the German Air Force last summer. (Munich, 20 February 2021, Martin Bach)

Asia

China

The Hainan High People's Court has ordered [HNA Group](#) to undergo a bankruptcy reorganisation after creditors filed a petition for this with the court after the HNA Group failed to pay off its debts to the creditors. During the bankruptcy proceedings, the Group's airlines will continue to operate. In total the HNA Group owns more than 2,000 companies, many aviation related with large brands like Swissport, Hainan Airlines and Hong Kong Airlines. Over the last few years, the company has been struggling heavily financially and as a result became fully owned by the Hainan provincial government in February 2020. As a result of the bankruptcy proceedings, the government of China is planning to downsize the HNA Group by selling all of its non-aviation subsidiaries and bring all the aviation entities under state-control.

India

Air India-subsi-dary [Alliance Air](#) has signed an agreement with Hindustan Aeronautics for two Dornier 228s. The duo is expected to arrive in March and will be used on thinner routes. The addition of the Do228s is part of the governments vision to expand domestic flights with domestically built aircraft. Alliance Air currently has a fleet of a single ATR42 and eighteen ATR72s and was founded in April 1996, as a subsidiary of Indian Airlines. When Indian Airlines and Air India merged, the company became a fully owned subsidiary of Air India. The government of India is currently in the process of selling off state-owned Air India but has already said it would retain ownership of Alliance Air. It is currently unclear if the two Dorniers are newly built. HAL has been producing the Do228 since 1985 and has built around 125 of them, mainly for the Indian military. Currently, it has a capacity of producing twelve Do228s per year and could increase this to 24 should the need arise.

Indonesia

According to several Indonesian news outlets, [Citilink](#) is planning to add five additional ATR72-600s this year. The five aircraft will be used to support the expansion of the airline's domestic network with up to 43 new destinations. It's unclear how the aircraft will be sourced. Citilink was established in 2001 by Garuda Indonesia as its low-cost subsidiary. It has its main operating bases at Halim, Jakarta and Surabaya and serves mainly domestic destinations, but also flies to Australia, Cambodia, China, Malaysia, Saudi Arabia, Singapore, Thailand and Timor Leste. It has a fleet of seven ATR72-600s, 41 A320s, ten A320neos, two A330-900s and two B737-500s.

[Garuda Indonesia](#) has decided, unilaterally, to cancel the

lease-agreements with Nordic Aviation Capital for twelve CRJ1000s. Both companies have been in discussions about the aircraft since mid-2020 but weren't able to reach a deal. NAC has said that it doesn't accept the termination and that the lease-agreement is still in full effect. The selection of the CRJ1000s, of which Garuda has total fleet of eighteen aircraft (six more leased through Export Development Canada), has been under discussion and legal investigation for quite a while. Last November, the UK Serious Fraud Office announced it was investigating potential fraud between (former) Garuda and Bombardier-executives during the selection process and the airline has always been unhappy with the type due to its limited cargo-carrying capacity. Originally, the lease-agreement with NAC would run until 2027. The lease-agreement for the six with EDC would run until 2024 after which Garuda would take ownership of these aircraft. Both companies are currently still in negotiations about the aircraft, but Garuda has already announced it wants to phase-out all of its regional aircraft which also includes twelve ATR72s as part of its post-COVID strategy. Currently, only two of the eighteen CRJ1000s are in use (PK-GRM and -GRN), while the rest is parked at various Indonesian airports like Denpasar and Jakarta.

Kazakhstan

Following the OK from the Kazakstan Civil Aviation Authorities, [SCAT Airlines](#) has become another airline to resume B737MAX-operations. Its sole MAX in the fleet, UP-B3720 (61737) started flying commercially again on 19 February with its first flight taking it from Almaty to Oskemen. SCAT Airlines, founded in 1997, has a fleet of twenty planes, consisting of five B737-300s (three parked), three B737-500s (one parked), one B737-700, one B737-8, three B757-200s and seven CRJ200s (four parked). It's awaiting delivery of a further seven B737MAXs, five B737-8s and two B737-9s.

Malaysia

Work is ongoing to launch a new cargo airline, [Kargo Xpress](#). Its first aircraft, a B737-400SF currently registered N135WF (26605) is being prepared for delivery at Montpellier. The airframe was previously in use by Connect Linhas Aéreas as PR-CNC but was returned to lessor Vallair in March 2020. KargoXpress is owned by aircraft broker M Jets International, which previously tried to start a new passenger airline in Malaysia called Love2Fly. Unfortunately, this didn't go well, and its sole B737-800 was returned to the lessor after never having flown a commercial flight. In December 2020, M Jets International was taken over by NMAG Holdings, which wanted to expand into the air logistics business to take advantage of the growing e-commerce market in Malaysia. It's said that Kargo Xpress will add another B737-400SF later this



Aegean Airlines took delivery of its first Airbus A321-200NX on 30 September 2020. It was the first out of an order for eleven A321neos. SX-NAC was the third A321neo for the Greek airline and was delivered to Athens on 16 December 2020. The aircraft was captured and digitalized at Schiphol on 6 January 2021 by Dennis Duis.



In March 2018 Turkish Airlines placed on order for fifty new widebody aircraft, plus an additional ten options, equally divided by 25 Airbus A350-900s (plus five options) and 25 Boeing 787-9s (plus five options). The first Boeing 787-9 was delivered to Turkish Airlines in June 2019 and as of late February 2021, fourteen Dreamliners have been delivered. The first Airbus A350-900 out of this order was delivered on 28 October 2020. Airbus TC-LGC was the third A350-900 delivered to Turkish Airlines and is as of the day this issue of Scramble was compiled still the last Turkish A350 delivered. The aircraft is seen here at Amsterdam-Schiphol only three weeks after its delivery flight to Istanbul. (20 February 2021, Walter Heukensfeld)

year, but it's currently unknown when and which airframe this will be.

Nepal

Kathmandu-based [Saurya Airlines](#) is planning to add up to five ATR72s after it has received approval by the Nepalese Ministry of Culture, Tourism and Civil Aviation, to import and operate the aircraft. The type is expected to be deployed later this year. It is currently unknown how the five ATR72s will be sourced. The airline was founded in 2014 and has a fleet of two CRJ200s. One of these is, however, parked due to engine issues. Saurya Airlines currently serves six destinations. It plans to utilise the ATRs on its domestic network, while the CRJs will be used on international flights.

Singapore

Despite the Corona-pandemic, [Singapore Airlines](#) is moving forward with the merging of SilkAir into the mainline. The airline has said that the merger and smaller aircraft will bring more flexibility to its operations. The first B737-800s have already been repainted and now Singapore Airlines has announced when they will start deploying the narrow bodies on its network. As of 4 March, it will start flying the B737-800 and the first destination will be Phuket, later followed by Brunei. According to the airline's press-release, nine B737-800s will be added to the mainline fleet in this fiscal year. It's currently unknown when Singapore Airlines will start using the B737-8, of which a six have been delivered to SilkAir already. Singapore Airlines has a further 25 MAX8s on order with Boeing.

In other news, Boeing and Singapore Airlines have reached an agreement in which the airline converts firm orders for fourteen B787-10s into an order for eleven additional B777-9s. At the same time the delivery of these aircraft has been pushed back to after Singapore Airlines' fiscal year 2026. The move ensures a deferral of up to USD 3 billion in capital spending in three years. In total, Singapore Airlines now expects to take delivery of 31 B777-9s, with the first expected to arrive end 2023 or early 2024. The airline also has outstanding orders with Boeing for 31 B737-8s, fifteen B787-10s and with Airbus for fifteen A350-900s. For its Scoot-subsiary, Singapore Airlines has open orders for 29 A320neos, six A321neos and five B787-9s.

South Korea

On 10 February, [Air Incheon](#) has taken delivery of its first B737-800SF. The aircraft (**30501**), which isn't registered in South-Korea yet, was using N738SM during the ferry flight and was previously in use as a passenger-aircraft with Shen-

zhen Airlines as B-5365. The arrival of the new aircraft means a doubling of the airline's fleet as it also has a single B737-400SF. Air Incheon currently flies to destinations in China and Russia out of Seoul-Incheon. With the new freighter it plans to expand with cargo flights to Japan and Vietnam.

Thailand

As part of its bankruptcy protection reorganisation, [Thai Airways](#) is planning to restructure its fleet. It was already known that the airline was planning to sell off two A380s, its ten B747-400s, its six B777-200ERs as well as its six B777-300s. Now, Thai media are reporting that the airline is planning to focus its fleet around the A350-900, the B777-300ER and B787. This means Thai Airways is also planning to retire its fleet of fifteen A330-300s and four remaining A380s. To replace this capacity, the airline is considering adding nine or ten additional B787s. Thai's fleet-plan is part of the restructuring plan that the airline needs to submit to the court in the coming months. If approved, Thai's fleet will consist of twelve A350-900s, eighteen B787s (including the ten new ones) and fourteen B777-300ERs. The restructuring plan will also include a new strategy for Thai's subsidiary Thai Smile, which has a fleet of twenty A320s. According to the same news reports Thai is mulling a few options for the airline, including a merger back into Thai mainline, a closure or a sale of the airline.

Uzbekistan

Air Lease Corporation has announced it signed a lease-agreement with [Qanot Sharq](#) for two A320s. The two aircraft, **2359** (currently stored at Ostrava as OE-ILF and former XA-KNO of Interjet) and **3021** (currently stored at Ostrava as OE-ILG and former XA-MYR from Interjet), will be delivered next month. Qanot Sharq was founded in 1998. Until 2012 the airline wet-leased a single Il-76 freighter from Uzbekistan Airways, but after returning that aircraft it has been dormant. In 2019 the airline announced it signed a LOI for three SSJs, but that deal never materialized. The airline plans to fly the aircraft out of regional airports in Uzbekistan to destinations in Russia, Saudi Arabia, Turkey and the United Arab Emirates.

Latin America

Brazil

Start-up [Itapemirim](#), or ITA Transportes Aéreos has taken delivery of its first aircraft. The A320, PS-SPJ (**2589**) arrived at Natal on 20 February. It still featured the livery of Vueling where it previously flew as EC-LQK. In the coming days it will be ferried to Sao Jose dos Campos for outfitting and painting

in the bright yellow livery of the new airline. The airline is planning to fly up to nine A320s with more aircraft due from next month onwards. ITA hopes to launch commercial flights from March and is initially going to serve Brasilia, Belo Horizonte, Sao Paulo and Vitoria Goiabeiras. The home base of the start-up will be Sao Paulo-Guarulhos. According to an interview given by the airline's CEO, Itapemirim is also planning to move into the cargo-flying business by adding up to five "large freighters" in the second half of this year. Itapemirim is not a stranger in the aviation world of Brazil. The bus company ventured in the airline business before with a cargo airline flying B727s between 1990 and 2000, as well as a passenger airline flying Cessna 208s between 1996 and 1998. The cargo airline was discontinued, and the passenger-division sold to TAM.

Ecuador

In Ecuador people are working hard on the relaunch of [Ecuadoriana Airlines](#). In an interview with El Universo, the start-up's CEO has said that the airline is currently in the process of obtaining its AOC and aims for a launch in July. Ecuadoriana Airlines applied for permission to operate 29 (domestic) routes from seven cities in Ecuador: Cuenca, Esmeralda, Guayaquil, Loja, Manta, Quito and Santa Rosa. It plans, in the first year, to have a fleet of six DHC-8s, comprised of -200s and -400s. According to the CEO, starting-up a new airline in Ecuador now is the right time with competitors Avianca and LATAM running very limited domestic operations in Ecuador and the use of the DHC-8s will ensure lower fares. The original Ecuadoriana Airlines was founded in May 1957 and started flying in August of the same year. In 1974 the airline became state-owned and introduced the colourful rainbow-livery. During the early 1990s South American financial crisis, Ecuadoriana faced big financial difficulties, prompting the government to sell-off the airline to a private investor. After a long bidding process, VASP ended up taking-over Ecuadoriana for 50,1% in August 1995 and introduced a VASP-look-a-like livery, replacing the colourful rainbow one. In 2000, however, VASP ended up in financial difficulties themselves and tried to sell-off the shares in VASP. AeroContinente and LAN Chile were interested, but a sale never happened. In late 2000 the airline's aircraft were repossessed by their lessors and the airline's AOC was suspended by the civil aviation authorities of Ecuador. The final blow to the airline was when the government decided to give LAN the go-ahead to establish a subsidiary LAN Ecuador and take-over most of the routes flown by Ecuadoriana.

Middle East

Bahrain

On 28 January, [Bahrain International Airport](#) opened its new terminal with Gulf Air being the first airline to use the facility. The new terminal replaces the 1961-vintage terminal. With the new terminal the airport is now able to handle up to fourteen million passengers per year and is four times bigger than the old terminal. The project costed 1.1 billion US dollars. The new terminal features 104 check-in counters, 36 passport control booths and 24 security screening points. It also has 10,000 m2 of retail space. Pre-COVID, Bahrain International Airport handled almost ten million passengers. Gulf Air is responsible for 67% of the weekly passenger-flights to and from the airport.

Boeing and [Texel Air](#) have announced on 17 February that they signed an order for one B737-800BCF. No delivery timeline has been specified in the press-release. Texel Air, based in Bahrain, was founded in 2013 and currently operates a fleet of two B737-300Fs and a single B737-700FC (FlexCombi).

Kuwait

In the side-lines of its 2020 annual earnings presentation, the chairman of [Jazeera Airways](#) has said to Reuters that the airline is considering an order for thirteen additional aircraft. The new order would be part of the airline's growth plan which foresees a fleet of thirty aircraft by 2025. According to the airline the moment to acquire new airplanes is now as prices for newly built planes are low. The airline specifically said it might look at so-called white-tails, aircraft that have been built, but have no customer lined up yet. Under consideration are the A220 and A320neo from Airbus, the B737MAX from Boeing and the E2 from Embraer. "It will depend on prices", according to the chairman, who also said that a new order could be placed directly with a manufacturer or a lessor. At the moment, Jazeera Airways is an all-Airbus operator, having a fleet of seven A320s and six A320neos. The airline has further commitments to another four (leased) A320neos.

Oman

As part of its post-COVID strategy, [Oman Air](#) is planning to shrink its fleet to around 36 aircraft. Currently, the fleet is 49 aircraft-strong and pre-pandemic the airline was planning to grow to 70 planes. Now, as reported by online news outlet WAF, Oman Air thinks that the current market situation has made this growth plan uneconomical and that shrinking is the best way forward. Oman Air's fleet is made up of four A330-200s, six A330-300s, sixteen B737-800s, five B737-



Sky Lease Cargo is a Miami (FL) based airline which provides ACMI (aircraft, crew, maintenance, and insurance) leasing and contract services for freight forwarders and other cargo carriers. The company also operates military charters to Europe and the Middle East. It used to operate a fleet of nine MD-11Fs, but at this moment its fleet consists of only two Boeing 747-400ERF freighters. Sky Lease is a former affiliate of now defunct Miami-based Centurion Air Cargo. Before it joined the Sky Lease fleet, Jumbo N904AR flew for Centurion Air Cargo. Until January 2021 it flew around in a faded Centurion colour scheme, but it was recently repainted in a new fresh, but unfortunately less colourful, colour scheme. (Amsterdam-Schiphol, 21 February 2021, Walter Heukensfeld)

900ERs, five B737-8s, two B787-8s, seven B787-9s and four ERJ175s. It has further open orders for ten B737-8s and nine B787-9s. Of the current fleet, the ten A330s, two B737-800s, two B787-8s and four ERJ175s are owned directly by the airline and selling-off these would make sense. Oman Air, however, is not in a rush as current market conditions also suppresses the value of the aircraft.

North America

Canada

After careful consideration, the Canadian Government has given the green light to Air Canada to take-over Air Transat. The governmental approval was one of the final hurdles of the merger, with only the approval of the European Union missing. The deal between Air Canada and Air Transat has been in the works since May 2019 and experienced some issues during the Corona-pandemic, but both companies announced in October last year that the deal would proceed, although for a lower price. Despite having some concerns about a potential monopoly, the Government gave the OK as continuation of Air Transat has been in jeopardy due the ongoing crisis in the aviation sector. As part of the approval, Air Canada and Air Transat must:

- reduce flights between Canada and Europe and facilitate and encourage other airlines to take-over these routes
- maintain Air Transat's brand and head office in Quebec
- employ at least 1,500 people assigned to the leisure flying business
- commit to ensure aircraft maintenance is being conducted in Canada, with a focus on Quebec
- support and submit to a new pricing monitoring mechanism
- launch new destinations within five years of completing the take-over.

Due to the Corona-pandemic, both Air Canada Rouge and Air Transat have suspended all flights and it is unclear what Air Canada's post-pandemic plans are for its leisure-subsidary Rouge. Industry-experts are expecting a merge into Air Transat now that the company has been tasked with maintaining that brand. This will mean Air Transat will become Air Canada's leisure-brand. Despite the governmental approval, objections have been filed against the merger out of fear of a monopoly and subsequently higher prices for consumers. Airlines like WestJet and Flair were quite vocal about their disapproval over the last few days, while Sunwing has welcomed the deal. In the meantime, a Canadian media CEO is still trying to persuade Air Transat's shareholders to abandon the deal and work with his investment firm to keep the airline independent. This looks, however, not very fruitful at this stage of the process.

Air Canada has decided to paint brand-new A220-300 C-GNBN (55112) into the livery of Trans-Canada Air Lines, commemorating the history of the airline. The A220 is currently at Mirabel Airport and will be delivered in the coming weeks. Trans-Canada Air Lines was founded in 1937. It used Air Canada as the airline's French-language name. In 1964 the Canadian parliament took on an act that would change the name of the company into Air Canada per 1 January 1965. The A220 is not the first aircraft Air Canada painted in the TCA-livery. Also A319 C-FZUH (711) wears the livery. This 1997-aircraft has, however, been retired and is currently stored at Kansas City (KS) since 5 January of this year.

Treq, a new start-up based in Quebec, is planning to launch operations in May. The new airline is planning to jump in the gap Air Canada decided to stop flying regional destinations out of Quebec. Treq is planning to initially serve Gaspésie,

Iles-de-la-Madelaines, Montréal, Rouyn-Noranda, Saguenay, Sept-Îles and Wabush. Later, it wants to partner with other airlines to offer codeshares on routes to more destinations further away in Canada, as well to Europe, South America and the US. The airline has secured four DHC-8-400s and has, according to Canadian news outlets, partnered with a Canadian airline to lease the aircraft from them. It's unknown which airline this is and which four DHC-8s will be used by Treq.

Mexico

Aeronaves TSM from Mexico will add two additional CRJ200S-Fs. Both aircraft will be converted into freighters by AEI at Dothan (AL). The first, c/n **7708**, is currently registered as N684BR and owned by Frontera Flight Holdings. It is parked at Kingman (AZ) and work on the conversion will begin in May. The second is c/n **7679**, which is also owned by Frontera and registered as N680BR. This one is also stored at Kingman (AZ) and conversion is due in September. With the addition of the duo Aeronaves TSM will have eight CRJ200SFs, next to its fleet of four Cessna 550s, two Convair 640Fs, two CRJ100S-Fs, one CRJ100, three DC-9-15Fs, eight DC-9-30Fs, one Hawker 700XP, four MD-82Fs, nine MD-83Fs and 25 SA227(F)s. The airline was founded in 1995 and is based at Saltillo Airport. It offers passenger charter-flights and cargo-flights.

United States of America

Aerial firefighting company 10 Tanker Air Carrier has unveiled a new, and we think quite attractive, livery for its DC-10s. The first aircraft that has received the paintjob is N612AX (**48290**). The design still features an orange aft fuselage, which is done for practical reasons as, over time, that part of the fuselage gets stained orange/reddish by the fire retardant. The triangles in the livery are an abstract impression of fire retardant against the blue sky. 10 Tanker Air Carrier has a fleet of four DC-10s and the remaining three will receive the new livery in due time. The company is based at Albuquerque (NM), but the DC-10s are deployed cross-country as well internationally when the need is there. N612AX was painted at Amarillo (TX) and was ferried back to Albuquerque (NM) on 1 February.

Boeing is now busy exploring the possibilities for a new clean-sheet aircraft. The manufacturer is focusing on two potential market-segments for a new plane and will either develop a successor for the B737MAX or an aircraft that fits the B757/B767-segment. As part of its study, Boeing is actively talking with suppliers and potential customers about their needs and wishes. One of the potential customers for the new aircraft are, of course, lessors like Air Lease Corporation. However, during ALC's earning call on 22 February, its CEO was very bullish on Boeing. According to him, Boeing should first get its house in order before embarking on the development of anything new. ALC is especially concerned about the "mushrooming" issues with the B787, which have forced the manufacturer to pause all deliveries since October and do a plane-by-plane inspection of newly built planes with the FAA. Boeing was forced to do so after repetitive quality control issues were found by the FAA, as well as structural issues with delivered aircraft. Coupled with COVID-19 issues, some of the B787s ALC has on order have now been delayed for over twelve months, which gives the lessor and its customers the possibility to cancel the aircraft without any penalties. ALC is no stranger to cancelling Boeings, as the lessor cancelled nineteen B737MAXs last year. It has also decided to let options on 45 MAXs lapse as well. However, in the earnings call, ALC said that they haven't done this yet for the Dreamliners.

As of May, American Eagle will retire the ERJ140. The aircraft type has been offloaded of its schedules and timetables per 5 May. The type is operated by subsidiary Envoy Air and is cur-

rently ten aircraft strong. American Eagle will continue to fly its ERJ145s, which are operated by Envoy Air and Piedmont Airlines. Envoy Air started retiring the ERJ140 in March 2020. During last year, the airline said goodbye to 36 ERJ140s which are now almost all stored at Marana (AZ).

On 11 February 2021, Titan Airways' first and still only Airbus A321-200 P2F freighter was ferried to Miami (FL), for a short-term lease to Amerijet. The airline, which is currently an all B767 freighter operator, started operations with this aircraft on Valentine's Day, with a flight from Miami to Santa Domingo, Dominican Republic. The freighter is used by Amerijet to cover some of its routes, while its own aircraft undergo maintenance. But – more interesting – it is also to test if an Airbus A321 converted freighter could fit into its network. The aircraft involved is G-DHJH (**1238**) and is an ex-Thomas Cook passenger aircraft. It was converted by EFW and ST Engineering in Singapore and was delivered to Titan after completion early January. The aircraft still wears its old Thomas Cook registration but will be reregistered to G-POWY in the near future.

Eastern Airlines has filed for permission from the US Department of Transport to expand its fleet to eighteen (operational) aircraft, which currently consists of nine flying aircraft. One of the additions to the fleet will be three B777-200ERs that the airline already acquired last year and hopes to start deploying later this year. All three are currently at Kansas City (MS) where they are being prepared for service. Next to this, Eastern Airlines is planning to venture into the cargo-carrying business as well and plans to add two B777-200 freighters. However, in an interview with the airline's CEO, he also mentioned the B777-300ERSF as an interesting option. With the new aircraft, the airline wants to expand its flights and plans to offer/increase flights from Boston (MS), Los Angeles (CA), Miami (FL), New York-JFK (NY) and Philadelphia (PA) to destinations in Canada, Brazil, Dominican Republic, Ecuador, Guyana and Paraguay. The current Eastern Airlines is the third company carrying the famous brand. The first (original one) existed between 1926 and 1991. The second one, a charter-airline operated between 2015 and 2017. The airline that's running today was originally founded as Dynamic Airways in 2010 and rebranded to Eastern Airlines in 2018 after a Chapter 11 reorganisation. It has a fleet of fourteen registered aircraft, consisting of five B767-200(ER)s (one parked), six B767-300(ER)s (one parked) and three B777-200ERs. Curiously, in January of this year, a B747-400F has been registered with a registration ending with "KW", which is how almost all Eastern Airlines-aircraft have been registered. The aircraft, N251KW (**25152**) is registered to Alta Holdings, but it's also present at Kansas City (MS) just like the airline's three B777-200ERs. The press-release of Eastern Airlines outlining its expansion plans, however, doesn't mention the Jumbo at all.

Elite Airways has expanded its fleet with a first CRJ900. The aircraft, N900EA (**15090**) is former S5-AFC of Adria Airways and had been stored at Melbourne (FL) since December 2020. It was registered in the US on 22 January 2021. The airline, which was founded in 2006 and flying since 2014, has its headquarters at Portland (ME). It provides (ACMI) charter flights, but also offers scheduled flights to and from Newark (NJ), Portland (ME) and Vero Beach (FL). Elite Airways now has a fleet of fourteen aircraft, consisting of one CRJ100, seven CRJ200s, five CRJ700 and the new CRJ900.

Following in the footsteps of Cargolux and Garuda, Kalitta's Boeing B747-400BCF N744CK (**26353**) now wears a protective face mask as well. The aircraft received it during maintenance at Oscoda (MI) and is back in service since 21 February. N744CK is a -446BCF and is part of the fleet of Kalitta since 2010. The experts already derived from the customer

code that this Jumbo was originally a Japan Airlines-aircraft. It flew with them as JA8909, first as a passenger-jet and between 2006 and 2010 as a cargo-jet. The Jumbo is part of Kalitta's 24-strong B747-fleet, which also features nine B767-300BDSFs and four B777Fs.The

The Mesa Air Group has announced it has signed a Letter of Intent for an additional B737-400SF. The aircraft is expected to arrive in May and will also be operated for DHL. The Mesa Air Group announced in July last year it would start operating cargo aircraft and signed a five-year contract to fly for DHL. Two B737-400SFs were introduced in August and October. The airline hopes to grow its cargo-flying business to ten aircraft by the end of next year.

On 28 January, the FAA temporarily grounded PSA Airlines for the airline to conduct technical inspections to its complete 130-strong CRJ700/900-fleet. As a result, the airline, operating as American Eagle and a full subsidiary of American Airlines, was forced to cancel most of its flights. The FAA move came after the organization probed if PSA Airlines had complied to an Airworthiness Directive of 2015 in which it called airlines operating the CRJ to conduct an inspection of the nose gear for corrosion. The outcome of this probe was that PSA seemed to have failed to comply in doing so, resulting in the grounding and immediate need for inspection of the fleet. The airline worked closely with the FAA and was able to resume flights with inspected CRJs a day later already. PSA Airlines has a fleet of 61 CRJ700s and 69 CRJ900s which are all operated for American Eagle.

AEI has announced it has been awarded a contract to supply Hawaii-based Transair with its first B737-400SF. The aircraft involved is currently registered N251AU (**25104**) by Automatic LLC and has been stored at Tampa (FL) since it was retired by Flair Airlines from Canada where it operated as C-FLHJ until 4 August 2020. Conversion of the plane is to begin in June. Transair was founded in 1982 and is, according to them, the leader in interisland air cargo in the state of Hawaii. It has a fleet of five cargo B737-200s as well as five cargo Sh360s.

United Airlines has signed a cooperation with Archer Aviation, in which the airline will support the manufacturer in accelerating the design and production of advanced short-haul electric aircraft that can take-off and land vertically. This type of aircraft is known as eVTOL. The investment is part of the airline's broader effort of investing in emerging technologies that will decarbonize air travel. Part of the investment is that United, once the aircraft meets the airlines' operating and business requirements, will acquire 200 of these electric aircraft that will be operated by partner airline Mesa Airlines. It will be used to give customers a quick, economical and low-carbon way to get to United's hub airports and commute in dense urban environments within the next five years. Archer's aircraft are designed to travel distances of up to 60 miles at speeds of up to 150 miles per hour and future models will be designed to travel faster and further. The manufacturer is also pursuing other use for its electric aircraft like carrying cargo and for use by the military. Archer plans to unveil its full scale eVTOL aircraft in 2021, begin aircraft production in 2023, and launch consumer flights in 2024.

On 11 February, United Airlines became the next airline to resume flights with the B737MAX. B737-9 N37523 (**43461**) had the honours and operated as UA1864 from Denver (CO) to Houston (TX). The airline expects to operate up to 500 MAX-flights this month, which is set to increase to 2,000 next month as more of its B737MAXs are ready to return to service. United Airlines has, so far, taken delivery of 30 B737-9s. It has a further 155 MAXs on order; 55 B737-9s and 100 B737-10s. United is now the second airline in the US to operate the MAX again. American Airlines was the first, with

flights resuming in December last year. Next month, Southwest is due to resume operating their MAXs and Alaska Airlines is also planning to deploy its freshly delivered MAXs from next month onwards.

Oceania

Australia

QantasLink has signed a deal with Alliance Airlines in which the latter will, initially, operate three ERJ190s for QantasLink. The trio will be flying out of Adelaide and Darwin and are set to start flying around May-June. It's currently unknown if they will receive the QantasLink-livery. According to the CEO of QantasLink, the ERJ190 fits perfectly between the mainline B737 and the B717 it flies, due to the further range of the Embraers. As a result, Qantas will be able to redeploy those aircraft on other routes. The deal is for three years and includes the possibility to expand it with eleven additional ERJ190s. It could, however, also be reduced to zero depending on capacity demand and development. QantasLink has a fleet of 93 aircraft, all operated by third party airlines Eastern Australia Airlines (DHC-8s), Network Aviation (A320s/Fokker 100s),

National Jet Systems (B717s), Sunstate Airlines (DHC-8s). Now, Alliance Airlines will be added to the list. The airline is, however, no stranger to the Qantas Group as it owns 19.9% of Alliance since February 2019. Alliance Airlines in the process of adding thirty ERJ190s to its fleet, of which three have so far been delivered.

Aircraft orders

Underlining means an update compared to last month. We only report firm orders when they are officially announced by the aircraft manufacturers.

Boeing 2020 firm orders

<u>Atlas Air</u>	4	<u>B747-8F</u>
Total	4	

Embraer 2021 firm orders

Congo Airways	2	E195-E2
Total	2	

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

Jetliners



Boeing 787-8 HZ-MF8 is one of two Dreamliners in the fleet of the Saudi Ministry of Finance and Economy. The aircraft was delivered to the Saudi's in August 2014, but underwent a five-year-long cabin outfitting at San Antonio (TX) and Alliance (TX), before it was finally ferried to its home base Riyadh King Khalid International Airport, Saudi-Arabia, early 2019. The aircraft was flown to Amsterdam for some maintenance on 22 February. (Amsterdam-Schiphol, 22 February 2021, Kjell Linthout)

A319	-112	2066	OE-INR	Avolon, ex TU-TST of Air Cote d'Ivoire. Registered on behalf of the lessor on 17 February. Aircraft was withdrawn from use already on 3 October 2020 and ferried to Hondo (TX) for storage last December.
	-111	2512	EI-GUD	Bank of America Leasing Ireland, ex G-EZIO of easyJet. Registered in Ireland on 5 February.
A320	-232	1914	N4911U	United Airlines, ex EC-LRE of Vueling Airlines. Delivered on 29 January. Aircraft will be used by United for spares. It was ferried to Goodyear (AZ) to be parted out.
	-214	2291	5B-	Tus Airways, ex 9H-AEK of Air Malta. Delivered on 6 February.
	-232	2589	PS-SPJ	ITA - Imperatriz Táxi Aéreo, ex EC-LQK of Vueling Airlines. Delivered on 20 February.
	-232	4174	EI-GVI	Stratos Aircraft Management, ex HA-LPZ of Wizz Air. Registered in Ireland on 27 January.
	-233	4758	XY-ALL	Myanmar Airways International, ex OE-IEF of Avolon. Delivered on 27 January. Former F-HAAF of Aigle Azur.
	-251N	10149	TC-NCR	Pegasus Airlines, Delivered on 17 February. Test registration was F-WWBK.
	-251N	10197	TU-TSX	Air Cote d'Ivoire. Delivered on 18 February. Test registration was F-WWIG.
	-251N	10269	TC-NCT	Pegasus Airlines. Delivered on 11 February. Test registration was F-WWBO.
	-251N	10407	SE-RUE	SAS Scandinavian Airlines. Delivered on 27 January. Test registration was F-WWBD.
A321	-231	2234	9H-AME	Avion Express Malta, ex LY-VEA of Avion Express. Transferred in February.
A330	-343X	349	N349UK	TVPX Trust Services, ex OY-VKG of Sunclass Airlines. Registered in the US on 9 February. The aircraft has been stored at its home base Copenhagen since 2 March 2020.
	-243	369	N369BV	AerCap, ex C-GTSN of Air Transat. Registered on behalf of the lessor on 11 February. Aircraft has been

	-203	477	9H-BFS	stored at Hondo (TX) since 6 January 2021.
	-202	825	VP-CEU	Maleth-Aero, ex CS-TOQ of TAP Air Portugal. Delivered early February. Aircraft is all white with only FlightService titles.
	-202	831	VP-CEV	Fleet Ireland Aircraft Lease, ex I-EJGA of Alitalia. Registered in the Bermuda register early February. Aircraft was ferried to Teruel for storage on 2 February.
	-243	975	OE-ISR	Fleet Ireland Aircraft Lease, ex I-EJGB of Alitalia. Registered in the Bermuda register late January. Aircraft was ferried to Teruel for storage on 26 January.
	-343E	1485	C-GOFW	Avolon, ex A6-EYR of Etihad Airways. Registered on behalf of the lessor on 11 February. Aircraft was withdrawn from use on 31 December 2019 and had been stored since that date at Etihad's home base Abu Dhabi.
	-243F	1688	OO-CMA	Air Canada, ex 9V-SSA of Singapore Airlines. Delivered on 19 February.
	-243F	1708	OO-AIR	Air Belgium, ex A7-AFI of Qatar Airways. Delivered on 15 February.
	-941	1956	PK-LEQ	Air Belgium, ex A7-AFJ of Qatar Airways. Delivered on 18 January.
	-941	1978	PK-LER	Lion Air. Delivered on 30 January. Test registration was F-WWKM.
	-841	1979	5X-CRN	Lion Air. Delivered on 1 February. Test registration was F-WWYG.
A340	-642	753	G-ECLB	Uganda. Delivered on 1 February. Test registration was F-WWCI.
	-541	757	2-EALI	European Aviation Group, ex G-VFIT of European Aviation Group. Registered on 56 February.
	-541	761	2-EALH	European Aviation Group, ex A6-EHB of Etihad Airways. Registered in the Guernsey register on 5 February. Aircraft has been stored at Teruel since 26 June 2017.
	-642	933	G-ECLA	European Aviation Group, ex A6-EHC of Etihad Airways. Registered in the Guernsey register on 5 February. Aircraft has been stored at Teruel since 22 July 2017.
A350	-941	435	TC-LGC	European Aviation Group, ex 9H-EAD of Maleth-Aero. Registered in the UK on 4 February. Aircraft was not taken up by Maleth -Aero (See Scramble 501 – Page 39)
BAe146	-RJ100	E3255	5A-FLM	Turkish Airlines. Delivered on 29 January. Test registration was F-WZGZ.
B737	-33R	28873	EK-FAA	Air Libya, ex SE-DSX of BRA - Braathens Regional Airlines. Delivered on 15 February. Registered as M-ABNF of Executive Jet Support Ltd in between.
	-8HX	29662	UR-UBA	Fly Armenia Airways, ex LY-EWE of GetJet Airlines. Delivered on 19 February.
	-8HX	29686	UR-UBB	Ukraine International Airlines, ex UR-PSC. Re-registered on 25 January. Stored at Rzeszow.
	-8AS	29917	N299BR	Ukraine International Airlines, ex UR-PSD. Re-registered on 25 January. Stored at Rzeszow.
	-36Q	30333	5N-ADB	Bank of Utah, ex TC-SBS of AnadoluJet. Destined for China's North-Western Cargo International Airlines.
	-36Q	30335	5N-DAB	MaxAir, ex YL-BBJ of airBaltic. Delivered on 1 February.
	-8ASBCF	33545	VP-BEN	MaxAir, ex YL-BBY of airBaltic. Delivered on 17 February.
	-8AS	33595	OE-IWB	S7 Airlines, ex N556CC of Bank of Utah. Former Ryanair EI-DAE. Delivered on 18 February.
	-8K5	37252	G-TUKN	ASL Aviation Holdings DAC, ex EI-DLN of Ryanair. Registered on 9 February.
	-8K5	37259	G-TUKO	TUI Airways, ex D-ATUI of TUI fly Germany. Transferred on 8 February, re-registered two days later.
	-8JP	39021	F-HTVY	TUI Airways, ex D-ATYC of TUI fly Germany. Transferred on 15 February, re-registered two days later.
	-85R	39069	VP-BUU	Transavia France, ex SE-RPB of Norwegian Air Sweden. Delivered on 11 February.
	-8GJ	39424	VP-BAM	Izhavia, ex 2-BTTA of Fly Aircraft Holdings Seventeen Ltd. Delivered on 19 February.
	-800	41229	VQ-BHU	SmartAvia, ex VT-SZA of SpiceJet. Delivered on 10 February.
	-800	60176	TC-JZZ	Pobeda, ex Aeroflot. Transferred on 17 February.
B767	-232BDSF	22217	5Y-SNL	AnadoluJet, ex OE-ILJ of GY Aviation Lease 1705 Co. Ltd. Delivered on 16 December as OE-ILJ.
	-232BDSF	22224	N747AX	Astral Aviation (addition Scramble 501 – Page 39).
	-338ER	25274	N503AZ	Cargo Aircraft Management, ex SE-RLA of West Air Sweden. Registered in the US on 22 February. Aircraft was ferried to Wilmington (OH) for storage on 2 January 2021. Before the aircraft joined the West Air Sweden fleet in March 2015, it flew with the same US registration for ABX Air.
				Amazon Prime Air, ex C-FOGJ of WestJet. Delivered after freighter conversion late February. First "own" aircraft for Amazon Prime Air. Other aircraft are operated by other airlines.



AeroMexico phased out its oldest Boeing 787-8 N961AM, on 21 December 2020, and returned the aircraft to lessor AerCap. The leasing company sold the aircraft already early February to an undisclosed buyer. The aircraft was registered in the Aruba register as P4-787 and left Goodyear (AZ), where it was placed in storage on 8 February, for Oranjestad Queen Elisabeth Airport at Aruba for paperwork and then flew onwards to Punta del Este, Uruguay. The aircraft is reported to be operated by Comlux Aruba and has been flying between Buenos Aires, Bariloche, Punta del Este and Montevideo since 14 February, still wearing this basic AeroMexico colour scheme. The aircraft is seen here taxiing for departure from Goodyear (AZ) for its new adventure in South America. (Steve Cook)



Former Avanti Air Fokker 100 D-AOLG is seen here all white, taxiing at Cologne-Bonn, on 17 February 2021, by Anton van Ruiten, as the aircraft was operating a flight from Paderborn via Cologne-Bonn to Bern, as ATV017G. It is earmarked to be delivered to QANTASLink in October of this year. QANTASLink also acquired colleague D-AOLH (msn 11505), which should be delivered to Australia in the very near future.

	-333ER	25585	N900UD	UMB Bank, ex C-FMWU of Air Canada rouge. Registered in the US on 22 February. Aircraft has been placed in storage at Marana (AZ) since 8 July 2020.
	-333ER	25588	N899MF	UMB Bank, ex C-FMXC of Air Canada rouge. Registered in the US on 10 February. Aircraft has been placed in storage at Marana (AZ) since 18 June 2020.
B777	-300F	66810	N375UP	UPS - United Parcel Service. Delivered on 21 February. Line # 1231.
	-21HER	29325	VP-BMR	Red Wings, ex VP-BMR of IrAero. Delivered on 28 January. First widebody for Red Wings.
	-36NER	32785	VQ-BZI	GECAS - General Electric Capital Aviation Services, ex A6-EBI of Emirates. Registered on behalf of the lessor on 1 February. The aircraft flew to Victorville (CA) for storage on 2 February.
	-36NER	37705	VP-CVB	DVB Bank, ex A6-ECN of Emirates. Registered in the Bermuda registered on 22 February. Aircraft was ferried to Marana (AZ) for storage on the same date.
B787	-F	66892	B-18773	China Airlines. Delivered on 29 January. Line # 1689.
	-8 (BBJ)	35309	2-DEER	Royal Jet. Aircraft remains in the Guernsey register. (addition Scramble 501 – Page 40).
	-9	38774	EI-XIN	Neos, ex LN-LNT of Norwegian. Delivered on 16 February.
	-9	38895	OE-ITP	Avolon, ex SE-RXZ of Norwegian Air Sweden, Registered on behalf of the lessor on 16 February. Aircraft was ferried to San Bernardino (CA) for storage on 11 February.
CRJ	CL-850	8065	N858SJ	Lead and Steel LLC, ex D-AAIJ of Jetair Flug. Registered on 29 January.
	-850	8094	RA-67244	Private, ex M-ANTA of Zafiro Business Inc. Registered on 22 December.
	701	10037	N682SK	SkyWest Airlines, ex F-GRZG of HOP!. Registered on 5 February. Parked at Tucson (AZ).
ERJ	190E2STD	19020036	HB-AZG	Helvetic Airways. Delivered on 29 January.
	195E2STD	19020045	PH-NXA	KLM Cityhopper. Delivered on 23 February.
	195E2STD	19020048	PH-NXB	KLM Cityhopper. Delivered on 28 February.

Commuters

ATR72	-212AF	717	SP-SPF	SprintAir, ex EC-JEV of Canaryfly. Converted to freighter and delivered early February.
DHC-8	-402	4075	C-FPQI	PAL Airlines, ex OE-LGH of Austrian Airlines. Registered on 11 February.

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

Propliners

DHC	2	1655TB31	N97TB	Daniel Patry ex C-FDJH on the US register since 8 February 2021.
	3	90	N75GE	JB Leasing ex C-FITS since 3 February 2021.
Lockheed	C-130J	5889	N96MG	Registered to an unknown civil company on 1 February 2021. Ferried to Andalusia (AL) on 16 February, home of Gulf Air a large civil Hercules maintenance centre.
	C-121A	2602	N8610	Former N9463. Early February Dynamic Aviation has had to layoff lots of staff due to financial difficulties. For this reason the project has been put on pause. Several employees from the Connie project have been moved to commercial projects within the company. Dynamic has confirmed they are not cancelling the project but just postponing everything.
	L1649	1018	N7316C	The famous Lufthansa Starliner fuselage has been moved from a warehouse in Bremen to the airport in Paderborn in the night of 22/23 February 2021. The other parts will be moved here to. This will not be part of Quax at the airport where the Junker 52 went..

Credits: Aad van der Voet, Michael Prophet, Ruud Leeuw, Neil Aird (DHC-2.com), Ralph Petterson (Conniesurvivors) and online propliner and photo communities.

Fokker News

F27	-050	20112	5Y-SMS	Som Express Airways, ex Maandeeq Air. Leased from Skyward Express, seen as such at an unknown location early November 2020. Was stored at Nairobi-Wilson October 2019.
	-050	20209	5Y-JWX	Fly National Air, ex Jetways Airlines. Seen Beledweyne late November 2020.
	-050	20120	5Y-RNG	Silverstone Air Services, ex SE-LEB BRA, Amapola Flyg. Delivered early December 2020, we now know

	-050	20288	5Y-JNR	its registration. Silverstone Air Services, ex 2-VGAS, PJ-KVM Insel Air. Had been stored for little over a year at Curacao, in basic Insel Air colours and as 2-VGAS. Was seen 1 February doing ground tests as 5Y-JNR, still in basic Insel Air colours, ready for delivery to Kenya.
F28	-0100	11452	VH-	QANTASLink, ex D-AOLG Avanti Air. Will be delivered October this year.
	-0100	11505	VH-	QANTASLink, ex D-AOLH Avanti Air. Should have been delivered Down Under in January, but no registration is known yet. Performed a local flight from/to Paderborn, as ATV023T, on 23 January.

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	125-800XPi 258779	2-NAPA	2NAPA, ex G-VOLB. Registered on 13 January.
	125-800XPi 258829	2-RBLE	Correcting last month's issue, 2-RBLE is not c/n HB-4 but rather 258829 , which makes it ex CS-DRW. Registered to Eskimo Holdings on 7 January.
Cessna	125-750 HB-4	2-FLIP	Volare Aviation, ex D-CHAA. Noted at East Midlands on 6 February.
	500 0197	RA-	Exported to Russia in January, ex N316MW.
	501 0032	N971GS	Reregistered from N307D on 20 November.
	501 0322	VH-	Exported to Australia on 12 February, ex N527HA.
	510 0108	N51HB	Exported from France to the USA on 18 November, ex F-HADT of Thevenin.
	525 0072	N525NV	Delivered to Vanderpool Aviation on 4 December, ex TG-RIF.
	525 0094	N525NC	Exported from Canada on 7 December, registered in the USA on 11 December. ex C-FBCN.
	525 0840	N545LS	Reregistered from N525LS on 17 February.
	525 0941	9H-KOM	Delivered to Tradlux on 10 February, ex N313SP.
	525 1052	N3JS	Reregistered from N23FV on 6 January.
	525 1072	C-GHRY	Delivered to Novajet on 19 February.
	525 1075	N783DL	Registered to Textron Aviation on 13 January.
	525 1076	N945LF	Registered to Textron Aviation on 7 January.
	525A 0239	G-NOCM	Delivered to Air Charter Scotland on 2 February, ex G-SOVZ of Sovereign Business Jets.
	525B 0270	N730JS	Reregistered from N58JV on 10 February.
	525B 0302	N200DT	Reregistered from N18GA on 11 February.
	525B 0636	N305KC	Registered to Textron Aviation on 29 December.
	525B 0635	N635CJ	Registered to Textron Aviation on 7 January.
	525C 0325	N325CJ	Registered to Textron Aviation in January.
	525C 0337	N131MS	Registered to Textron Aviation on 24 November and delivered on 8 December.
	525C 0344	N330RK	Registered to Textron Aviation on 28 December.
	550 0668	XA-	Exported to Mexico on 28 January, ex N48PJ.
	560 0045	N557MM	Reregistered from N560WJ on 2 February.
	560 0222	N518TX	Reregistered from N767LD on 8 December.
	560 0444	N444RT	Delivered to Pollard Aircraft Sales on 12 February, ex C-GKZT.
	560 0479	N463JA	Was YV3170 for 5 years. In US register since 17 November.
	560 0499	C-FZRS	Delivered to Monon Canada on 24 November, ex N556BG.
	560 0605	N250AD	Reregistered from N250AL on 11 February, to Luhr Bros Inc.
	560XL 5247	C-GCGU	Delivered to Chartright Air on 1 February, ex G-CIEL.
	560XL 5355	N846JS	Delivered to flyExclusive on 10 February, ex N168MC.
	560XLS+ 6076	N828JS	Reregistered from N487AV on 13 January.
	560XLS+ 6146	N560PS	Delivered to Powersouth Energy on 25 January, ex N91PR.
	560XLS+ 6252	N71PJ	Delivered to Textron Financial on 10 February, ex G-SNJS of Gama Aviation.
	560XLS+ 6256	N640AK	Reregistered from N935SF on 29 January.
	680 0142	N402HP	Textron Aviation, ex D-CHRD. Registered on 28 October.



REVA Air Ambulance has registered its first aircraft in Ireland. Hawker 800XP EJ-REVA was originally delivered to the company back in October 2017, as N895TM, after which it became N534RV. REVA additionally operates Hawker 800XP N535RV, complemented with thirteen Learjets and a Cessna 402B. (Shannon, 2 February 2021, Malcolm Nason)



Max Verstappen took delivery of his own Falcon 900 this January. It is operated by Exxaero and will most likely spend a lot of time in southern France, as Max lives in Monaco. Before becoming PH-DTF, this Falcon was owned by Sir Richard Branson as M-VGAL. (Amsterdam-Schiphol, 20 January 2021, Erwin Stam)

	680	0165	N680BW	In the US register since 23 November, ex XA-XDC.
	680	0255	N369FG	Reregistered from N860SM on 16 December. Operated by Fulgent Genetics.
	680+	0510	N688VM	Reregistered from N517BG on 15 December.
	680+	0541	N680VM	Reregistered from N264JV on 15 December.
	680+	0542	N427GY	Imported from Canada on 22 December, ex C-GREQ.
	680+	0550	N685VM	Reregistered from N95KJ on 16 December.
	680+	0598	n598CS	Registered to Textron Aviation on 30 December.
	680A	0017	N1326A	Exported from the Isle of Man on 22 December, ex M-MJLD.
	680A	0039	N751PE	Reregistered from N751PL on 4 December.
	680A	0258	JA680A	Exported to Japan on 9 February, ex N212WB.
	680A	0259	N641QS	Delivered to Netjets on 31 December.
	680A	0262	N606QS	Registered to Textron Aviation on 11 January.
	680A	0264	N607QS	Registered to Textron Aviation on 8 January.
	700	0034	N111Y	Reregistered from N704CL on 17 February, to Ingram Industries.
	700	0035	N808QS	Delivered to NetJets on 25 November.
	700	0043	N263TH	Registered to Textron Aviation on 2 February.
	700	0044	N810QS	Registered to Textron Aviation on 8 January.
	700	0046	N811QS	Registered to Textron Aviation on 8 January.
	750	0085	N85AV	Was D-BEAR of Air X Charter, again to the US register on 20 November,
	750	0107	N107AV	Reserved in January, ex D-BEEP of Air X Charter.
	750	0150	N975JS	Ex C6-TEN. Registered on 30 December.
	750	0256	N265AV	Was D-BUZZ of Air X Executive for 3.5 years, in the USA again since 10 November.
	750	0296	N589LJ	Reregistered from N913TX on 18 November.
Challenger	300	20069	N120JC	Southwestern Jet, re-registered from N987HP on 6 November.
	300	20089	N924TG	RLC Aviation, re-registered from N924TC on 2 December.
	300	20137	N525XJ	Jetsselect, re-registered from N318JS on 6 November.
	300	20239	N828RB	RB Aviation 1, re-registered from N584D on 30 November.
	350	2064	N19DD	Citation X, re-registered from N1350S on 2 December.
	350	20786	N325AA	BAAA Aeolus, re-registered from N200MS on 9 November.
	350	20860	N440JG	Bombardier Aerospace, registered on 13 November.
	350	20862	N272BC	Bombardier Aerospace, registered on 28 October.
	350	20863	N763LC	Bombardier Aerospace, registered on 18 November.
	350	20864	N598FX	Flexjet, registered on 10 December.
	601-3A	5067	2-NICE	Eskimo Holdings, ex G-OCFT. Registered on 13 January.
	601-3A	5118	LV-JVB	FLYZAR, ex N320SG. Registered in January.
	601-3A	5119	N64JS	Celebration TV America, re-registered from N73ML on 19 November.
	604	5518	N681HC	IHC Health Service, re-registered from N85PX on 24 November.
	605	5856	VP-CVV	Noted at Zürich on 5 February, ex SX-FSA.
	650	6078	N505RT	Raytheon Technologies, re-registered from N505R on 6 November.
	650	6159	N159L	Lasai Aviation, ex C-FAOF. Registered on 25 November.
	650	6160	N650HN	Bombardier Aerospace, ex C-FAOU. Registered on 30 November.
	650	6161	N622D	Bombardier Aerospace, ex C-FAPQ. Registered on 9 December.
	650	6162	T7-MASHI	Orascom Aviation, ex C-FAQY. Noted at Zürich on 13 February.
	650	6163	C-FTML	Bombardier, re-registered from C-FAZO on 5 February.
Cirrus	SF50	0014	SP-AER	Noted at Poznan on 22 February, ex 2-AUER.

Eclipse	SF50	0233	2-YOLO	Delivered on 3 February, ex N233CV.
	EA500	000143	2-DEWS	Addition to Scramble 501.
	EA500	000168	HC-	Exported to Ecuador on 4 February, ex N799FC.
	EA500	000230	2-NAOM	Correction to Scramble 501.
	EA550	1001	D-IFPM	Delivered to Franconia Air Service on 9 February, ex T7-BFH.
Embraer	500	50000250	ZK-PHN	Former 2-JBMF of JBFeggair ApS. Was sold to Pouajai Investments Ltd.
	505	50500247	N12ML	Ex F-HMML of Synair GIE was sold to JFW Flight Services LLC in the USA.
	505	50500329	5N-AAK	Former T7-AAK of Matrix Energy/Skypower Express Airways Nigeria Ltd. was re-registered into the Nigerian register for the same owner/operator.
	505	50500560	D-CKVI	This brand new Phenom, ex N560EE, was delivered to DAS Private Jets GmbH.
	505	50500570	CS-PHQ	Ex N443QS of Embraer was sold to NetJets Europe in December.
	505	50500585	T7-SST	Ex N60237 of Embraer was sold to TAG Aviation San Marino SRL in December.
	505	50500590	M-ASER	Ex N10204 of Embraer was sold to Maser Aviation Ltd., but is operated by ACASS Ireland since December.
	545	55010051	M-DODO	Converted to Praetor 500 at Paris-Le Bourget, 10oct20-15dec20.
	550	55020122	G-FLFX	Former PR-BLI of Embraer was sold to Flexjet Ltd.
Falcon	6X	001	F-WSIX	The first prototype of the Falcon 6X was noted outside at Bordeaux on 19 February.
	7X	58	N758PM	Falcon 7X (MSN 58), ex VQ-BSN. Registered on 17 November.
	7X	163	N228AP	Apo Air, ex F-HLLG. Registered on 18 November.
	7X	180	N191MM	Pegasus VI, re-registered from N191MD on 5 November.
	7X	274	T7-TLOL	Kugu, ex TC-CMC. Noted at Bishkek on 16 February.
	8X	477	N191MD	Pegasus VIII, registered on 12 November.
	900	57	C-FDAN	Skyservice Business Aviation, ex C-FCRH. Registered on
	900B	160	N621MD	Hampton Holdings, re-registered from N508BA on 2 November.
	900EX	24	N7BD	7BD, ex TR-LEX. Registered on 3 December.
	900EX	111	C-GLUV	Harvard Properties, ex N900VE. Registered on 1 November 2019.
	900EX	172	N888ZA	Bank of Utah, ex G-SIRO. Registered on 2 December.
	900EX	187	N401JG	JVG Holdings, re-registered from N904YJ on 5 November.
	2000	214	N527DJ	Dumont Aircraft Charter, re-registered from N215QS on 9 November.
	2000EX	37	N45RT	Raytheon Technologies, re-registered from N308U on 6 November.
	2000EX	42	N360FC	BMW Operations, ex D-BMVV. Registered on 10 December.
	2000EX	126	N40RT	Raytheon Technologies, re-registered from N810U on 3 November.
	2000LXS	280	C-FRKI	Irving Air Service, ex N56AR. Registered on 24 October 2019.
	2000LXS	288	OY-SDH	Air Alsie, ex F-HLEY. Registered on 13 November.
	2000LXS	367	N481EC	Dassault Falcon Jet, registered on 30 October. Registered to Exelon Business Services Company on 16 January.
	Global	2000LXS	368	N881CE
2000LXS		369	N902TF	Dassault Falcon Jet, registered on 4 December.
2000S		741	N595P	Dassault Falcon Jet, re-registered from N2000A in November.
Express		9002	N96FX	Reregistered from N881WT on 16 February.
XRS		9292	N999V	Reregistered from N887WH on 8 February.
5000		9602	G-LAMO	Delivered to Concierge U on 9 December, ex CS-LAM.
5000		9658	G-FAMG	Delivered to Concierge U on 11 February, ex VT-IBG.
5500		60040	C-FPMU	Registered to Bombardier on 11 February.
5500		60041	C-FPOH	Registered to Bombardier on 11 February.
5500		60042	C-GIBN	Registered to Bombardier on 11 February.
6000		9381	N885AB	Reregistered from N885AQ on 25 January, still with Executive Jet Management.
6000		9467	TC-	Exported to Turkey on 26 January, ex N102CF.
6000	9557	N163QS	Reregistered from N9099H on 2 February, with NetJets.	



The above Gulfstream G200 is lucky not to have the average standard white-with-a-small-cheatline bizjet colour scheme. Operated by Kyndi Services it is based at Kiev-Zhulyany and visits Munich every once and a while. Before becoming T7-ABC in January 2019, the G200 had spent ten years with American registrations. (Munich, 14 February 2021, Richard Bakker)

	6000	9726	N165QS	Delivered to NetJets on 11 February. Ex 9H-JEH of Albinati Aeronautics.
	6500	60008	C-FMHL	Reregistered from C-GIMX on 17 February.
	6500	60018	N	Exported to the USA on 16 February, ex C-GKOH.
	6500	60030	SE-RMS	Delivered to SAAB Nyge Aero on 9 February. Arrived in Linköping the 10 th . Ex C-GMWR.
	7500	70083	C-GTSH	Registered to Bombardier on 26 January.
	7500	70085	C-GTTE	Registered to Bombardier on 9 February.
	7500	70086	C-GTUD	Registered to Bombardier on 19 February.
Gulfstream	IVSP	1238	N779LD	Fairview Group, ex C-GCPM. Registered on 28 December.
	IVSP	1379	914	Chilean Air Force, ex N450EF. Noted testflying at West Palm Beach (FL) on 3 February.
	IVSP	1444	N445SC	Southern Cross Aircraft, ex HZ-SK1. Registered on 12 November.
	IVSP	1484	T7-ABH	Empire Aviation San Marino, ex N717AL. Noted at Accra on 9 December.
	G450	4057	N385GP	Executive Jet Management, re-registered from N2LA on 6 November.
	G450	4149	N243V	Spangler Companies, re-registered from N246V on 23 November.
	G450	4189	N787JS	Executive Jet Management, re-registered from N555LR on 2 December.
	G450	4207	N809BC	Gama Aviation Signature Aircraft Management, re-registered from N807BC on 2 December.
	G450	4255	N450JC	Priester Aviation, ex VP-CLI. Registered on 25 November.
	V	640	C-GBGC	994748 Ontario, ex N278PH. Registered on 31 July.
	G550	5121	N671BB	Bank of Utah, re-registered from N671BR on 3 December.
	G550	5203	N550KJ	Airtime, re-registered from N50KJ on 1 December.
	G550	5281	N550BV	Bank of Utah, ex XA-FEM. Registered on 12 November.
	G550	5383	N505SS	TVPX Aircraft Solutions, re-registered from N999HZ on 30 November.
	G550	5484	N21UC	Layan Acquisitions, re-registered from N486RW on 3 November.
	G550	5615	N552MW	Schweitzer Engineering Laboratories, ex N565GD. Registered on 16 November.
	G650	6060	N6060X	TVPX Aircraft Solutions, re-registered from N651CH on 30 November.
	G650	6101	PS-MTR	MXM Holdings, registered on 27 January. Ex N47TR.
	G650	6312	P4-IFF	Registered in January, ex N836MF.
	G650ER	6416	OK-KKG	ABS Jet, ex N616GA. Registered on 26 November.
	G650ER	6427	N627GA	TVPX Aircraft Solutions, registered on 19 November.
	G650ER	6436	N63XF	Comcast, ex N636GS. Registered on 18 November.
	G650	6438	N212DD	Gold Compass Holdings, ex N638GA. Registered on 17 December.
	G650	6441	HB-IXL	TAG Aviation UK, ex N441GD. Registered on 22 January.
	G500	72043	N500RG	500RG, ex N543GD. Registered on 21 November.
	G500	72048	N70FT	EJS Aviation Services, ex N548GD. Registered on 18 November.
	G500	72055	N409GB	Hanging Valley Aviation, ex N255GA. Registered on 3 December.
	G500	72056	N50PH	Real Hotel And Resorts, ex N556GD. Registered on 19 November.
	G600	73026	N151B	DSMEJ II New AC Company, re-registered from N626GD on 20 November.
	G600	73029	N601CH	JPMorgan Chase Bank, ex N629GD. Registered on 21 October.
	G600	73030	N602CH	JPMorgan Chase Bank, ex N630GD. Registered on 21 November.
	G600	73034	N982RW	Coca-Cola, ex N634GA. Registered on 14 October.
	G600	73035	N920BM	Flight Operations, ex N635GD. Registered on 25 November.
	G600	73037	N332DX	Dick's Sporting Goods, ex N637GD. Noted at Henderson (NV) on 4 February.
	G600	73040	N63NB	Niagara Bottling, ex N640GD. Registered on 15 January.
Honda	HA-420	00112	T7-DNH	Foreign Real Estate Investments, ex T7-HDJ. Registered on 9 December.
IAI	G100	153	N188AK	Reregistered from N100AK on 28 January.
	G150	235	VH-OVG	Exported to Australia on 8 February, ex N120RC. Operated by Careflight.
	G200	130	N200QA	Registered on 12 February, ex PR-MMP.
	G200	177	N918SJ	Reregistered from N200KN on 6 February, to Sundocs.
Learjet	31A	31A-170	T7-TFC	Ex N833KC of Cochrane USA Inc. was sold to Uplift Flight Management AG in Switzerland.
Pilatus	PC-24	180	ZS-NIO	Ex HB-VZY of Pilatus Flugzeugwerke was sold to Ni-Da Transport (Pty) Ltd. in South Africa.
	PC-24	195	LX-DCC	Former HB-VSL of Pilatus Flugzeugwerke was sold to JetFly Aviation SA.
	PC-24	199	PH-EBM	Former HB-VSP of Pilatus Flugzeugwerke was sold to Ypsilon Aviation, but is operated by Flying Group in Belgium.
	PC-24	210	HB-VVF	Registered to Pilatus Flugzeugwerke in December, noted wearing Svenskt Ambulansflyg colours.
	PC-24	211	HB-VVG	Registered to Pilatus Flugzeugwerke in December, noted wearing Svenskt Ambulansflyg colours.
	PC-24	213	HB-VSU	Registered to Pilatus Flugzeugwerke in December.

Bizprops

Beech	C90GTx	LJ-2173	D-IRKV	Former N273RK of Rangeflyers Inc. was temporarily sold to an unknown operator in Germany in August 2020, but was restored back to Rangeflyers as:
	C90GTx	LJ-2173	N273RK	in December 2020.
	B250GT	BY-174	T7-AIRX	Former N20NL of Spairco LLC was sold to a yet unknown operator in the San Marino register.
	B250GT	BY-238	M-DAWN	Former G-NYCO of Dawn Meats Group UC was re-registered into the Isle of Man register for the same operator/owner in December.
Cessna	208	00005	N90JF	ISR Aviation, ex SE-LZY. Registered on 13 September 2019.
Piaggio	P180	1045	N5854R	Registered to Piaggio America on 26 January, ex 9H-RDG of Hermes Aviation.
Pilatus	PC-12/47E	1277	F-HNFC	Former OO-JCV of Nextgen Partners was sold to Gremar in France in December.
	PC-12/47E	1651	OH-MIG	Ex 3A-MIG of Alpha Golf Aviation Monaco Sarl was sold to FLY 7 Executive Aviation in Finland.
	PC-12/47E	1935	VH-LWO	Former HB-FXU of Pilatus Flugzeugwerke was sold to Royal Flying Doctor Service of Australia for the second time after temporary cancellation in January.
	PC-12/47NGX	2043	OH-KBA	Ex HB-FQJ of Pilatus Flugzeugwerke was sold to Kitzbühel Airways GmbH, but is operated by Hendell Aviation Oy in Finland.
	PC-12/47NGX	2046	D2-ABC	Ex HB-FQM of Pilatus Flugzeugwerke was sold to a yet unknown operator in Angola.
	PC-12/47NGX	2060	HB-FRA	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2060	LX-FLI	Jetfly SA in Luxembourg in December.
	PC-12/47NGX	2065	HB-FRF	Registered to Pilatus Flugzeugwerke in December, later sold to:
	PC-12/47NGX	2065	N35NX	Pilatus Business Aircraft Ltd. in the US in January.



PC-12 OH-BSL was formerly HB-FVC, as can be seen from the construction number on the front gear doors (1002). It was first seen with its new registration in January and it is one of a large number of PC-12s operated on the Finnish register. (Ostend, 17 February 2021, Nik Deblauwe)

	PC-12/47NGX 2066	HB-FXI	Registered to Pilatus Flugzeugwerke in January, later that month sold to:
	PC-12/47NGX 2066	N471AR	Pilatus Business Aircraft Ltd. in the US
	PC-12/47NGX 2067	HB-FRG	Registered to Pilatus Flugzeugwerke in December.
	PC-12/47NGX 2068	HB-FRH	Registered to Pilatus Flugzeugwerke in December, later sold to:
	PC-12/47NGX 2068	N800WY	Pilatus Business Aircraft Ltd. in the US in February.
Piper	46-500TP 4697492	OM-SKC	Air Prestige, ex D-FSFS. Delivered in December.
	46-600TP 4698023	N600TJ	Southern Aircraft Consultancy, registered on 22 January. Based in France since February.
	46-600TP 4698033	T7-COM	Noted at Prague on 15 February, ex N600EU.
	46-600TP 4698108	RA-07857	Registered on 15 December, ex G-XSCP.
SOCATA	TBM-910 1174	N910DH	Former F-HEGM of Grand Sud Aviation Executive was sold to a yet unknown operator in the US.

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 (over 150,000 records) consider using the advanced search options.

For full production lists see the Soviet Transports downloads page at the AirHistory.net website. On the 'reference' tab on this site there is a sub-page 'Soviet Transport Data Files' and there you can find;

- the free, downloadable, January 2021 editions of known production lists of the all types (over 250) included in the 'Soviet Transports' database, which includes all known military transport aircraft and helicopters as well as bombers;
- a list of Western-built aircraft which saw service in the Soviet Union and the Eastern Block (excl. modern types);
- a list of all RF- registered aircraft, including other types like Western-built aircraft and Soviet/Russian-built fighters;
- an illustrated explanation to construction numbers used and where to find them on 'Soviet Transports' types;
- a list of abbreviations, English to Russian translations and the official and unofficial location codes used in the ST files;
- a Google Earth KMZ file with all airports in the Soviet Transports database.

This free service replaces an eventual new edition of the Soviet Transports book which nowadays would simply be too expensive to produce. A total rundown of all files in early 2021 shows a new book would equate over 2,150 pages, were it to be published in the same format as the 2004 edition, A4 in small print. The entire Soviet Transports team is hoping to continue working on this data in the future and to continue to make fresh information freely available, as well as updating existing information and publishing historical data still sitting on our desks, waiting to be processed.

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 (over 150,000 records) consider using the advanced search options.

An-2P	1G141-83	'OK-AGG'	red/white c/s		2019	used for the film 'Arkyka' (Arctic) shot in Iceland in 2017; ex SP-AOI
An-2R	1G189-26	UR-84559	Avia-Plaza Plyus	rgd	15jul14	no operator on register from nov18; canx 10feb21
An-2R	1G198-33	UR-31468	Fenix Air	rgd	22nov11	canx 10feb21
An-2R	1G202-39	UR-17719	Yunikom Avia	rgd	01aug11	canx between 05feb21 and 12feb21
An-2R	1G203-30	UR-17769		rgd	03dec15	canx between 05feb21 and 12feb21
An-2R	1G210-30	UR-43953	O.Kh. Nedov	rgd	24mar08	no operator given on register from oct18; canx 10feb21
An-2R	1G211-13	UR-43994	V.M. Paskar	rgd	27oct09	no operator given on register from jun17; canx 10feb21
An-2T	1G235-59	UR-ASL	V.Yu. Havrylenko	rgd	05mar15	V.Yu. Havrylenko of the Odessa region; canx 10feb21
An-12BK	8 34 61 02	RF-95416	Russian Air Force	OVB	17jun18	coded "09" red; dam. 09feb21 on landing Burevestnik
An-24RV	5 73 104 03	UR-47312	Kievskaya Rus	IEV	12jan18	canx 10feb21; l/n IEV 21feb20
An-24B	8 99 017 01	RA-47159	Chukotavia	DYR	11apr14	canx between aug10 and mar16
An-26	16 03	1603	Polish Air Force	l/n	18sep20	transferred to the Muzeum Sil Powietrznych and undergoing restoration
An-28	1AJ 004-15	EK-2815	Mars Avia	JUB	18aug17	canx from the register 30sep19

An-28	1AJ 006-06	3C-KKY (1)	Sauzen Gateway Cor	w/o	may99	in Kenya; c/n now known; ex EX-28798
An-28	1AJ 009-09	9U-BVZ	TepAviaTrans n/t	JUB	13jun20	ex EK-2809
M28-05	AJE 003-20	43	Estonian Air Force	h/o	feb20	f/n WAW 05feb21
An-72	365 720 90 795	RF-90315	Russian Air Force	CKL	2020	with small code "26" red on tailfin
An-74	365 470 95 898	RA-74009	UTair	Tjp	10sep20	preserved as such at Tyumen-Plekhano in full c/s
An-74-200	365 470 98 966	UR-ALH	Aerojet	rgd	27aug19	canx between 05feb21 and 12feb21
An-132D	001	UR-EXK	DP "Antonov"	Gos	05aug19	new CofR was issued 31jul20; canx 10feb21
An-158	01 02	UR-EXJ	DP "Antonov"	rgd	12mar19	l/n Gostomel 08oct19; canx 10feb21
An-178	001	UR-EXP	DP "Antonov"	Ksv	21aug20	new CofR was issued 23jan19; canx 10feb21
Il-14	---	1102	Egyptian Air Force	photo	sep64	VIP aircraft; in natural metal c/s
Il-76TD	10334 16515	UR-CIG	ZetAvia	rgd	11jan21	to Bu Shames FZE of the UAE
Il-76TD	10334 18600	UR-CTU	ZetAvia	rgd	09feb21	ex RA-76386
Il-76MD-90	02-03	RF-78658	Russian Air Force	h/o	29jan21	at Ulyanovsk; named 'Genrikh Novozhilov'; opb 235 vtap at ULY
Il-76MD-90	02-04	RF-78659	Russian Air Force	h/o	29jan21	at Ulyanovsk; opb 235 vtap at ULY
Il-76MD-90	02-05	RF-78660	Russian Air Force	h/o	29jan21	at Ulyanovsk; opb 235 vtap at ULY
Il-86	51483209085	EK-86117	Armenian AI, n/t	DME	2004/21	stored there 17 years; canx only by 24sep20 !
Ka-27PS	#5002788614	RF-19691	Russian Navy	PKC	29jan21	code changed to "83"blue
Ka-29	---	RF-34150	Russian Navy	VVO	28jan21	coded "75" yellow
L-410UVP-E3	87 19 32	UR-NPO	Chornomorski Airlines	ODS	04apr19	canx 10feb21
L-410UVP-E3	87 20 05	UR-GNG	Vanilla Sky		20aug19	seen at Tbilisi-Natakhtari; canx 10feb21
L-410UVP-E20	33 11	RA-67080 (2)	Aeroservis	rgd	29dec20	c/n in register as R3311; f/n OMS 07feb21
L-410UVP-E20	33 19	OK-JNI	Aircraft Industries	rgd	05feb21	
Mi-1M	8 68 009 09	CCCP-40462	AFL/Uzbekistan	w/o	16jun69	crashed in the desert 5 km from Nukus airport
Mi-2MSB	54 4438 105	UR-EXR	Motor Sich	l/n	18aug18	at Zaporizhzhya-Shirokye 18aug18; canx 10feb21
Mi-2	54 6117 049	UR-VBF	Motor Sich	rgd	07jun18	canx 10feb21
Mi-2	54 6611 040	UR-BUX	Avia-Stil	rgd	30jan09	no operator on register from may20; canx 10feb21
Mi-2	54 7949 122	UR-BEC	Avia-Stil	rgd	30jan09	no operator on register from may20; canx 10feb21
Mi-2	54 8110 033	RA-20837	Barkol		aug20	ground training for Russian Customs Service at Orlovo
Mi-2	54 8126 043	UR-20845	KhNUVS	rgd	28dec20	Kharkov National University of Internal Affairs
Mi-2	54 8734 064	UR-23362	KhNUVS	rgd	28jan21	Kharkov National University of Internal Affairs
Mi-2MSB	54 9026 015	UR-EXV	Motor Sich	rgd	03jun15	new CofR 18feb20; canx 10feb21
Mi-2U	54 9132 035	"883" black	Ukraine Army Aviation	toc	2015	code only on a sheet of paper in a cabin window
Mi-2	51 9412 095	HA-BGE (2)	OMSZ Legimento Kht		dec19	wfu in the Air Ambulance shelter at Debrecen
Mi-2	54 9423 095	'CCCP-15677'	Aeroflot	VVO	31aug17	preserved in fake colours; c/n now known, ex 2356K
Mi-2MSB	54 9443 105	"881" black	Ukraine Army Aviation	PLV	23jan19	code only on a sheet of paper in a cabin window
Mi-2MSB	5410946 079	"98" black	Ukraine Air Force	dam	28mar19	on a training flight from Chuhuyiv
Mi-4	---	AM65	Somali Air Force	photo	unknown	4 were delivered probably in 1966
Mi-8MSB-V	47 43	"861" black	Ukraine Air Force	PLV	23jan19	code only on a sheet of paper in a cabin window
Mi-8P	87 10	RA-27176	Yeltsovka	rgd	07jul20	f/n Novosibirsk-Yeltsovka 25nov20
Mi-8MSB-V	9 73 28 16	"03" black	Ukraine Air Force	KBP	jan21	code only on a sheet of paper in a cabin window
Mi-8T	9 81 57 02	RA-24642	UTair		05feb21	prepared at Kaluga-Oreshkovo for preservation
Mi-8MSB-V	9 89 43973	"02" black	Ukraine Air Force	KBP	jan21	code only on a sheet of paper in a cabin window
Mi-8MT	9 3143	"836" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-8MT	9 3261	"833" white	Ukraine Army Aviation	photo	22aug18	in parade rehearsal at Kiev 22aug18; c/n now known
Mi-8MTV-1	9 3295	UR-CMI	BNPB	photo	10jun16	canx between 12feb21 and 23feb21
Mi-8MT	9 4033	"832" black	Ukraine Army Aviation	PLV	23jan19	code only on a sheet of paper in a cabin window
Mi-8MT	9 4237	081827AT	United Nations	LWO	10jan19	carried code "UNO 861"; c/n now known
Mi-8MT	9 4454	"834" black	Ukraine Army Aviation	photo	23sep20	code only on a sheet of paper in a cabin window
Mi-8MTV-1	9 4562	"837" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-8MT	9 4909	UNO-860	United Nations	LWO	10jan19	carried code "UNO 860"
Mi-8MTV-1	9 5002	UR-CCM	Ukrainian Helicopters	rgd	28jan11	w/o 25jan18; finally canx 10feb21
Mi-8MTV-2	9 5228	"840" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-8MTV-1	9 5379	4L-AVG	Aviaservis	l/n	10jul19	canx between 22oct20 and 19feb21
Mi-8MTV-1	9 5403	082832AT	United Nations	LWO	22sep20	c/n now known
Mi-8MTV-1	9 5490	UR-CMN	Kroonk	rgd	10oct17	canx between 12feb21 and 23feb21
Mi-8MTV-1	9 5696	not known	Yemen Air Force		21jul97	left Russia after overhaul by NARZ
Mi-8MTV-1	9 5697	not known	Yemen Air Force		30jun97	left Russia after overhaul by NARZ
Mi-8MTV-1	9 5698	not known	Yemen Air Force		21jul97	left Russia after overhaul by NARZ
Mi-8MTV-1	9 5699	not known	Yemen Air Force		30jun97	left Russia after overhaul by NARZ
Mi-8MTV-1	9 7474	RA-24557 (2)	not known	DYR	01jan21	damaged, the main rotor blades broke and the nose wheel was twisted
Mi-8MTV-1	9 7521	RA-24547 (2)	Konvers-Avia	dam	28jan21	at Boguchany, hit by debris from Mi-8AMT RA-22833
Mi-8MTV-1	108M11	UR-CMX	Kroonk	rgd	15aug17	canx between 12feb21 and 23feb21
Mi-8MTV-1	108M40	UR-CMZ	Kroonk	dam	16mar19	canx between 12feb21 and 23feb21
Mi-8MTV-1	520M12	UR-CNC	BNPB	BDJ	23oct20	canx between 12feb21 and 23feb21
Mi-17	226M67	Z3015	Indian Air Force	BOM	25mar06	correction of c/n (not 223M67)
Mi-17V-5	368M164 ?	164	Iraqi NIS	photo	2013	no markings apart from '164'; ex N3334M
Mi-171Sh	59489617992	SM-46	Algerian Air Force	photo	2013	l/n feb21; c/n known now
Mi-8AMT	8AMT00643177684U	RA-22833 (2)	Yeltsovka	dam	28jan21	at Boguchany when the main rotor collided with an airport building
Mi-8AMT	8AMT00643187750U	RA-24699 (2)	BNPB	KOE	03feb21	opf the Indonesian National Board for Disaster Mgt
Mi-171C	171C00156207921U	B-722P	Qingdao Helicopter	mfd	2020	f/n CGD 20dec20; c/n now known
Mi-171C	171C00156207922U	B-722Q	Qingdao Helicopter	mfd	2020	
Mi-8MSB-V	MSB815 0017	"860" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-8MSB-V	MSB818 0028	"862" black	Ukraine Army Aviation	f/n	jan21	code only on a sheet of paper in a cabin window

Mi-8MSB-V	MSB818 0029	"863" black	Ukraine Army Aviation	f/n	jan21	code only on a sheet of paper in a cabin window
Mi-8MSB-V	MSB81 . 0034	"665" black	Ukraine Air Force	mfd	2019	code only on a sheet of paper in a cabin window
Mi-8MTPR-1	---	RF-04435	Russian Air Force	Khb	16jan21	coded "58" blue
Mi-8AMTSh	---	RF-28968 (2)	Rosgvardiya	photo	06feb21	coded "163" yellow
Mi-8MT	---	RF-91428	Russian Air Force	photo	feb21	coded "64" red
Mi-171E	---	99728, 31 & 32	Chinese Army	photo	jan21	temporary serials; probably opb 76th Brigade Wujiacu
Mi-171E	---	53322	Chinese Army	photo	feb21	opb Trp & SAR Brigade of Western Theatre Command
Mi-171E	---	LH921788	Chinese Army	photo	dec20	opb Tibet/Xizang Brigade
Mi-8MTV-1	---	CU-H1457	Aerogaviota	w/o	29jan21	crashed into the Loma de la Mensura (995 metres)
Mi-17V-5	---	ZP5214	Indian Air Force	photo	08feb21	in the rescue effort after Nanda Devi glacier disaster
Mi-171	---	5U-MHI	Niger Air Force	photo	04jan21	with 'glass' nose and flat loading ramp
MSB-8	---	no code	Motor Sich	OZH	24dec20	underwent trials with local Ukrainian-made composite rotor blades
Mi-24P	353243 33 17100	UNO-881	United Nations	GOM	22mar20	carried code 'UNO-881'; ret. to Ukraine mar20 or apr20
Mi-24P	353243 34 20365	"802" black	Ukraine Army Aviation	photo	2020	code only on a sheet of paper in a cabin window
Mi-24P	353243 28 26193	"603" black	Ukraine Army Aviation	photo		code only on a sheet of paper in a cabin window
Mi-24PU1	353243 28 26258	"801" black	Ukraine Army Aviation	PLV	23jan19	code only on a sheet of paper in a cabin window
Mi-24P	---	RF-92522	Russian Air Force	Kam	05feb21	coded "41" yellow
Mi-24P	---	RF-95299	Russian Air Force	Kam	05feb21	coded "38" yellow
Mi-24A	---	SU-86	Algerian Air Force	photo		in khaki/olive drab camo c/s with light grey underside
Mi-26T	34001212430	RA-06040	Aeroflot	Kjc	jan21	flown out underslung by Mi-26T RA-06080 and seen at Tobolsk-Medyanki 22jan21
Mi-34	978303 .. 03004	--	primer		jan21	line # 03-04; for sale, can only be used as an exhibit
Mi-34	978303 .. 03005	--	primer		jan21	line # 03-05; for sale, can only be used as an exhibit
Mi-34	978303 .. 04001	--	primer		jan21	line # 04-01; for sale, can only be used as an exhibit
Mi-34	978303 .. 04002	--	primer		jan21	line # 04-02; for sale, can only be used as an exhibit
RRJ-95B	95 082	RA-89046	Rossiya	ULY	26jan21	ferried to SVO; named 'Vyborg'; l/n CEK 22feb21
RRJ-95B	95 084	RA-89047	Rossiya	ULY	16feb21	ferried to SVO
RRJ-95B	95 165	RA-89116	Rossiya	ULY	26jan21	ferried to SVO; named 'Rzhev'; l/n ASF 13feb21
RRJ-95B	95 166	RA-89115	Rossiya	ULY	13jan21	ferried to SVO; named 'Oryol'; l/n SVO 05feb21
RRJ-95B	95 189	RA-89126	Rossiya	BTS	13jan21	ferried to SVO; named 'Yelets'; l/n SVO 15feb21
RRJ-95B	95 190	RA-89127	Rossiya	ULY	16feb21	ferried to SVO
Tu-16	1 88 15 01	"46" red	Soviet Air Force	photo	16jan21	see on-line database for more info and its location
Tu-16	. . . 04 01	4.79	Egyptian Air Force	photo		large code "79" on the nose; in natural metal c/s
Tu-22M3	38 97 . 5 .	"48" red	Soviet Air Force	mfd	30sep88	line # 97-05
Tu-22M3	19100 9 2 .	RF-94147	Russian Air Force	Shk	15aug20	coded "41" red; c/n now known
Tu-22M3	29101 . 3 .	"14" red	Russian Air Force	no	reports	6951 AvB at Shaikovka
Tu-22M3	40103 . 5 .	RF-94148	Russian Air Force	l/n	18aug19	at Byelaya; coded "12" red; c/n now known
Tu-134AK	95 209	RA-65604 (2)	Sirius-Aero	l/n	aug20	ground training for Russian Customs Service at Orlovo
Yak-12R	10 4 02	CCCP-L5882	AFL/Privolzhsk	rgd	04aug55	became CCCP-95882 rgd 14may58
Yak-12R		CCCP-95889	AFL/Privolzhsk	rgd	07oct60	in early 1950s register & Privolzhsk directorate listing
Yak-12R	10 4 15	CCCP-L5889	AFL/Mosk. AG SPiVS	rgd	08aug55	became CCCP-21109 rgd 17may58
Yak-12R	10 4 16	CCCP-L5887	AFL/Mosk. AG SPiVS	rgd	13aug55	became CCCP-21110 rgd 17may58
Yak-12R	10 4 18	CCCP-L5888	AFL/Mosk. AG SPiVS	rgd	31jan56	became CCCP-21111 rgd 17may58
Yak-12R	10 4 26	CCCP-L5896	AFL/Mosk. AG SPiVS	rgd	21jul55	became CCCP-21112 rgd 17may58
Yak-12M	06 5 10	CCCP-L4036	AFL/Privolzhsk	rgd	24mar56	became CCCP-74036 rgd 14may58
Yak-12M	06 5 21	CCCP-L4042	AFL/Privolzhsk	rgd	04apr56	became CCCP-74042 rgd 14may58
Yak-12M	06 5 23	CCCP-L4045	AFL/Privolzhsk	rgd	30mar56	became CCCP-74045 rgd 14may58
Yak-12M	07 5 13	CCCP-L4117	AFL/Privolzhsk	mfd	29mar56	became CCCP-74117 rgd 14may58
Yak-12M	07 5 18	CCCP-L4123	AFL/Privolzhsk	rgd	23may56	became CCCP-74123 rgd 14may58
Yak-12M	08 5 09	CCCP-L4073	AFL/Mosk. AG SPiVS	rgd	18jun56	became CCCP-74073 rgd 17may58
Yak-12M	09 5 22	CCCP-L4164	AFL/Mosk. AG SPiVS	rgd	25jul56	became CCCP-74164 rgd 17may58
Yak-12M	13 5 02	CCCP-L4296	AFL/Far East	rgd	06dec56	became CCCP-14296 rgd 20jun58
Yak-12M	14 5 22	CCCP-L1065	AFL/Far East	rgd	18jan57	became CCCP-21065 rgd 20jun58
Yak-12M	15 5 17	CCCP-L1033	AFL/Far East	rgd	18jan57	became CCCP-21033 rgd 20jun58
Yak-12M	18 5 05	CCCP-T463	AFL/Far East	rgd	31jan57	became CCCP-56463 rgd 20jun58
Yak-12M	18 5 06	CCCP-T480	AFL/Far East	rgd	04mar57	became CCCP-56480 rgd 20jun58
Yak-12M	18 5 12	CCCP-T486	AFL/Far East	rgd	21feb57	became CCCP-56486 rgd 20jun58
Yak-12M	18 5 22	CCCP-T496	AFL/Far East	rgd	07may57	became CCCP-56496 rgd 1958
Yak-12M	22 5 32	CCCP-L782	AFL/Mosk. AG SPiVS	rgd	01jul57	became CCCP-72782 rgd 17may58
Yak-12M	25 5 20	CCCP-K740	AFL/Mosk. AG SPiVS	rgd	11oct57	became CCCP-72740 rgd 17may58
Yak-12M	30 5 03	CCCP-T0703	AFL/Mosk. AG SPiVS	rgd	27feb58	became CCCP-90703 rgd 17may58
Yak-12M	7 12 7 130	CCCP-L898	AFL/Mosk. AG SPiVS	rgd	02jan58	became CCCP-07898 rgd 17may58
Yak-12M	7 12 7 136	CCCP-L518	AFL/Privolzhsk	rgd	25nov57	became CCCP-62518 rgd 14may58
Yak-12M	7 12 7 138	CCCP-L520	AFL/Privolzhsk	rgd	30nov57	db, details unknown
Yak-12M	7 12 7 139	CCCP-L521	AFL/Privolzhsk	rgd	30nov57	became CCCP-62521 rgd 14may58
Yak-12M	7 12 7 142	CCCP-L524	AFL/Privolzhsk	rgd	25nov57	became CCCP-62524 rgd 14may58
Yak-18	03 13 50 11	CCCP-T701	AFL/Krasnoyarsk	soc	28mar53	as having been stored for a long time
Yak-18	02 13 50 13	CCCP-T700	AFL/Sasovo FS	rgd	1948	with M-11 engine; soc 24jun55
Yak-18T	22202044761	UR-VCH	V.I. Chernobuk	rgd	07oct15	V.I. Chernobuk of Dnipropetrovsk; canx 10feb21
Yak-18T	13 35	G-ENKO	Denis Ischenko	rgd	26jan21	ex HA-SMD
Yak-40	9 34 20 31	RP-C2805	ex Interisland AI		nov17	seen on a low loader at Candaba and removed between feb18 and jan19
Yak-40A	9 52 20 41	RP-C2695	ex Interisland AI		01mar12	sunk off Boracay Island as a diving site
Yak-42D	452042 23 05 016	RA-42427 (2)	KrasAvia	NNM	04feb21	all white, no titles; op from russianplanes.net
PT-6	64 320 24	SBT181	Sri Lanka Air Force	TRR	15mar12	l/n feb18; ex SBT1601 and CT181

PT-6	64 320 25	SBT182	Sri Lanka Air Force	TRR	15mar12	l/n feb18; ex SBT1602 and CT182
PT-6	64 320 28	SBT186	Sri Lanka Air Force	TRR	15mar12	l/n may13; ex SBT1603 and CT186
PT-6	64 320 29	SBT187	Sri Lanka Air Force	TRR	15mar12	l/n may13; ex SBT1604 and CT187
PT-6	64 320 30	SBT188	Sri Lanka Air Force	TRR	15mar12	ex SBT1605 and CT188
PT-6	64 320 31	SBT189	Sri Lanka Air Force	TRR	15mar12	l/n feb18; ex SBT1607 and CT189
PT-6	68 320 21	SBT1161	Sri Lanka Air Force	TRR	15mar12	ex SBT1608
PT-6	68 320 22	SBT1162	Sri Lanka Air Force	TRR	15mar12	ex SBT1609
PT-6	---	SBT197	Sri Lanka Air Force	h/o	15may18	crashed Kanthale 15dec20
Y5B(D)	10 30	B-8142	Meibang General Aviation	AYN	30jan21	
Y5B	---	53223, 5, 7 & 9	Chinese Air Force	ph.	feb21	all four are WTC/Transport & SAR Brigade
Y7	---	9072	Chinese Navy	Lia	04feb21	no winglets; in white/light grey c/s with blue cheatline
Y7G	---	55013, 14 & 17	Chinese Air Force	photo	02feb21	all three seen active, probably at Shahezhen
Y8	---	3356	Chinese Air Force	CGQ	22oct19	code "36"red on its nose; Xian Flying Academy/5th Training Brigade
Y9	---	54910	Chinese Air Force	ph.	feb21	1st Y-9 delivered in 2021 & 1st Y-9 for the transport Brigade of the Northern Theatre Command

PH register

Newly registered aircraft:

PH-ARY	Robin DR400/120	2749		21jan21	Transal Aero Services BV
PH-EBM	Pilatus PC-24	199		21jan21	Ypsilon Aviation BV
PH-FKM	Van's RV-4	2293		25jan21	M. Kletzenbauer
PH-HWH	Agusta-Bell 206B	8076		08jan21	Heli Holland Holding BV
PH-8B8	Nirvana Instinct	2112018		06jan21	E. Stoffels
PH-9S9	Fresh Breeze XCitor	199		22jan21	P.M.M. Albada Jelgersma
PH-OA0	Porto Risen	15		28jan21	E. Dekker Beheer BV

Change of ownership:

PH-ALI	Cessna F150M	F15001161	02249	16jan21	AWA - Aeronautical Web Academy Lda
PH-BAW	SOCATA TB-9	1470	05747	25jan21	Team-eu AB
PH-BEA	SOCATA TB-9	1130	04180	19jan21	Zelf Vliegen BV
PH-DRV	Van's RV-12	120546	08349	16jan21	F.H.B. Broermann
PH-HRK	Piaggio P180 Avanti II	1120	06987	15jan21	R.W. Wasserzier
PH-LAU	Dassault Falcon 900EX	54	08237	14jan21	Exxaero BV
PH-PHX	Christen A-1 Husky	1130	06834	29jan21	Van de Bunte Aviation BV
PH-REH	Dyn'Aéro MCR 4S	82		08jan21	I.B. Thuesen
PH-RIW	Robinson R44 Raven II	12583	08620	13jan21	HeliCentre Invest BV
PH-RLA	Saab 91D Safir	91367	04193	27jan21	Stichting Levende Oude Luchtvaart
PH-TWO	Zenith CH801-HD	CH8011202	08306	06jan21	A.E. Korhonen
PH-4K2	Tecnam P92 Echo	1409	07821	16jan21	K. Konak
PH-365	Schleicher Ka-6E	4172	01196	18jan21	D.F. Schaap
PH-1328	Schempp-Hirth Discus 2cT	5	06803	22jan21	J.W.T. van Ooijen
PH-1503	Schleicher ASW 28-18E	28733	18011	13jan21	Zweefvliegclub Deelen

Cancelled from register:

PH-ANN	Kubicek BB20GP	564	08001	13jan21	To Poland.
PH-BFW	Boeing 747-406 SCD	30454	05959	19jan21	To Bermuda.
PH-DCI	BAe Jetstream 3202	916	07656	11jan21	More than 1 year without valid airworthiness document.
PH-DVV	Cessna FR172H	FR17200342	04421	13jan21	To Poland.
PH-EUH	Agusta AW139	31431	08231	08jan21	To OY-HHN.
PH-HKM	Piper PA-34-200T	34-8070079	07326	26jan21	More than 1 year without valid airworthiness document.
PH-ISL	Cessna F172M	F17201018	07160	06jan21	To Germany.
PH-KDL	Cessna F152	F15201489		26jan21	More than 1 year without valid airworthiness document.
PH-KLJ	Brändli BX-2 Cherry	182	06493	18jan21	More than 1 year without valid airworthiness document.
PH-KVL	Tecnam P2010	44	09871	13jan21	To Hungary.
PH-LHS	SNA Seawind 3000	SW0142	08224	18jan21	More than 1 year without valid airworthiness document.
PH-ONX	Sonex Onex	66	08165	18jan21	More than 1 year without valid airworthiness document.
PH-PLG	Piper PA-28-181	28-8190138	03695	08jan21	To Germany.
PH-RON	Fire Balloons G 45/24	1171	06778	11jan21	More than 1 year without valid airworthiness document.
PH-SND	Cameron Z-160	10578		11jan21	More than 1 year without valid airworthiness document.
PH-XRA	Boeing 737-7K2	30784	06080	04jan21	To OE-ILH.
PH-YCM	Brändli BX-2 Cherry	164	06633	18jan21	More than 1 year without valid airworthiness document.
PH-4N6	TL TL-3000 Sirius	16 SI 131	08681	22jan21	To Germany.
PH-874	Schleicher Ka-6BR-CE	341	03924	25jan21	To France.
PH-8H9	Fresh Breeze X-Tiger	41411	07829	25jan21	More than 1 year without valid airworthiness document.
PH-8T9	Fly Products Xenit	M26840	20966	25jan21	More than 1 year without valid airworthiness document.
PH-8Z3	Fresh Breeze Airboss 122	1923	20907	11jan21	More than 1 year without valid airworthiness document.

Additions, corrections and news:

PH-EBM	Pilatus PC-24	199			Ex HB-VSP.
PH-HWH	Agusta-Bell 206B	8076			Ex PH-HWH, (PH-HXH), G-AWLL.
PH-8B8	Nirvana Instinct	2112018			Ex PH-8B8.
PH-9S9	Fresh Breeze XCitor	199			Ex D-MGIO.

Credits: Inspectie Leefomgeving en Transport.



Libyan airline Buraq Air Transport operates a fleet of one Boeing 737-400, one Boeing 737-500 and one Boeing 737-800. The later, 5A-DMG is seen here at Genève on 31 January 2020. (Robert Erenstein)



United Airlines' 777-200ERs were in the news with some engine issues, but not only their engines needs some maintenance. Seen here is United 777-200ER N791UA which badly needs a new paintjob. (Amsterdam-Schiphol, 6 January 2021, Dennis Duis)



Royal Air Maroc Boeing 747-400 CN-RGA was transferred to the Government of Morocco in August 2020. It visited Amsterdam-Schiphol for maintenance in January. (20 January 2021, Erwin Stam)

Wrecks & Relics



This is the last time you will see this Dutch F-84F P-254. It was noted on 9 February on a trailer at Gilze Rijen, heading for a scrapper at Soesterberg. The aircraft was an instructional airframe between 1971 and 2016 at Den Haag and Hoofddorp. (Niels van Erck)

Netherlands

Baarlo

Swiss Mirage 3RS R-2107 was sold to the Pima Air and Space Museum in Tucson, AZ. It arrived there on 22 February.

Hoogeveen

45-4809	L-4J	N3989B	13549	feb21
45-5060/15-C	L-4J	N1227N	13800	feb21

Both arrived in containers in December 2020 and are now with van Egmond Vintage Wings.

Volkel

F-16A J-001 left the base on 23 February 2021 on a trailer, heading for the scrapper.

Belgium

Antwerpen

V-22	SV-4B	restoration	1164	jan21
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The Stampe arrived in January at Raymond's Aircraft Restorations and will become OO-VZZ.

Brasschaat

34/DJ	N1101	stored	34	20
119	N1101	OO-VAF, stored	119	20
(MM53293)	G46-4A	OO-VOR, stored	199	20
10	IAR823	F-AZLQ, stored		20

All these are in the storage hangar of the FAST collection and are off limits.

Helchteren

MT-29	CM170	preserved	286	jan21
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The former Balen Fouga is now with the same private owner as MiG-21PFM 4407 (N51.05639, E5.36660).

France

Landivisiau (29)

The nose section of scrapped F-8P 39 is still here with the base collection.

Lanester (56)

148	SA321G	preserved, ex Lann Bihoué		aug20
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The Super Frelon is preserved at the naval barracks of the Ecole des Fusiliers Marins near the waterfront (N47.74538, W3.34534). HSS-1 144 (listed under Lorient in EMOOS, which is on the other side of the river) is also still preserved on the base (N47.74873, W3.34066).

Le Bourget-Dugny (93)

40	MS760	stored	40	oct20
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Former Lycée Professionnel Rothschild (at Saint Maximin) MS760 has returned after its loan to the museum storage side at Dugny. It is inside one of the storage hangars.

Mont de Marsan (40)

7	Mirage 4P	preserved	7	feb21
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The Mirage came from Châteaudun (arrived on 18 February).

Orgon (13)

(FU-116)/4-SA	F-84F	stored		sep20
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The Thunderstreak is currently stored outside the Musée Automobile de Provence (N43.79327, E5.02561). It came from Montandé near Saint Léger sous Beuvray.

Rochefort-Saint Agnant (17)

E7/8-NU	Alpha Jet	instructional		nov20
E75/8-AE	Alpha Jet	instructional		nov20
E104/8-TG	Alpha Jet	instructional		nov20

During February 2021 three ex ALAT Gazelles have also arrived at the military training school.

Romoratin-Pruniers (41)

(24534)	L-19E	F-GFVB, stored	24534	nov20
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The former Le Blanc Bird Dog is with the aero club, who might return it to airworthy condition again.

Urcay (03)

24588	L-19E	F-GEJK, stored	24588	aug20
24710	L-19E	stored	24710	aug20

Both are with a private collector in the village. 24588 used to be at Dax and 24710 was last seen in 1995 at a now closed museum at Briare.

Hungary

Balatonfűző

04	Su-22M-3	stored, ex Pápa	52304	feb21
14	Su-22M-3	stored, ex Pápa	51814	feb21

In addition to last month, two more aircraft have now been identified.

Debrecen

(9412)	Mi-2	HA-BGE, stored	519412095	dec19
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The rotor-less Mi-2 is parked in one of the shelters.

Hatvan

43	MiG-21bis	stored, ex Pápa	75077754	feb21
4403	MiG-21MF	stored, ex Pápa	964403	feb21
6384	MiG-21bis	stored, ex Pápa	75046384	feb21
9515	MiG-21MF	stored, ex Pápa	969515	feb21

More ex Pápa MiGs have been found. This time in an open yard at the town of Hatvan.

Szeged

8204	MiG-21MF	stored, ex Pápa	968204	feb21
9604	MiG-21MF	stored	969604	feb21

9604 was reported before at Szeged, but at that time it was dismantled in a grassed over yard with barns in the background. It has moved as it is now fully assembled and is parked on a concrete area, together with 8204, with normal buildings in the background.

Italy

Casaloldo (MN)

MM54165/6-62	MB326	preserved	6141	mar20
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The MB326 is pole mounted at a private property at N45.26440, E10.49015. It was last noted at Ghedi and is at Casaloldo since at least March 2010.

Piacenza (PC)
MM61755/303-12 C-45F restoration, ex Udine **6394** feb21
On 8 February the Beech was removed from the technical school at Udine and moved to the airbase for restoration.

Pisa (PI)
(VF-44) AB204B restoration **3233** dec20
(MM53-6695)/36-35 F-84F restoration, ex Calcinai dec20
Both aircraft arrived at Hangar G - Archivio Storico Federighi, which is on the grounds of the Farmigea company at the Via Giovan Battista Oliva (N43.68148, E10.43235). The AB204 arrived on 17 October 2020 from the Vigli del Fuoco complex at Massa and before that it was at Piedimulera marked as VF-103. According to the restoration group the AB204 is the former VF-44. The F-84 arrived on 7 December.

Udine (UD)
With the departure of the Beech from the Istituto Tecnico A. Malignani there is now room for AMX MM7151, which is expected later this year.

Poland

Marki (MAZ)
6908 MiG-21PFM preserved, ex Thuszcz **94A6908** jan21
The MiG-21 is now with a local scrap dealer.

Deblin-Irena (LBL)
An-2 stored apr20
1603 An-26 preserved **1603** apr20
7819 Su-22M-4 preserved **27819** apr20
1224 TS-11 preserved **3H-1224** apr20

Four former Czestochowa aircraft have been added to the collection of the Muzeum Sil Powietrznych. The serial of the An-2 was unknown when it was at Czestochowa and remains unknown as also the Deblin museum states it does not know which one it is. It will be turned into a childer's play thing.

Serbia

Gornje Crniljevo
24421 IJ-21 preserved, on pole sep20
A Jastreb is in this small village at N44.41950, E19.64730. It is here since at least December 2006. It used to be in the storage compound of the Muzej Ratnog Vazduhoplovstva at Belgrade.

Spain

Aguas Nuevas
The expected Falcon 20E TM.11-1/47-21 arrived on 18 Febru-

ary at the Aguas Nuevas technical school, near the Albacete airfield. It is not visible from outside.

Switzerland

Birrfeld
(B-8) UC-45F HB-GAC, silver/blue c/s **8362** jul20
On 21 July 2020 this Beech made its first post restoration flight from Birrfeld. The aircraft came from the Flieger Flab Museum storage at Dübendorf.

United Kingdom

Bliggen Hill, London
After many years of storage, Spitfire XIV (RM694/G-DBKL) arrived at the Biggin Hill Heritage Hangar for restoration in February 2021.

Kinloss, Scotland
XS713/C Dominie T1 stored **25041** nov20
Morayvia took delivery of a Dominie from RAF Shawbury on 18 November 2020. It had spent just short of ten years dumped there.

Manston, Kent
The RAF Manston History Museum acquired the cockpit of Nimrod MR2 XV229 from the fire school – the rest of the aircraft was scrapped. They have scrapped Whirlwind HAS7 XN380 due to its poor condition.

RAF Marham, Norfolk
Preserved Victor K2 XH673 was broken up for scrap in November 2020.

Newquay/Cornwall Airport
WN149/AT Balliol T2 preserved jan21
The Cornwall Aviation Heritage Centre took delivery of a Balliol from storage at RAF Cosford on 7 January 2021.

St Athan, Wales
XL929 Pembroke C1 G-BNPU **PAC/66/087** nov20
(XP295) Twin Pioneer 3 G-AZHJ **577** nov20
The South Wales Aviation Museum took delivery of two more aircraft in November. Both came from the Air Atlantique storage facility close to Coventry Airport.

Thorpe Wood, North Yorkshire
ZH798/98 Sea Harrier FA2 stored **NB03** jan21
ZH804/003 Sea Harrier FA2 stored **NB09** jan21
ZH811/002 Sea Harrier FA2 stored **NB16** jan21
Jet Art Aviation took delivery of three Sea Harriers from Culdrose.

Credits: Hidvégi Balázs, Patrick Dirksen, Paco Rivas, Julien Villiere



CH-53G 84+10 is used as an instructional airframe at the Standortschießanlage Neulindach near Fürstfeldbruck. (21 February, Omar Muc)

Dustpan & Brush



An ATAC (Airborne Tactical Advantage Company) Mirage F1B, N601AX (ex Armée de l'Air et de l'Espace 502), crashed upon landing at Tyndall AFB (FL), on 25 February 2021. Flightaware has data of a 10:39 hours local time take-off to the north-west, and landing at 11:25 from a righthand downwind over death row (the 82 ATRS ramp), when the signal was lost. It frequented Tyndall with plenty of visits over the past couple of months and Sebastiaan Does captured it on 11 December 2020.

Additions & Corrections:

12nov20 85-24463 UH-60A+ **70970** w/o
See Scramble 499.

09jan21 PK-CLC B737-524 **27323** w/o

On 10 February Indonesia's KNKT released their preliminary report on the accident involving this Sriwijaya Air B737. They also reported that at the time of issuing this report, the memory unit of the Cockpit Voice Recorder (CVR) had not been recovered and the search was ongoing. Two minutes after departure from runway 25R the left thrust lever slowly started reducing, while the right thrust lever remained, meaning the Boeing was in a gentle left turn. This scenario continued for another good minute, until the aircraft reached the highest altitude recorded, about 10,900 feet, before the aircraft started its descent. The autopilot system then disengaged at that point with a heading of 016 degrees, the pitch angle was about 4.5 degrees nose up, and the aircraft rolled to the left to more than 45 degrees. The thrust lever position of the left engine continued decreasing while the right engine thrust lever remained. By definition if the angle of bank exceeds more than 45 degrees an aircraft is considered to be in an upset. Another definition of being in an upset is a nose down attitude of more than ten degrees nose down. This is exactly what happened to the crew of SJ182, about five seconds after the autopilot dropped out. Air traffic control tried to contact the crew, but it was already too late...

See Scramble 501.

New Accidents:

28jan21 N217US Beech 350 **FL-519** dam

An MM-Air Beech King Air 350 experienced a loss of directional control and subsequent runway excursion during a landing attempt at Davenport Municipal Airport (IA). The aircraft sustained substantial damage upon impact with a snow bank and the right hand engine separated with the propeller contacting the fuselage. The two people on board were uninjured.

28jan21 RA-22833 Mi-8AMT **8AMT00643177684U** dam

28jan21 RA-24547 Mi-8MTV-1 **97521** dam

All 25 persons on board the Yeltsovka Mi-8 (RA-22833) were uninjured after the chopper suffered a broken tail boom after apparently colliding with an airport building after arrival at Boguchany, Krasnoyarsk region, Russia. Debris damaged another three buildings, the airport administration building and two technical buildings, plus another Mi-8 of Konvers-Avia (RA-24547) got damaged as well. The Yeltsovka Mil was flying along the Voznesenka - Boguchany route.

29jan21 CU-H1457 Mi-8MTV-1 w/o

All five persons on board this Aerogaviota Mi-8 (an airline of the Revolutionary Armed Forces (FAR) of Cuba) perished after the helicopter impacted the Loma de la Mensura, in Pinares de Mayarí, Mensura National Park between Holguin and Guantanamo.

29jan21 Beech 100 w/o

Six persons were arrested and 948.3 kilograms of cocaine was confiscated after Belizean law enforcement found a burnt out Beech King Air, at Crooked Tree, Orange Walk.

30jan21 ZS-RWZ AS350B2 **4505** dam

An Ecureuil of Aeronautic Solutions South Africa was engaged in a training flight at Johannesburg Grand Central Airport, South Africa, when during one of the simulated emergencies, the aircraft hit the ground and rolled over onto its right side. All rotor blades separated from the hub. On board were the pilot and Kevin Lerena, a South African professional boxer who has held the IBO cruiserweight title since 2017.

01feb21 JA13KZ B747-8KZF **36138** dam

A Boeing 747-8F of Nippon Cargo Airlines, operating flight KZ258 from Hong Kong-Chek Lap Kok to Tokyo-Narita, suffered a tail strike while performing a go around on the first landing attempt on runway 16R at Narita, at 18:50 hours local time. The freighter landed safely on the second attempt twenty minutes later. During a post flight inspection, scrape

marks three metres long and ninety centimetres wide were found on the lower rear fuselage. The runway was temporarily closed for inspection, but nothing abnormal was found. There were no injuries among the two crew members.

Japan's Transport Ministry reported the occurrence was initially rated a serious incident, with the possibility of upgrading it to an accident rating should additional damage be found during closer examination, which will be investigated by Japan's Transportation Safety Board (JTSB).

02feb21 89-26173 UH-60 **701428** w/o

A UH-60 Black Hawk of the Idaho Army National Guard went down south of Three Point, Lucky Peak, a park area about ten miles from Boise (ID), sadly killing all three on board. Some fifteen minutes before the crash, the crew had normal communication with Air Traffic Control. Once an emergency device aboard the helicopter was activated, a search and rescue team started recovery work, which included air and ground crews. A Black Hawk that was used in the initial recovery attempt had to return to base due to poor weather in the region. Snow and a low ceiling of fog hampered that recovery flight and subsequent efforts to search for the victims. After the weather cleared, a second attempt - that also included ground search crews from the National Guard and Idaho Mountain Rescue - was successful. On 3 February, around 00:15 hours local time, the recovery crews located the crash scene and the crew, in rugged and mountainous terrain. Members of the 160th Special Operations Aviation Regiment (SOAR) happened to be in Boise training with an MH-47G Chinook and were sent to help secure the crash site and recover the bodies. The experienced crew and their UH-60 started their mission at 18.50 hours and transited to the "nap of the earth" training area, which is used for low flying training. The crew operated under Night Vision Goggles conditions. What went wrong is not yet clear, nor if the poor weather played a role in the fatal crash. The crew did not broadcast any emergency message. This Idaho crash followed the New York Army National Guard crash of 20 January 2021, in which also three crew members were killed when their UH-60 came down near Rochester (NY).

02feb21 N221ST PA-46-350P **4636651** dam

Three people and a dog were on board the Forza Management Piper Malibu Mirage, which crashed on snow covered Moose

Hill Road in Leicester, near Worcester Regional Airport (MA). The three people were extricated from the aircraft and taken to area hospitals, according to the Spencer Fire Department. A small white dog survived the crash and was seen being held in the arms of an emergency responder at the scene. The single-engine Piper crashed approximately three miles north-west of Worcester Regional Airport. There was heavy damage to the fuselage of the plane, especially on the top and left side as it sat on top of at least one tree.

03feb21 N820H Bell 206B **2079** dam

The Bell JetRanger of Roma Air was conducting low level frost control operations at Pahokee (FL) when it made an emergency landing in a sugar cane field, where it rolled over, caught fire and was substantially damaged. Both occupants received minor injuries.

05feb21 helicopter w/o

A Uganda People's Defence Forces helicopter (type unknown) crashed upon take-off in Balidogle, Lower Shabelle region, Somalia during an Amisom (African Union Mission in Somalia) military operation. Four Ugandan soldiers were injured as a result of the crash. The crash apparently was a result of a technical malfunction of the helicopter.

07feb21 N44776 Ce441 **441-0121** w/o

Two people died after the BCD Aviation Cessna Conquest II crashed near Keith Springs Mountain, near Belvidere, Franklin County (TN), while descending to Winchester Municipal Airport, some ten kilometres south-west of the airport's runway 36. Officers rushed to the Hickory Ridge area at around 22:00 hours local time to investigate reports of the crash. Investigators were still trying to piece together details from the scene to determine what may have caused the plane crash.

08feb21 9H-FAM EMB500 **50000100** dam

This Luxwing Phenom 100 made a wheels-up landing at Paris-Le Bourget's runway 27. It skidded across the runway and during this a small fire developed. The fire department, which was already standing by, was able to quickly extinguish it. All three occupants of the bizjet were able to leave the aircraft without injuries. They had left Venice-Marco Polo, Italy, earlier that day. The French Bureau of Investigation and Analysis of Civil Aviation (Bureau d'Enquêtes et d'Analyses - BEA) will investigate the accident.



Luxwing's Phenom 100 9H-FAM made a wheels-up landing, on 8 February 2021, at Paris-Le Bourget's runway 27, sustaining substantial damage. Maarten Visser Sr saw it at Rotterdam-The Hague Airport on 3 February 2017, just over four years before the incident.

09feb21 RF-95416/09 rd An-12BK **8346102** dam

The crew of a Russian Federation Aerospace Forces Antonov 12 faced bad weather with blizzard conditions during landing at Iturup, Kuri Island. The left main landing gear as well as the nose gear collapsed during the hard landing that took place, coming to a stop with substantial damage. The crew escaped the incident without any injuries.

09feb21 F-HUBA Bell 206B-III **3881** w/o

Two out of the five persons on board this Helicopter Services Courchevel Bell JetRanger III perished after it reportedly struck Mont Charvet at Lac de la Rosière and Dent du Villard, near Courchevel, at an altitude of 1,900 metres. They had all gone for a helicopter ride after a ski touring trip earlier in the day.

09feb21 0221 Ce402B **402B-1360** w/o

The Fuerza Aérea Paraguaya's Grupo Aéreo de Transporte Especiales lost one of its two Cessna 402s when it crashed while landing at Asunción-Silvio Pettirossi International Airport, Luque, Central Department. Seven occupants were killed, one was seriously injured and the aircraft was destroyed by fire. During the impact on a parking lot also several cars were destroyed.

10feb21 HZ-FAB A320-214 **7867** dam

A Yemen-based Houthi rebel group has claimed responsibility for an attack on Abha International Airport, Asir province, Saudi Arabia, where this Flyadeal Airbus A320 was parked. Saudi state-linked media indicated that the attack caused a civilian aircraft to catch fire. The rebel group claimed responsibility for the attack, saying they launched four bomb-laden drones. A Saudi military spokesman condemned the attack, and stated that air defences managed to shoot down two of the UASs (Unmanned Aerial System) - also named "suicide drones". This airport, only some seventy miles from the most northerly point of Yemen and Houthi claimed territory, was targeted by these rebels in a similar method in 2019. The aircraft had arrived at Abha in the morning hours on a flight from Damman (Saudi Arabia) as FAD4512, and received damage on the aft left side of the fuselage. Unconfirmed reports also mentioned another aircraft that possibly caught fire on the runway of Abha, but that fire was quickly extinguished by the airport fire department. The conflict in Yemen started in 2014, when the Houthis seized large swaths of the country, including the capitol, Sana'a. In recent years, the Houthis - backed by Iran - have repeatedly used ballistic missiles, rockets and UASs to target international airports, along with military installations and critical oil infrastructure, within Saudi Arabia.

11feb21 AF-317 AB206B-II **8492** w/o

A Uganda People's Defence Forces (UPDF) AgustaBell 206 crashed in Entebbe, near Lido beach, killing one pilot and seriously injuring the other. A UPDF spokesperson said in a tweet that the light blue helicopter was being piloted by two cadet trainees on a mutual training flight, and the chopper came down immediately after take-off. Last week, 5 February, four Uganda Peoples Defense Forces (UPDF) soldiers were injured in a helicopter crash in Somalia. The helicopter belonged to the AU Mission's Aviation Unit from the Uganda People's Defense Force. The four soldiers were on a mission to support the AU troops in Lower Shabelle region.

11feb21 FA118 F-16AM **6H-118** dam

A Belgium Air Component 10w F-16 Fighting Falcon suffered substantial damage after a large chunk of its engine exploded. Pictures show a lot of fire and debris being emitted. The only thing that eludes us is the place where it happened.

13feb21 PH-4E7 WT-9 **DY318/2009** w/o

An Aerospool WT-9 Dynamic of Vliegclub Fryslân crashed at the Noordwijkerweg, near Kornhorn, the Netherlands, and was partly consumed by fire. The sole pilot was killed.

13feb21 G-DHKZ B757-236PCF **25620** dam

A scary moment for the crew of this DHL B757 as the main cargo door completely opened shortly after take-off from Leipzig, Germany. The aircraft had departed from runway 26L for a short hop to Frankfurt-Main, as flight QY126, but aborted its climb at 5,700 feet when the cargo door opened. The 757 turned around immediately and made a safe and quick landing at runway 08R. The whole flight lasted around fifteen minutes. When the cargo door opened, several bits and pieces fell from the aircraft and landed at the nearby Schkopau coal power plant, which is situated west of Leipzig Airport. Luckily, no one was injured by the debris and also the crew of the aircraft had no injuries except, perhaps, for some excessive sweating.

13feb21 N823RC Falcon 900EX **201** dam

Due to a landing gear collapse during the take-off roll from Montgomery-Gibbs Executive Airport (CA), the Aerospike Iron Falcon 900EX suffered substantial damage. None of the five occupants was injured.

13feb21 EP-AVE BK117C-1 dam

A flying ambulance MBB BK117C-1 of Avae Salmat was substantially damaged when it crash landed shortly after take-off from Ilam Airport, Iran. The HEMS (Helicopter Emergency Medical Service) equipped helicopter was on its way to rescue a child that was seriously injured after stepping on a mine. EP-AVE is one of the seven BK117s, registrations EP-AVA to EP-AVG, that are registered to the AVA Salmat Air Emergency Company of the Iranian Ministry of Public Health. The photos of the accident show that the helicopter's skids collapsed, possibly as the result of the impact on the ground, and that the rotor blades were shattered. At the moment, no official cause of the crash landing has been revealed.

13feb21 N352LL AW119 MkII **14820** dam

The three occupants on board this Critical Care Services AgustaWestland were uninjured after it received substantial rotor blade damage during a take-off attempt at Chandler Field Airport (MN). Exactly what caused this to happen is unclear.

14feb21 8Q-RAE DHC-6-300 **617** dam

A Manta Air Twin Otter was performing flight NR117 from the Como Malifuushi Resort back Male-Velana International Airport (Maldives), with six passengers and three crew, when it landed on Male's water north right runway at 07:31 hours local time. It flipped over and came to a stop upside down. All occupants were rescued, taken to a hospital and later discharged. Two occupants received minor injuries.

15feb21 N13AT Bell 206B-3 **3267** w/o

The Caribbean Buzz Helicopters Bell JetRanger III impacted heavily wooded terrain under unknown circumstances in the Botany Bay, St. Thomas, Virgin Islands, and was destroyed by an ensuing post-crash fire. The pilot and three related passengers perished, one person was still missing.

15feb21 MQ-1C w/o

15feb21 Beech 350 dam

According to first reports, a US Air Force General Atomics MQ-1C Gray Eagle was destroyed and a USAF Beechcraft Super King Air 350 (a C-12 variant) substantially damaged in a rocket attack on Erbil International Airport in northern Iraq, around 22:00 hours local time. Besides damages to the base, one civilian contractor was killed, five other contractors and one US service member suffered injuries. At least one local civilian was killed in the attack, which struck a nearby residential neighbourhood, causing damage and injuries. At the airport, various foreign troops are based there as part of an international alliance fighting the armed group ISIS/Daesh. Because of the attack, the airport was shut down and flights were halted for safety issues. Erbil airport has been an important stronghold in fighting ISIS over the years

and was considered a safe place. The military side of Erbil airport is one of three remaining bases with a significant number of US troops. A coalition spokesman reported that some fourteen 107mm rockets were launched at Erbil Airport and three directly hit the base. A group called Saraya Awliya al-Dam took immediate responsibility, claiming to have fired 24 rockets in the attack. The self-styled group is widely seen as a front for Iran-linked militia in Iraq, in particular Kataib Hezbollah, the group that killed multiple Americans in two attacks on US bases in Iraq in 2019 and 2020.

17feb21 T-87 DHC-6-200 158 dam

During a take-off incident from the snow and ice covered Larsen C Glacier, Antarctica, a Fuerza Aérea Argentina Twin Otter suffered substantial damage. The nose gear ski slammed in a fissure in the ice, broke partly free and the take-off was aborted. The right hand ski was also dislodged when the aircraft came to a stop sideways. The three on board remained uninjured. A pair of Argentine Air Force Bell 212s, H-86 and H-89, based at Base Antártica Marambio, picked up the crew. The recovery of the DHC-6, part of Grupo Aéreo de Transporte 9, VI Escuadrón Aéreo de Transporte based at Comodoro Rivadavia/Gral. Mosconi (Cht), is being evaluated, but this is no doubt complicated by the remote location and the old age (built in 1968) of the aircraft.

17feb21 Rafale B dam

Two Armée de l'Air et de l'Espace Dassault Rafales from EC4, based at BA113/Saint-Dizier-Robinson, cut three power lines in the village of Castellet, Alpes de Haute Provence. This started a fire and left about 300 villagers without electricity. The fire was extinguished by firemen and no casualties were reported. The two Rafales had taken off from Orange-Caritat Air Base in Vaucluse for a low-level training exercise. Although both aircraft landed safely, on one of the released

photographs a substantially damaged Rafale could be seen. The serial remains unknown for the moment.

18feb21 ZU-RLD SA341 1659 dam

Initial and unconfirmed reports seem to suggest that this accident may have been caused by a handling issue, resulting from a relatively inexperienced pilot with limited hours on the private Gazelle. The aircraft is thought to have lost control while manoeuvring between hangars at Lichtenburg Airport, North West province, South Africa, ultimately resulting in the main rotor severing the tail boom.

18feb21 T7-RAR PA-34-200T 34-7870415 w/o

A private Piper Seneca II crashed into the Bodensee while on approach to St. Gallen-Altenrhein Airport, Switzerland. The pilot survived the crash and was admitted to a hospital. The wreckage of the plane in the lake had not been located shortly after the accident.

18feb21 twin w/o

A burnt twin engine plane was found by Guatemalan law enforcement officers on an illegal landing strip in Laguna del Tigre, Petén. The airplane had been used for transporting drugs.

18feb21 Ce340 w/o

An aircraft performing an illegal drugs flight was detected by Ecuadorian Armed Forces, between Maldonado and Concepción, Esmeraldas province. Embraer Super Tucanos were dispatched and detected an illegal runway in San Lorenzo, where the plane had landed. The aircraft was later set on fire.

18feb21 64-13304/BB T-38A N5733 dam

A T-38A Talon, assigned to the United States Air Force's 1st Reconnaissance Squadron/9th Reconnaissance Wing, experienced a gear-up landing at Mather Airport in Sacramento County (CA). It was on a training mission as ROPER12 from its



Michiel van Herten captured Bell 206 F-HUBA of Helicopter Services Courchevel, at Courchevel, on 14 March 2014. Almost seven years later it reportedly struck Mont Charvet, at Lac de la Rosière and Dent du Villard, near Courchevel, at an altitude of 1,900 metres. Sadly two out of the five occupants did not survive the impact. They had all gone for a helicopter ride after a ski touring trip earlier in the day.

home base Beale AFB (CA). The aircrew sustained no injuries. Normally, Beale based aircraft utilise Mather Airport and its local airspace to conduct training operations.

19feb21 T-38C w/o

Both pilots (a USAF instructor and Japan Air Self-Defense Force student) of a USAF T-38C were killed during touch-and-go training when their training jet crashed in a wooded area about fifteen miles southwest of Montgomery Regional Airport (AL). It was assigned to the 50th Flying Training Squadron, part of the 14th Flying Training Wing, based at Columbus AFB (MS), and crashed under unknown circumstances.

20feb21 VQ-BWT B747-412BCF 24975 dam

A Longtail Aviation Boeing 747-400, operating flight LGT5504 from Maastricht-Aachen Airport, the Netherlands, to New York-JFK (NY), was in the initial climb out of Maastricht's runway 21 when the #1 engine (PW4056, outboard left hand) suffered severe damage. It began to distribute engine parts (turbine blades) over the village of Meerssen, Limburg province, about one to two nautical miles past the runway end. An elderly lady on the ground was hit by the debris and received minor injuries. The crew declared a PAN PAN, then upgraded to a Mayday, and reported they had lost the #1 engine. The aircraft stopped the climb at FL100 (10,000ft), entered a hold to dump fuel and diverted to Liege, Belgium, for a safe landing on runway 23L, about one hour after departure. A number of cars on the ground received damage as a result of debris falling. The police in Meerssen requested local residents to leave any debris in place and inform police. The airport reported one of the engines lost pieces of its turbine after take-off, the aircraft subsequently diverted to Liege on three engines.

20feb21 N772UA B777-222 26930 dam

United Airlines flight UA328, from Denver (CO) to Honolulu (HI) with ten crew and 231 passengers, experienced an uncontained #2 (right hand) engine failure and emergency return back to Denver, where it landed safely at runway 26. It had left Denver earlier from runway 25 when the right hand engine's (PW4077) inlet separated, associated with the failure of the engine, for which the crew declared a Mayday. The aircraft stopped the climb at about 13,000 feet, with the crew requesting to return to Denver after running the checklists. ATC offered any runway, they would make it happen. The aircraft returned to Denver for a safe landing, about 23 minutes after departure. The aircraft stopped on the runway for a check by emergency services. The engine inlet fell into the neighbourhood of Broomfield, located about fifteen miles west of Denver. Beyond the damage to the right hand engine itself the aircraft received a puncture of the right hand wing root fairing below the right hand wing.

21feb21 3912 Lj45XR 45-325 w/o

A Fuerza Aérea Mexicana Learjet crashed near Xalapa-El Lencero Airport, Mexico. It was on a flight from Mexico City to Villahermosa-Capitan Carlos Perez Airport. The Lear was operated by the Unidad Especial de Transporte Aéreo del Alto Mando (UETAAM), based at BAN Colonia Federal, also known as Mexico City-Licenciado Benito Juárez Intl (DF). Sadly all six persons on board perished in the mishap, the cause of which is unknown.

21feb21 201 Beech 350 ISTAR FL-585 w/o

A Nigerian Air Force Beech King Air 350 crashed near Abuja-Nnamdi Azikiwe International Airport, Nigeria, unfortunately killing all seven people on board. The King Air, operated by the 209th Executive Airlift Group (209th EAG), crashed while returning to the airport after reporting an engine failure, whilst en route to Minna, located 175 kilometres north-west of Abuja. The crashed aircraft is painted in a unique VIP colour scheme and should therefore be identified as NAF201. An investigation has started to the cause of the fatal accident.

NAF201 is reported as an ISTAR (Intelligence, Surveillance, Target Acquisition, and Reconnaissance) variant.

21feb21 OB-1564 PA-34-200T 34-7770166 dam

Sociedad Anónima Ecuatoriana de Transportes Aéreos (or, SAETA for short) had its Piper Seneca II receive substantial damage after a runway excursion at Puerto Esperanza Airport, Peru, after heavy rainfall. Both occupants were uninjured.

22feb21 SP-KKS Bell 429 57412 w/o

A privately owned Bell 429 crashed in wetlands, some 300 metres away from Pszczyna, Poland. Two out of the four occupants died on impact, another two escaped with serious injuries. The cause for the mishap is unknown.

22feb21 HP-1174CP PA-34-200T 34- dam

The pilot had to perform a landing with the nose gear of the Cielos del Pacifico Piper Seneca II in the up position, at Panama City Albrook-Marcos A. Gelabert International Airport, Panama. As a consequence it received substantial damage. Both the pilot and his passenger were uninjured. This airframe (msn unknown) was also involved in another gear related incident, in 2019.

22feb21 N84HA Ce421C 421C-1407 dam

Wheels Up's Cessna Golden Eagle suffered a nose gear collapse during landing at St. Marys Airport (PA), receiving damage. It was on a flight out of Bridgeport-Igor I. Sikorsky Memorial Airport (CT) with three persons on board, all of whom were uninjured.

24feb21 PR-GGD B737-8EH 34275 dam

A parked GOL Boeing 737-800 was hit by airstairs during a violent storm at São Paulo-Guarulhos International Airport, Brazil causing damage to the airplane's tail section, where the airstairs got logged in.

25feb21 CP-. Beech B95 TD-294 w/o

During a drugs confiscating operation (they found 1,344 kilos of cocaine) at the El Tigre ranch, Alto Paraguay department (900 kilometres from Asunción and close to the border with Bolivia), law enforcement officers found an abandoned twin engine aircraft that was later destroyed. An image shows a burning Beech Travelair that was set on fire. At the location two landing strips were found, one of them enabled with authorization.

25feb21 N601AX Mirage F1B dam

An Airborne Tactical Advantage Company Dassault Mirage F1B (former 502 of the French Air Force) slid off the runway at Tyndall AFB (FL), around 11:45 hours local time. According to Tyndall officials, both pilots suffered non-life-threatening injuries and were taken to hospital. The cause of the incident is not known yet, nor the exact damage to the Mirage. One of the pilots chose to eject from the aircraft.

25feb21 /96A AH-64E? dam

A US Army AH-64DE Apache (exact type needs confirmation) crashed near Ozark (AL), injuring both pilots. The Apache was operated by the 1st Battalion - 14th Aviation Regiment Tomahawks (1-14th AVN), based at Fort Rucker (AL). According to the US Army, the accident occurred at Hooper Stage Field (AL). The crash site is along Andrews Avenue, just north of the Ozark gate, that leads into the Army post.

26feb21 UP-A0351 An-2T 1G194-19 dam

The Asia Continental Airlines Antonov 2 crashed near Boral-dai, Kazakhstan, during a forced landing following a loss of engine power. The aircraft fell down a small hill, sustaining substantial damage.

Credits: ASN, Aviation Herald, B3A, AirLive.net, Frank Wiegmanns, Leo Hoogerbrugge

Military News & Updates



The second week of February, the Netherlands enjoyed one week of great winter weather. René Slegers, taking the opportunity, headed out to Gilze-Rijen and came home with this picture of an RNLAf AH-64D on 11 February 2021.

Europe

Netherlands

Koninklijke Luchtmacht (AF)

EHGR = Gilze-Rijen
EHWO = Woensdrecht
EHVK = Volkel

AH-64DN

Q-04	Boeing	to USA for mod.	DN004	jan21
Q-05	Boeing	to USA for mod.	DN005	jan21
Q-09	Boeing	to USA for mod.	DN009	jan21
Q-10	Boeing	to USA for mod.	DN010	jan21
Q-21	Boeing	to USA for mod.	DN021	jan21
Q-25	Boeing	to USA for mod.	DN025	jan21

These six Apaches are shipped to the USA for a rebuild to AH-64E Apache Guardian. More Apaches will follow in the coming months/years.

CH-47D

D-661	wfu EHGR	'Red October'	M3661/NL001	feb21
D-663	wfu EHGR	'Blizzard'	M3663/NL003	feb21

CH-47F

D-472	LCW	arrived EHWO	M7472	jan21
D-473	LCW	arrived EHWO	M7473	jan21
D-479	302sq	d/d 13jan21	M7479	jan21

The first two CH47F MYII CAAS arrived at Logistiek Centrum Woensdrecht (LCW) on 14 January 2021. These helicopters will be handed over to 298 Squadron in the near future. The official hand-over date is currently not known to us.

F-16AM

J-001	departed EHVK	23feb21	6D-157	
J-061	wfu EHVK	28jan21	6D-144	feb21

Falcon J-001 left the airbase to be scrapped.

F-35A

F-016	322sq	ex FACO Cameri	AN-16	feb21
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On 17 February 2021, 322 Squadron received their eight F-35A.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

LEZL = Seville/San Pablo

A321-231

CS-TRJ	Hi Fly	returned to owner	1004	dec20
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The leased A321 from Hi Fly had been returned to their owner on 24 December 2021.

A400M

CT04	Airbus D&S	f/n LEZL	114	feb21
CT05	Airbus D&S	f/n LEZL	116	feb21
CT06	Airbus D&S	f/n LEZL	117	feb21

Bulgaria

Bulgarski Voенно-Vuzdushni Sili (AF)

On 11 February 2021 the eighth and final upgraded Su-25, Su-25K with serial 254, was re-delivered to 22.ShtAB based at Bezmer.

With the re-delivery of the upgraded aircraft now finished, the Bulgarian Air Force will consider to send another six Sukhoi, four Su-25K and two Su-25UBK, to the 558th Aviation Repair Plant at Baranovichi, Belarus for major overhaul.

Denmark

Flyvevåbnet (AF)

MH-60R

N-978	Esk 723	c/n update	704856	feb21
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France

Armée de l'Air et de l'Espace (AF)

The DGA (Direction Générale de l'Armement, the French Government procurement agency) has ordered four TBM-940s. These aircraft will be delivered to Istres-Le Tubé and will be used by the DGA-EV (Direction Générale de l'Armement Essais en Vol) and EPNER (École du Personnel Navigant d'Essais et de Réception) for various test and training purposes. They will replace the three TBM-700As (35/BW, 80/BY and 94/BZ) currently in use by the DGA-EV.

ET00.088 *Larzac* at Djibouti-Ambouli will replace its three SA330s by two H225Ms in 2023. By that time EC03.011 *Corse* will have replaced its Mirage 2000-5s by Rafales. The ALAT detachment will replace its four SA330s with four NH90s in 2025 and the three Gazelles with H160M Guépards in 2035.

LFDN = Rochefort-Saint Agnant

LFOC = Châteaudun

Alpha Jet E

E7/8-TU	instr LFDN			nov20
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E75/8-AE	instr LFDN	ex EE03.008	nov20
E104/8-TG	instr LFDN		nov20

H225LP

2897/F-ZJAB	DGA-EV	ex F-HUFD	2897 dec20
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Mirage 2000N

355/125-AE	std LFOC	ex EC02.004	323 nov20
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Marine Nationale (NY)

In late 2020 the French navy ordered two Cap10s. These will be delivered in 2022 and bring the total number of Cap10Ms used by 50S at Lanvéoc-Poulmic to seven. 50S currently has 109, 110, 213, 214 and 215 on strength.

The Aeronavale use the Cap10M designation for its Cap10s. The aircraft were delivered as Cap10B and were modified to Cap10C standard. However a new build Cap10C had still some difference from the Aeronavale modified ones. Via a decree from March 2014 they call them Cap10M.

Sécurité Civile (GV)

DHC-8-402Q(MR)

F-ZBMJ/77	SecCiv	ex C-GJQE	4609 feb21
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The Dash 8 was delivered on 13 February. During its test- and conversion period in Canada it carried code 71. This was corrected before delivery.

Germany

Luftwaffe (AF)

EDDH = Hamburg-Fuhlsbüttel

ETSN = Neuburg

EDPR = Donauwörth

A310-304MR TT

10+27	wfu EDDH	ex FBS BMVg	523 jan21
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A400M

54+11	LTG62		054 feb21
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54+36	LTG62	ex Airbus D&S	107 jan21
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Luckily A400M 54+11 has been active again after two years of intensive maintenance due to the use of wrong hydraulic fluid.

C-160D

50+36	LTG63		D58 feb21
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50+40	LTG63		D62 feb21
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50+49	LTG63		D71 feb21
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50+51	LTG63		D73 feb21
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50+53	LTG63		D75 feb21
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50+55	LTG63		D77 feb21
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50+57	LTG63		D79 feb21
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50+59	LTG63		D81 feb21
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50+66	LTG63		D103 feb21
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50+76	LTG63		D113 feb21
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50+77	LTG63		D114 feb21
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50+79	LTG63		D116 feb21
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50+83	LTG63		D120 feb21
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50+86	WTD61		D123 feb21
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50+88	LTG63		D125 feb21
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Only fourteen C-160Ds are active with LTG63. Serial 50+86 is still in the inventory of WTD 61 at Manching.

EF2000

30+26	wfu ETSN	since ?	095/GS0016 feb21
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30+39	wfu ETSN	since ?	123/GS025 feb21
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31+00	TLG71	ex TLG74	GS077 jan21
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EF2000(T)

30+27	wfu ETSN	since ?	098/GT011 feb21
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We are still looking for the withdrawn from use dates of the abovementioned EF2000s.

H145

D-HNHV	HSG64	f/n database	21005 jan21
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D-HNHW	HSG64	f/n database	21010 jan21
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D-HNHX	HSG64	f/n database	20221 feb21
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HSG64 leased a couple of H145s to assist training aircrew.

H145M

77+08	THR30	f/n EDPR	20360? feb20
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77+09	Airbus Heli.	f/n EDPR	feb20
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77+10	Airbus Heli.	f/n EDPR	feb20
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77+11	Airbus Heli.	f/n EDPR	feb20
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NH90-NTH

79+60	Airbus Heli.	f/n EDPR	NGEN10 jan21
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79+61	Airbus Heli.	f/n EDPR	NGEN11 jan21
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Tornado IDS(T)

43+42	TLG33	ex GAFFTC	115/GT023/4042 feb21
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Not noted for years, but now seen active with TLG33 at Büchel.

UH-1D

71+40	WTD61	ex THR30	8200 feb21
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Italy

Aeronautica Militare (AF)

At the beginning of February 2021, an Aeronautica Militare Alenia EC-27J JEDI (Jamming and Electronic Defense Instrumentation) reached the 5,000 flight hours milestone in support of Operation Inherent Resolve (OIR) in Iraq. The EC-27J belonged to the Task Group Albatros and the type began operations in the area on 10 August 2016, providing approximately 210 days of uninterrupted coverage of the Iraqi skies, with over 1,000 sorties flown against Islamic State.



Arnhem Heath 12 February 2021: 11 Air Mobile Brigade used S-459 AS532U2 of 300 squadron RNLAf to train under cold winter conditions. Manolito Jaarsma was present to capture the snow scene....



Night photography at its best at Ostend by Nik Deblauwe on 24 January 2021. F-HYHN is a AS365N3 Dauphin leased by the Aeronavale (French Naval Aviation) and operated by 22S.

The two secretive Alenia EC-27J JEDI MM62221/46-85 and MM62224/46-89 are the Electronic Warfare variant of the Alenia C-27J Spartan transport aircraft. The version was announced in 2010 with its first flight on 25 April 2014.

Both EC-27J JEDIs are converted C-27J standard transports. This version was developed to conduct surveillance, protection and support missions in the electromagnetic spectrum.

In detail, the JEDI is able to cover a wide range of missions such as the disruption of radio communications and, in particular, remote detonators commonly used on improvised explosive devices (IEDs) and supporting Personnel Recovery operations. It has developed a special "roll-on/roll-off" equipment mounted on standard NATO pallets that allow the aircraft to be reconfigured for JEDI capability.

LIMF = Torino-Caselle

F-2000A

MM7305/37-..	18° Gruppo	ex CSX7305/-	IS037	jan21
MM7348/51-07	132° Gruppo	ex 37-24/18° Gruppo	IS074	jan21
MM7355/4-66	904° GEA	ex CSX7355/-	IS081	sep20

HH-139A

MM81802/15-46	83° Gruppo	ex 37-24/85° Gruppo	31448	jan21
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HH-139B

MM81990/15-60	81° CAE	ex CSX81990/15-60	31912	jan21
MM81990/15-60	82° Gruppo	ex 15-60/81° CAE	31912	jan21
MM81991/15-61	81° CAE	ex CSX81991/15-61	31923	jan21

P-72A

MM62280/41-02	88° Gruppo	ex CSX62280/41-02	970	feb21
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S-208M

MM61971/-	Sq C&S Linate	ex 60-26/423 ^a SC	3-66	jun20
MM61971/60-26	Sq C&S Linate	ex -/Sq C&S Linate	3-66	jan21

Tornado IDS MLU

MM7048/-	pres LIMF	ex wfu/Leonardo	399	nov20
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Aviazione dell' Esercito (AR)
LIDX = Casarsa della Delizia (PN)

AB206C-1

MM80644//E.I.583	208° Gruppo	ex 1° Reggimento	9127	jan21
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UH-90A

CSX81541/E.I.224	Leonardo	ex 25° Gruppo	1173/ITAR25	jan21
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A129C

MM81323/E.I.910	wfu LIDX	ex E.I.910/49° Gruppo	29011	jan21
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Carabinieri (PO)

UH-139D

MM81967/CC-02	Raggr. Elicotteri	ex CSX81967/CC-02	31879	nov20
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Polizia di Stato (PO)

UH-139E

MM81978/PS-116	2° RV Milano	new	31914	jan21
MM81979/PS-118	8° RV Firenze	new	31915	jan21

Guardia di Finanza (PO)

NH500MD

MM81140/GdiF-120	SA di Rimini	ex SA di Venezia	123	jan21
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UH-169A

MM82000/505	Centro di Av.	ex CSX82000/-	69105	jan21
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Norway

Norske Luftforsvaret (AF)

In February 2021, it was reported that until further notice no more AW101 Merlins could be delivered to Stavanger/Sola. The deliveries are expected to start up again in May 2021, when Ørland Main Air Station will receive three AW101s currently at Stavanger/Sola.

The 330 skv detachment at Ørland will become operational on the AW101 from 1 May 2021. The Ørland crews are at this moment at Stavanger/Sola where they carry out training with the new helicopters as well as in the simulator.

ENRY = Rygge

Sea King Mk43B

329	std ENRY	ex skv 330	1011	feb21
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The Sea King made its last flight from Ørland to Rygge on 25feb21 where it will be used for spares.

Poland

Sily Powietrzne (AF)

The Polish Air Force ordered another four Alenia Aermacchi (nowadays Leonardo) M346 Master advanced jet trainers on top of the twelve M346s that were already delivered.

The first order, for which the contract was signed in February 2014, consisted of eight aircraft with an option for four. The eight M346 Bielik, as the aircraft is named in Polish Air Force service, were delivered between November 2016 and October 2017.

In March 2018, Poland signed the contract for the additional four aircraft and support package, plus an option on four more aircraft. The original option of four M346s was delivered between October and November 2020.

On 3 February 2021, Leonardo announced that the contract for the second option on four M346s was signed with the final

delivery scheduled before the end of 2022. This will bring the total number to sixteen.

On 12 february 2021, the Polish Press Agency published an interview with the Polish Minister of Defence, Mariusz Błaszczak, where he said that the Lightning IIs will be based at Łask / 32. Baza Lotnictwa Taktycznego (32.BLT, 32nd Tactical Air Base). This air base is currently the home base for the 10. Eskadra Lotnictwa Taktycznego (10th Tactical Fighter Squadron) operating the F-16C and F-16D Fighting Falcon.

The contract for the procurement of 32 F-35A Lightning II Block 4 fighter aircraft was signed by on 31 January 2020.

Deliveries are scheduled to start in 2024, with the first six aircraft to be based at Luke AFB (AZ) with the 56th Fighter Wing for training of air and ground crews. The first aircraft in Poland is expected to arrive in the 2025-2026 timeframe, with the final F-35As to be delivered before 2030. The Initial Operating Capability (IOC) is scheduled for 2028.

In the interview, Mariusz Błaszczak mentioned that the infrastructure at Łask only needs to be supplemented, not built from scratch. The necessary work is already underway. He had no comments on where the F-16s from Łask will be transferred to. The 21st Tactical Air Base in Swidwin is a good candidate, as this air base is modernized at this moment.

Boeing 737-800BBJ2			
0111	1.BLTr	d/d 15feb21	64927

Portugal			
Força Aérea Portuguesa (AF)			
AW119Kx			
29705	Esq552	f/n dbase	14973 sep20

Spain			
Ejército del Aire (AF)			
A400M			
T.23-09/31-29	Ala 31	d/d dec20, #10218	108 dec20
C295M			
T.21-05/35-05	353 Esc	recoded, ex 35-43	006 jan21
T.21-12/35-12	353 Esc	recoded, ex 35-50	045 jun20

EF2000			
C.16-77/14-35	Ala 14	f/n dbase, #10234	SS058 aug20

Falcon 20D/E			
TM.11-1/47-21	i/a CIFP	Aguas Nuevas	253/486 feb21
TM.11-2/47-22	i/a CIFP	Lugo	222/471 jan21

After some years of storage at Torrejon Airbase these Falcons have been transferred to two different technical schools (Centro Integrado de Formación Profesional – CIFP). Falcon 20D TM.11-2 departed from Torrejon on 11 December 2020 and has arrived in Lugo. Falcon 20E TM.11-1 arrived at Agua Nevas on 18 February 2021.

Sweden

Försvarsmaktens Helikopterflottilj (JF)
 Most, if not all Hkp14 helicopters (NH90) must have been upgraded by now to Hkp14E and Hkp14F. The upgraded NH90s received new serials. The Hkp14Es are registered in the 1450xx range and the Hkp14Fs are registered in the 1460xx range. Unfortunately, little actual sightings of the Hkp14 serials are noted.

Hkp14F			
146042/42	Airbus Helicopters	ex 141042	1016 feb21

Flygvapnet (AF)
 Sweden's Defence Minister, Peter Hultqvist, confirmed that the Swedish Air Force is 'committed' to the Global 6000 GlobalEye Airborne Early Warning (AEW) and Intelligence Surveillance Reconnaissance (ISR). During a Saab media briefing on Finland's HX programme, the minister made the aforementioned remarks while noting opportunities for Finland should the Ilmavoimat (Finnish Air Force) select the offered combination of the Saab 39E/F Gripen and the GlobalEye as a wider set of capabilities. However, he stressed that no formal Swedish decision on the GlobalEye procurement has been made.

On 14 October 2020, the Swedish Ministry of Defence (MoD) published a 181-page document outlining the defence bill for the period 2021-2025. One of the most pressing needs is a new airborne early warning and control system, as the current Airborne Surveillance & Control (ASC) Saab S100D aircraft are overworked and ageing. A decision on their replacement is due to be made in the 2021-25 period, with the acquisition to be completed after 2025. The two S102B Korpen SIGINT modified Gulfstream IVs are to be maintained, with no replacement plans to be made until after 2025.



Looking as good as new, PA-200 Tornado 43+42 is seen here prior to take off for its second test flight after its Service Life Extension to 8000 flying hours. Dietmar Fenners was present at Manching on 18 February 2021 as a witness with a camera.



Although clearly on its way out with the German armed forces, UH-1D 71+40 is still flown by test unit WTD61 when captured in beautiful winter light when seen by Dietmar Fenners at Manching on 18 February 2021.

JAS39C
39262/262 F17 ex Saab Aircraft **39-262** feb21

United Kingdom

Royal Air Force (AF)

The responsibility of the Typhoon detachment at RAF Akrotiri (Cyprus) under Operation Shader transferred from XI(F)sq to 1(F)sq during early-January 2021. As usual, this triggered a number of unit changes amongst the RAF Typhoon fleet.

The RAF announced plans to move 51 squadron with its three RC-135W Airseeker aircraft to RAF Mildenhall. They will operate side-by-side with the USAF RC-135 detachment at this United States Air Force in Europe airbase. Interestingly, initially it was planned to close RAF Mildenhall and to move the USAF RC-135 detachment to RAF Waddington. The plan to close RAF Mildenhall has been postponed until at least the end of the 2020s, and will possibly even be completely cancelled.

The retirement of the Sentinel R1 got a step closer on 29 January 2021. On this date, ZJ692 returned to RAF Waddington ending the types involvement in Operation Shader. The entire fleet will be retired on 31 March 2021. The RAF has already issued a request for tender to contract a civilian company to strip the aircraft and scrap them (Reduce to Produce). Three Sentry AEW1 aircraft were listed in the same request for tender (ZH102, ZH105 and ZH107).

EGDM = Boscombe Down	EGSC = Cambridge City Airport
EGDY = Yeovilton	EGUW = Wattisham
EGOS = Shawbury	EGXC = Coningsby

AMRO	Aircraft Maintenance Repair & Overhaul at RAF Valley
Boeing CGS/644VGS	Boeing Helicopters at Mesa (AZ) Central Gliding School and 644VGS pool at RAF Syerston
CMF	Chinook Maintenance Facility at RAF Odiham
EGUB Pool	28sq, 33sq and 230sq pool at RAF Benson
GMS	Glider Maintenance School at RAF Syerston
Leonardo Leonardo IMP	Leonardo Helicopters at Yeovil Leonardo Helicopters at RNAS Culdrose
MDMF	Merlin Depth Maintenance Flight at RNAS Culdrose

P2MF	Puma HC2 Maintenance Flight at RAF Benson
StandardAero TMU	StandardAero at Fleetlands Typhoon Maintenance Unit at RAF Coningsby
WZM	Wildcat Zonal Maintenance at RNAS Yeovilton

Atlas C1

ZM408	1312Flt	ex 24/70sq	027	jan21
ZM410	24/70sq	ex 1312Flt	038	jan21

Chinook HC6

ZK551	7sq	ex EGDM	M7702	jan21
ZK552	StandardAero	ex 7sq	M7703	jan21
ZK553	7sq	ex EGDM	M7704	jan21
ZK562	EGDM	ex 7sq	M7713	jan21

Chinook HC6A

ZA674	28sq	ex StandardAero	M7004	jan21
ZA684	18(B)sq	ex CMF	M7011	jan21
ZA708	18(B)sq	ex CMF	M7018	jan21
ZA710	28sq	ex CMF	M7003	jan21
ZA711	28sq	ex CMF	M7026	jan21
ZD981	CMF	ex 18(B)sq	M7029	dec20
ZH775	27sq	ex EGDM	M4451	jan21
ZH777	CMF	ex 27sq	M4453	jan21
ZH891	CMF	ex 27sq	M4454	jan21
ZH894	EGDM	ex 27sq	M4457	jan21

The Chinook which made the headlines in the UK press by landing in a wet field near Wantage was ZA679 (28sq) on 5 January 2021. The wheels sank into the soaking ground resulting in a crane having to lift the helicopter on 11 January 2021. After inspection the Chinook managed to fly back home to RAF Benson on 12 January 2021.

Griffin HAR2

ZJ706	to G-CBYR	ex 84sq	36308	jan21
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Hawk T1W

XX295	AMRO	ex std EGOS	312120	dec20
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On 8 December 2020, XX295 was transported by road from RAF Shawbury where it was held in storage to RAF Valley for overhaul by AMRO. After this is completed, the jet is slated to be delivered to the RAF Aerobatics Team Red Arrows.

Hercules C5

ZH888	std EGSC	ex 24/47sq/888	5496	dec20
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Poseidon MRA1

ZP805/05	54/120sq	ex Boeing	65754/8257	feb21
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Number five was delivered to its new home (RAF Lossie-

mouth) on 2 February 2021, four more to go.

Puma HC2

XW224	P2MF	ex EGUB Pool/(L)	1166	dec20
XW231/N	EGUB Pool	ex P2MF	1195	jan21

Texan T1

Temporary civil registrations have been allocated to all four Texans which were delivered to RAF Valley on 3 November 2020. They were entered into the Civil Aviation Authority register on 26 November 2020:

ZM340	to G-CLTZ
ZM341	to G-CLUC
ZM342	to G-CLUF
ZM343	to G-CLUA

Typhoon FGR4

ZJ937/937	IX(B)sq	ex 6sq/937	BS028	jan21
ZJ942/942	29sq	ex 3(F)sq/942	BS035	dec20
ZJ949/949	3(F)sq	ex XI(F)sq/949	BS045	dec20
ZK302	TMU	ex XI(F)sq/302	BS054	jan21
ZK308/308	XI(F)sq	ex TMU	BS059	dec20
ZK308/308	1(F)sq	ex XI(F)sq/308	BS059	jan21
ZK311	TMU	ex 3(F)sq/311	BS064	jan21
ZK313/313	3(F)sq	ex XI(F)sq/313	BS070	jan21
ZK316/316	1(F)sq	ex XI(F)sq/316	BS075	jan21
ZK320/320	II(AC)sq	ex 1(F)sq/320	BS081	dec20
ZK321/321	1(F)sq	ex XI(F)sq/321	BS082	jan21
ZK323/323	6sq	ex TMU	BS084	jan21
ZK324/324	6sq	ex II(AC)sq/324	BS085	dec20
ZK324/324	II(AC)sq	ex 6sq/324	BS085	jan21
ZK330/330	3(F)sq	ex 29sq/330	BS091	dec20
ZK334/334	1(F)sq	ex II(AC)sq/334	BS095	dec20
ZK334/334	TMU	see unit	BS095	jan21
ZK338/338	XI(F)sq	ex 6sq/338	BS099	dec20
ZK340/340	41(TEs)sq	ex 12(B)sq	BS101	dec20
ZK340	i/a EGXC	ex 41(TEs)sq/340	BS101	jan21
ZK342	TMU	ex 3(F)sq/342	BS103	jan21
ZK343/343	II(AC)sq	ex 1(F)sq/343	BS104	jan21
ZK345/345	II(AC)sq	see note	BS106	jan21
ZK346	TMU	ex 3(F)sq/346	BS107	dec20
ZK347/347	II(AC)sq	ex XI(F)sq/347	BS108	dec20
ZK350/350	II(AC)sq	ex XI(F)sq/350	BS111	dec20
ZK352/352	XI(F)sq	ex II(AC)sq/352	BS113	dec20
ZK352/352	1(F)sq	ex XI(F)sq/352	BS113	jan21
ZK366	TMU	ex 12(B)sq/366	BS127	dec20
ZK367/367	3(F)sq	ex TMU	BS128	dec20
ZK369/369	12(B)sq	ex TMU	BS130	jan21
ZK377/377	II(AC)sq	ex 1(F)sq/377	BS138	jan21

ZK424/424	1(F)sq	ex 6sq/424	BS140	dec20
ZK424/424	II(AC)sq	ex 1(F)sq/424	BS140	jan21
ZK427/427	II(AC)sq	ex 1(F)sq/427	BS143	jan21
ZK435/435	II(AC)sq	ex IX(B)sq/435	BS151	jan21

On 15 December 2020, Typhoon FGR4 ZK345 departed for RAF Akrotiri (Cyprus) for Operation Shader duties but diverted into RAF Coningsby and has been used by XI(F)sq since. After maintenance with TMU was completed, the Typhoon was issued to XI(F)sq during the first half of 2021, this did not last long since it was passed on to II(AC)sq on 26 January 2021.

Officially, ZK340/340 is on strength with 29sq, but it is in use for ground instruction purposes as the base Weapons Loading Trainer (WLT). At RAF Lossiemouth ZK425/425 was placed in temporary storage in January 2021. The aircraft was planned to transfer to RAF Coningsby for attention by TMU.

Viking TX1

ZE521/VK	645VGS	ex CGS/644VGS/VK	33890	dec20
ZE522/VL	CGS/644VGS	ex GMS	33891	jan21
ZE526/VN	CGS/644VGS	ex GMS	33895	jan21
ZE527/VP	CGS/644VGS	ex GMS	33896	dec20
ZE532/VU	645VGS	ex CGS/644VGS/VU	33906	dec20
ZE594/WX	CGS/644VGS	ex GMS	33942	jan21
ZE605	GMS	ex CGS/644VGS/XE	33949	jan21

Voyager KC3

ZZ335	10/101sq	ex 1312Flt	1334	dec20
ZZ337	1312Flt	ex 10/101sq	1390	dec20

Wedgetail AEW1

The first Boeing 737 arrived at Birmingham International Airport for conversion to Wedgetail AEW1 standard by STS Aviation Services on 7 January 2021. The aircraft in question is Boeing 737-73W (BBJ1), c/n 37633/3329, which is ex N1786B, N384BJ, B-5273, N946BC. Following conversion, it is expected to be delivered to the RAF in 2023.

Army Air Corps (AR)

MAR reports that 673(AHTU)sq is expected to be equipped with Apache AH2 helicopters in 2021, and it will continue to serve as Apache Operational Conversion Unit at Middle Wallop. Following the last Apache AH1 course, the eight helicopters assigned to the unit flew to Wattisham on 9 December 2020. This left the squadron without helicopters until deliveries of the new Apache AH2 will commence in the near future.

Apache AH1

ZJ181	EGUW	ex 673(AHTU)sq	WAH16	dec20
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Southern Germany is well covered this month by pictures of Dietmar Fenner, who sent this shot of NH90-TTH of THR-30 during departure from Manching on 18 February 2021.



An interesting look at the phase of construction of one of the next PC-21s to be delivered to Spain when venturing out in the open on 23 February 2021. Stephan Widmer made this shot of E.27-03/10241/792-03 at its place of birth, Stans-Buochs.

ZJ192	EGUW	ex 673(AHTU)sq	WAH27	dec20
ZJ194	to USA for AH-64E conversion		WAH29	jan21
ZJ196	EGUW	ex 673(AHTU)sq	WAH31	dec20
ZJ204	EGUW	ex 673(AHTU)sq	WAH38	dec20
ZJ209	EGUW	ex 673(AHTU)sq	WAH43	dec20
ZJ216	EGUW	ex 673(AHTU)sq	WAH50	dec20
ZJ222	to USA for AH-64E conversion		WAH56	jan21
ZJ227	EGUW	ex 673(AHTU)sq	WAH61	dec20
ZJ233	EGUW	ex 673(AHTU)sq	WAH67	dec20

The next pair of Apaches to be shipped to the USA to be inducted into the AH-64E conversion programme are ZJ194 and ZJ222. Both arrived at RAF Brize Norton on 5 January 2021, and departed as air freight to the USA on 13 January 2021.

Apache AH2

ZM706	EGUW	ex Boeing	UD007	feb21
ZM708	EGUW	ex Boeing	UD009	feb21

The next pair of AH-64E (Apache AH2) helicopters delivered to the United Kingdom arrived at RAF Brize Norton on 7 February 2021, subsequently they were transported by road to Wattisham where they arrived on 12 February 2021.

Fleet Air Arm (NY)

Merlin HM2

ZH827	820NAS	ex Leonardo IMP	50037	jan21
ZH840	824NAS	ex 820NAS	50085	jan21
ZH856	820NAS	ex Leonardo IMP	50147	jan21

Merlin HC4

ZJ120	MDMF	ex 845NAS/D	50083	dec20
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Merlin HC4A

ZJ990/AA	std EGDY	ex Leonardo	50089	dec20
ZJ995/AD	std EGDY	ex Leonardo	50123	dec20
ZJ998/AE	std EGDY	ex Leonardo	50148	dec20

Wildcat HMA2

ZZ376	WZM	corr not 825NAS	495	dec20
ZZ380	WZM	corr not 815NAS	499	dec20

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

It looks like the days of the Algerian MiG-25s are over, the last few active within the inventory of the Algerian Air Force will be withdrawn from use this year.

Algeria was the first export client for the MiG-25. A contract was signed in 1978 for eight MiG-25Ps and two MiG-25PUs interceptors and a further three MiG-25R reconnaissance variants. The aircraft were first unveiled during celebrations for 25th anniversary of the Algerian revolution on 1 November 1979. Information about how many MiG-25s Algeria

received is scarce but assumed is that at least two additional batches were delivered. It seems that by 1997 up to twenty MiG-25PDS, six MiG-25RB/RBSHs and at least one MiG-25PU were acquired. In the late 2000s the fleet should be replaced by the MiG-29SMT, Sukhoi Su-30MKA and Su-30MKR.

The MiG-29SMTs were delivered but in 2007 the Algerians found out that the aircraft were not newly built but second-hand airframes and so all the aircraft were returned to Russia in 2008. Because the lack of QRA capability of the Su-30s, the retirement of the MiG-25 fleet was deferred. Until late 2019 the 120EDA (Escadron de Defense Aeriennne) had two MiG-25PDS's on QRA alert at Bechar, Tindouf and Ouargla. Also at Ain Oussera, the home base of the MiG-25s, some aircraft were still operational, with at least one MiG-25PU (the FL-30 was still noted in April 2020).

The Algerians were the last that were using the MiG-25s and it is of course a pity this era also comes to an end now.

Mi-171Sh

SM-46	c/n update	59489617992
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Mi-24A

SU-86	wfu	f/n database, photo
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MiG-21bis

FA-54	wfu	f/n database, photo
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MiG-29M2

FB-99	f/n db, photo	2964753840	feb21
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On 3 February 2021 the first photo of this MiG-29M2 was published on the internet and because how the serial and the roundel in the tail were applied it looked somebody did some photoshopping. Fortunately a few days later, more images, made during take-off and landing at Lukhovitsy (Russian Federation), were published and it proofed the serial wasn't photoshopped.

However some sources say the roundels and the serial were just quickly applied for some Algerian officials who were visiting the airbase. So the serial needs confirmation. This also complies to the construction number, because only the last four digits were on the tail of the aircraft.

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

LBSF = Sofia Int., Bulgaria

Mi-24D

TU-VHT	f/n LBSF, photo	jan21
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The Mi-24 was noted on 27 January 2021 at Sofia International Airport before it went onboard the Il-76TD EW-412TH.

The Il-76 flew the next morning to Abidjan in Ivory Coast. It looks like this is the second Mi-24 out of an order of two, the first one arrived on 7 August 2020 in Abidjan. We assume this Mi-24 is, like some of the previous delivered Mi-24s, a former Bulgarian and overhauled by LETEC at Sofia before delivery. Any information about the former serial or the serial of the one delivered in August last year is highly appreciated.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

MiG-21RF

8507	wfu	f/n database, photo	1970s
8509	wfu	f/n database, photo	1970s

Mirage 5EAD

9186	pres gate	Gebel al Basur	nov19
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The Mirage 5 has replaced MiG-21F-13 5818 at the gate of Gebel al Basur, see Google Earth at 30°33'43.03"N, 30°33'24.20"E. The MiG-21F-13 is moved 200 meters south, to a parade ground inside the gate.

Gabon

Forces Aérienne Gabonaises (AF)

Falcon 900EX

TR-LEX	ex Gvmt	to N7BD	24
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Mirage 5G

401	ex Denel	pres Sandton (SA)	feb21
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This Mirage 5 has been preserved since 11 February 2021 on a roof of the FuturExotics Lifestyle Emporium in Sandton, South Africa. It can be found at 26°06'02.48"S, 28°02'18.58"E.

Ghana

Ghana Air Force (AF)

DHC-4

G404/E	to N90571	c/n and civil regi. corr.	74
G405/F	to N90570	c/n and civil regi. corr.	56

Thanks to Andy Marden who asked for the FAA file of the N90570, we now know we had the construction numbers, and so also their civil registration, of these two Caribous switched in our database for many, many years.

Madagascar

Gendarmerie (GE)

Ce F337E

5R-MVQ	ex F-BRXM	d/d 30nov20	F33700011	nov20
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The Assist Aviation group in Ivato donated a Cessna F337E Super Skymaster to the National Gendarmerie, it was handed over on 30 November 2020. The aircraft was received by General Ravalomanana, Secretary of State for the Gendarmerie (SEG), accompanied by senior officers of the National Gendarmerie. This is the first time that the Malagasy National Gendarmerie has its own aircraft, although it has long planned to set up an Air Gendarmerie. There will be cooperation with pilots and technicians from the Malagasy Air Force to make use of this equipment, until a gendarme pilot is obtained.

Niger

Escadrille Nationale du Niger (AF)

Mi-171E

5U-MHI	f/n database, photo	jan21
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Nigeria

Nigerian Air Force [AF]

A-29B

NAF845	o/o, as 19-2033	feb21
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The serial NAF845 was taped over but was still readable on one of the photos made on 16 February 2021.

Beech 350i ISTAR

NAF201	209th EAG?	w/o 21feb21	FL-585?
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South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

FAHS = Hoedspruit

MB326M

519	pres FAHS	at Drakensig Golf Club	aug19
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This Impala, together with the Mirage F1 below, is preserved at the Drakensig Golf Club inside the perimeter of Hoedspruit Air Force Base. The Impala is first visible on Google Earth on the April 2019 image at 24°20'40.30"S, 30°56'05.58"E.

Mirage F1AZ

238	pres FAHS	at Drakensig Golf Club	aug19
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The Mirage F1 is at the same location as the Impala 519 above, but is here already since March 2017.

Tanzania

Jeshi la Wananchi la Tanzani (AF)

H125

JW9801	f/n database, photo
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Aircraft enthusiasts may find it hard to get used to new shapes and sizes and the Tejas may be subject to this as well. KHT2010, a Tejas LCA-T prototype demonstrates at Yelahanka on 4 February 2021 during Aero India 2021. (Shrey Chopra)



The Su-30MKI-3 is used in large numbers by the Indian Air Force. Aero India 2021 provided an opportunity to Shrey Chopra to capture SB237 landing at Yelahanka on 4 February 2021.

Uganda

Uganda People's Defence Force (DF)

Beside the Jet Ranger mentioned below another unknown UPDF helicopter crashed in Somalia on 5 February 2021, see for more information our Dustpan & Brush section.

AB206B-II

AF-317 w/o 11feb21 8492

Asia

China

People's Liberation Air Force (AF)

J-10S			
68735	72nd Brigade		feb21
78324	171st Brigade		feb21
J-11BS			
63607	19th Brigade		feb21
JL-9			
1737	Harbin FA/3rd Brigade		photo
2043	Shijiazhuang FA/4th Brigade		photo
Mi-171E			
53322	WTC/Transport & SAR Brigade		feb21
Y-5B			
53223	WTC/Transport & SAR Brigade		feb21
53225	WTC/Transport & SAR Brigade		feb21
53227	WTC/Transport & SAR Brigade		feb21
53229	WTC/Transport & SAR Brigade		feb21
Y-7G			
55013	CTC/Transport & SAR Brigade		feb21
55014	CTC/Transport & SAR Brigade		feb21
Y-8			
3356/36	Xi'an FA/5th Brigade		oct19
Y-9			
54910	NTC/Transport & SAR Brigade		feb21
The Y-9 was the first Y-9 aircraft delivered by XAC in 2021 and the first Y-9 for the transport Brigade of the Northern Theatre Command at the same time.			
People's Liberation Army (AR)			
Mi-17V-7			
LH921788	Tibet/Xizang Brigade		dec20
Mi-171E			
99728	Xinjiang Brigade		jan21
99731	Xinjiang Brigade		jan21
99732	Xinjiang Brigade		jan21
End of January pictures were released of two Mi-171Es in desert (brown/brown) camouflage. The serial format was seen before on Mi-171Es just after delivery in 2013 when those numbers were used for a limited operational period.			
Z-8G			
LH921836/G-61	Tibet/Xizang Brigade		jan21
On the aft tail boom a yet unknown marking G-61 was painted.			
Z-9A			
LH905937	LH Academy/1st Brigade		jul20
Z-9WZ			
LH991915	76th Brigade		jan21
LH991926	76th Brigade		jan21
LH991929	76th Brigade		jan21
LH991936	76th Brigade		jan21
LH991981	76th Brigade		jan21
Z-10			
LH953117	161st Brigade		photo
LH953135	161st Brigade		photo
LH921136	Tibet/Xizang Brigade		dec20
This is the first Z-10 noted for the Tibet/Xizang Brigade.			
Z-19			
LH953501	161st Brigade		photo
LH953519	161st Brigade		photo
Z-20			
LH921216	Tibet/Xizang Brigade		jan21
LH921221	Tibet/Xizang Brigade		jan21
LH953212	161st Brigade		photo
LH953218	161st Brigade		photo
LH953220	161st Brigade		photo
After the Z-10 got this modification, now also the Z-20 are being delivered with an upward blowing exhaust, which is beneficial to reduce the infrared signature of the helicopter.			
People's Liberation Army Navy (NY)			
H-6J			
58	5th Indep Regiment		feb21
9051	1st Indep Regiment		feb21
9061	1st Indep Regiment		feb21
9071	1st Indep Regiment		feb21
J-15			
21/H1111121	Carrier Air wing		0212 feb21
32/H1741032	Carrier Air wing		0308 feb21
64	Carrier Air wing		feb21

Ka-28

24 4th Div/11th Reg ex 9244? feb21

Unfortunately, also the Ka-28s are dumping their unit code in the serial, leaving only a unique two digit code.

Z-9D

9404 4th Div/11th Reg feb21

41 4th Div/11th Reg **Z9-0807** feb21

9454 4th Div/11th Reg feb21

9494 4th Div/11th Reg feb21

Also the newly delivered Z-9Ds use the two digit code nowadays.

China Coast Guard (CG)

Z-9A

25902 feb21

25904 jan21

Police (PO)

AW139

44024 Shenzhen Police ex CSX81995 **31936** feb21

Manufacturers

KJ-600

60001 XAC photo

At last a picture of this new Carrier borne AEW aircraft has been shown on the Internet. As expected, being based on the Y-7, it has many resemblances to the American Hawkeye!. The design includes a folding wing, arrestor tail hook and four vertical tailplanes. It is speculated that the first flight (from Xi'an-Yanliang) took place 29 August 2020. The aircraft is intended to be used on the third aircraft carrier China has operational soon and that is equipped with a catapult.

Z-20F

6221 GHAIC feb21

India

Bharatiya Vayu Sena (AF)

In January 2021, it was reported that because of India's critical shortage of mid-air refuelling capability aircraft, the Indian Air Force is looking for leasing air refuelling aircraft. For this reason, both Airbus Defence & Space and Boeing were approached for financial quotes for the Airbus A330MRTT respectively the KC-46A Pegasus. During the Aero India

2021 show at Yelahanka Air Force Station, Airbus seemed to emerge as a front runner for this lucrative contract.

According to Indian defence sources the air force is looking at a 10-year lease period with Airbus. According to speculations, pointed out by the Indian news agency The Print, India could end up leasing three tankers and will go in for a large order of six refuelling aircraft based on the experience of using them.

The Indian Air Force is currently operating six Ilyushin Il-78MKI mid-air refuelling aircraft with 78sq Valorous MARS at Agra Air Force Station. The type is reported to face maintenance and serviceability issues, causing the shortage in mid-air refuelling capability.

In 2018, the Indian Air Force had sought the defence ministry's approval for a comprehensive upgrade of the Il-76MD transport aircraft as well as the Il-78MKI mid-air refuelling aircraft. The upgrade would have included new engines for the aircraft that will substantially increase its service life by up to 15 more years.

So far, the Indian Ministry of Defence did not make any move in the upgrading of the two Ilyushin type of aircraft. During Aero India 2021, news emerged that the Russian United Aircraft Corporation (UAC) and India were holding talks on the upgrade of the air force Il-76MD transporters. UAC also mentioned that they are ready to consider the opportunity of renewing the fleet of Il-78 aerial tankers. However, their main object is a contract for the upgrade of the Il-76MD.

An-32

K3071 FWTF unit update **25 04** feb21

An-32RE

KA2709 FWTF f/n, ex K2709 **05 04** feb21

C-130J-30

KC3812 87sq f/n with unit **382-5823** feb21

CH-47F(I)

ZL4666 126HF ex Boeing Company **M2401** feb21

ZL4675 126HF f/n **M2410** feb21

Dhruv Mk.I

ZD4063 151HU f/n, ex J4063 **DS60** feb21

Dhruv Mk.IV Rudra

ZD4160 f/n feb21



Troubled or not, production of the KC-46A tanker continues apace. Japan is the type's first export customer and N6018N will be the first of the Japanese order. The future 14-3611 is seen here at Everett-Paine Field by Daniel Gorun on 8 February 2021.



The new Embraer KC-390 is being introduced in operational service with the Brazilian air force and thus slowly becomes a more familiar sight. Johnny von Rod encountered 2655 at San Juan (Puerto Rico) on 15 February 2021.

HJT-36 Sitara				
S3853	HAL	primer	LSP-03	feb21
LCH				
ZF4831	HAL	f/n, ex ZF001	LSP-01	feb21
Mi-17-1V				
Z3015		c/n correction	226M67	mar06
Mi-17V-5				
ZP5214	155HU	f/n		feb21
MiG-21Bison				
CU2780	51sq	ex 3sq		feb21
MiG-29UPG				
KBU717		f/n, ex KB717	296052xxxx	feb21
Rafale EH				
BS006	17sq	d/d 27jan21		jan21
BS007	17sq	d/d 27jan21		jan21
BS011	17sq	d/d 27jan21		jan21
BS016	Dassault Aviation	f/n		feb21
SA315B (HAL) Cheetal				
ZC4411		f/n		feb21
Su-30MKI				
SB041	31sq	ex unit nn	10MK2307	jan21
Su-30MKI-3				
SB236		f/n		feb21
SB237		f/n		feb21
Indian Army Aviation Corps (AR)				
Dhruv				
IA1174		f/n		feb21
Bharatiya Nau Sena (NY)				
Dhruv Mk.III				
IN711	HAL	f/n		feb21
IN712	HAL	f/n	DW310	feb21
Bharatiya Thatrakshak (CG)				
Dhruv Mk.III				
CG856	RWR&DC	f/n		jan21
CG858	RWR&DC	f/n		feb21

Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)

AS332C1e				
H-3218	SKU6	del 29jan21		jan21

See also Scramble 500 - Page 62.

NC212i				
A-2112	SkU4	del 26jan21	437/N117	jan21

See also Scramble 499 - Page 84.

Tentara Nasional Indonesia - Angkatan Darat (AR)

Bell 412EPI				
HX-4144	PT Dirgantara	f/n, to HA-5225?		feb21
HX-4146	PT Dirgantara	f/n		feb21
HA-5225	SkUAD11	ex C-FUUC, del 17feb	37026	feb21

Identity from HA-5225 comes from the transponder, courtesy of Flightradar 24. It was likely the same aircraft that was test flown and delivered wearing temporary registration HX-4144. Of the nine EPIs ordered, three are now delivered.

Japan

Nihon Koku-Jieitai (AF)

The Japanese Ministry of Defense published its yearly defense budget request for Fiscal Year 2021 (April 2021 to March 2022). As it are requests, the actual number of procurements and the amount of spending could still change subject to approval by the parliament. This is a rundown of all aviation related requests for the JASDF:

4x F-35As, total number now 47, 22 delivered, two test flying
 2x F-35Bs, total number now eight
 2x C-2s, total number now 16, 13 delivered
 5x UH-60J IIs, total number now 25, 21 delivered
 Budget for F-X development
 Budget for a stand-off EW aircraft based on the C-2
 Budget for capability improvements for the F-2 and F-15

RJFA = Ashiya	RJNA = Nagoya-Komaki
RJNG = Gifu	RJNH = Hamamatsu
RJSK = Akita	RJTU = Utsunomiya
ADTW = Hiko Kaihatsu Jik.	AGG = Hiko Kyodogun
ARTS = Kyunan Kyoikutai	ARW = Koku Kyunandan
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan
TS = Jyutsuka Gakko	RJTJ = Iruma

C-1				
68-1018	scrapped	ex dump Iruma	8018	feb21
68-1019	402 Hikotai	ex nb, ex ADTW	8019	feb21

C-2				
18-1213	for 402 Hik?	nb, ex KHI	13	feb21

It was seen landing at Iruma which might suggest it is destined for service with 402 Hikotai, first C-2 for that unit.

KC-46A

N6018N Boeing first flight 8feb21 **66585/1207** feb21
It used one of the Boeing Company assigned test registrations. The JASDF still hopes it will be delivered this year to Miho as 14-3611. As with the KC-767, it will probably first operate with Hiko Kaihatsu Jikkendan before it is assigned to a newly formed tanker unit.

KC-130H

85-1080 o/h RJNG nb, new C-2 camo **5138** feb21
This was the last Hercules which operated in the overall blue colours, now freshly painted in the 'C-2' type colour scheme.

F-2A

03-8505 o/h RJNA nb, ex 6 Hikotai **1005** feb21
33-8523 8 Hikotai ex IRAN **1023** feb21
53-8533 6 Hikotai ex nb/IRAN **1033** feb21
93-8550 6 Hikotai ex nb/IRAN(jun20) **1050** feb21

F-2B

23-8109 21 Hikotai ex IRAN **3009** feb21

F-15DJ

32-8057 23 Hikotai nb, ex IRAN **811/007** feb21
12-8074 o/h RJNA ex AGG **024** feb21
32-8083 AGG 'Tiger' striping c/s **033** feb21

F-15J

72-8886 201 Hikotai nb, ex IRAN **086** feb21
72-8890 o/h RJNA nb, ex 304 Hikotai **090** feb21
82-8899 o/h RJNA nb, ex 201 Hikotai **099** feb21
12-8928 ADTW nb, ex IRAN **128** feb21
42-8944 201 Hikotai ex IRAN **144** feb21
42-8945 306 Hikotai ex IRAN **145** feb21
72-8960 201 Hikotai ex 306 Hikotai **160** feb21

F-35A

89-8707 301 Hikotai ex nb, ex 302 Hikotai **AX-07** feb21
89-8709 301 Hikotai ex 302 Hikotai **AX-09** feb21
99-8715 301 Hikotai ex 302 Hikotai **AX-15** feb21
19-8723 MitsubishiHI f/n, test Nagoya **AX-23** feb21
19-8724 MitsubishiHI f/n, test Nagoya **AX-24** feb21

UH-60J II

78-4603 ARW/RJNH 50th ann. mks **2053** feb21
18-4612 ARW/RJSK ex MHI **2062** feb21

Hamamatsu Kyunantai is celebrating its 50th anniversary and has adorned one of its UH-60J IIs (and a U-125A) with some commemorative markings, a white bird and the outline

of Mt. Fuji.

T-1A

25-5846 ex preserved ex Kawamoto-cho **JT-46** jan17
This Fuji T-1A used to be preserved in/near the Wanpaku forest in Shimane prefecture. It was removed in 2017.

T-4

96-5614 13 FTW ex IRAN **1014** feb21
96-5623 AGG active after grounding **1023** feb21
16-5657 13 FTW ex IRAN **1057** jan21
16-5660 13 FTW ex store? **1060** jan21
16-5667 6 Hikotai active after grounding **1067** feb21
26-5688 ?? Hikotai ex IRAN, unit nn RJFA **1088** jan21
66-5745 Hamamatsu for preservation **1145** mar20
66-5748 3 Hikotai ex o/h? ex 501 Hikotai **1148** feb21
76-5754 o/h RJNG nb, ex 6 Hikotai **1154** feb21
26-5806 31 FTS ex store? Active! **1206** feb21
26-5807 32 FTS ex IRAN **1207** feb21
36-5812 32 FTS active after grounding **1212** feb21

Slowly the number of flyable T-4s is increasing, 103 are now active. T-4 660 previous last note was March 2016 at Iruma. It is now flying in the training role in the standard grey colours. 688 was also seen at Ashiya but its unit badge (if at all) was not noted. 806 had a previous last note of October 2016.

T-6G

52-0100 Minokamo-shi Tool museum **182-805** nov19
This Texan used to be preserved at Gifu up to November 2009 but was donated to the Yamazaki Mazak Corporation in October 2010, for display in a future museum. In November 2019 the Yamazaki Mazak Machine Tool museum opened its doors and this Texan is beautifully displayed in a silver/metal overall scheme. Minakamo city is in Gifu prefecture.

T-7

66-5940 for o/h RJTU nb, ex 1 TS **40** feb21
It was seen doing taxi tests at Hamamatsu, checking its functions before the ferry flight to Utsunomiya.

T-34A

61-0398 ex preserved ex Hofu **FM-38** oct00
71-0416 ex preserved ex Chitose **FM-56** jul17
Were still in our database as preserved.

U-125A

82-3007 o/h RJTU ARW, (ex ARTS) **258306** feb21
52-3023 ARW/(RJNH) 50th ann. mks **258306** feb21



With its large windows, Bell 407GX 151 is suitable to transport VIPs. The Guatemalan air force bought the helicopter in 2015 to use it as such. Carlos Alberto Rubio Herrera saw it at La Aurora on 4 February 2021.



Before the Guatemalan air force received three Cessna 208B EXs, a single Cessna 208B with false registration "N718BT" was impounded and allocated serial 606. On 4 February 2021, Carlos Alberto Rubio Herrera saw it wearing these new two tone grey colours at La Aurora.

Rikujo Jieitai (AR)

A rundown of all aviation related items for the JMSDF in the FY2021 defense budget request:

7x UH-2s, total number now 13, one delivered
Budget for the development of Saga Garrison

RJNA = Nagoya/Komaki RJNG = Gifu
RJTU = Utsunomiya

AH-1S

73450	o/h RJTU	IATH code	50	feb21
73477	IIIATH	ex IRAN	77	feb21
73479	IIIATH	ex IRAN	79	feb21
73480	o/h RJTU	test, IVATH code	80	feb21
73482	o/h RJTU	test, IATH code	82	feb21

OH-1

32619/19	IIATH	TDY Akeno KokuGakko	1019	feb21
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Only six active after the grounding?

UH-1J

41832	at Tachikawa	ex Utsunomiya Kou	1J32	feb21
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Its white training code was removed and as it was seen together with a 1 Hikotai UH-1J (acting as crew ferry?), it might join this unit.

CH-47J

52928	SK	ex MH	5040	feb21
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CH-47JA

52977	o/h RJNG	no unit code, ex HGPIV	5092	feb21
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UH-60JA

43122	o/h RJNA	ex VIII	4022	jan20
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AH-64DJP

74505	S?	unit code nn	JP005	feb21
74509	IIIATH?	ex S? unit surmised	JP009	feb21

Seven reported as active, five still not seen flying after the grounding. JG-4509 was seen at Takayubaru.

V-22B

91702	for Yuso Kokutai off-loaded Iwakuni?	feb21
91703	for Yuso Kokutai off-loaded Iwakuni	feb21
91704	for Yuso Kokutai off-loaded Iwakuni	feb21
91707	for Yuso Kokutai off-loaded Iwakuni	feb21
91708	for Yuso Kokutai off-loaded Iwakuni	feb21

Four were positively identified as delivered to Iwakuni, 91703, 91704, 91707 and 91708. All five were seen at NAS North Island, CA on 27 January 2021, being prepared for shipment. After their functional checks at Iwakuni are completed, they will be officially handed over to the JGSDF.

Kaijo Jieitai (NY)

A rundown of all aviation related items for the JMSDF in the

FY2021 defense budget request:

3x P-1, total number now 35, thirty delivered
1x US-2, total number now eight, seven delivered
Refurbish one SH-60K to rescue specifications, total number now three
Refurbish (second?) Izumo class destroyer for F-35B operations
Life extension for four P-3Cs and three SH-60Ks

RJNA = Nagoya-Komaki RJTL = Shimofusa
RJTU = Utsunomiya
ATS = Kyoiku Kokutai

SH-60K

8402	21 Kokutai	ex IRAN	5002	feb21
8410	o/h RJNA	outside	5010	feb21
8413	o/h RJNA	ex 212 ATS	5013	feb21
8467	22 Kokutai	ex IRAN, unit nn	5067	feb21

We believe 8410 started its overhaul in July 2019, which normally takes less than a year.

P-1

5523	1 Kokutai?	no unit no. ex 3 Kokutai	23	feb21
5530	3 Kokutai	ex KHI	30	feb21

Kanoya unit 1 Kokutai bade farewell to its last Orion, giving it a unit strength of (for the moment) ten P-1s.

P-3C

5019	ex 1 Kokutai?	fate?	9016	sep20
5023	ex 1 Kokutai?	prob. wfu	9020	apr15
5025	ex 1 Kokutai?	prob. wfu	9022	nov16
5033	i/a RJTL	to be broken up soon	9030	feb21
5047	5 Kokutai	ex 203 ATS	9044	feb21
5051	ex 1 Kokutai?	fate?	9048	apr19
5053	2 Kokutai	ex no unit no.	9050	feb21
5072	ex 1 Kokutai?	fate?	9069	nov19
5075	ex 1 Kokutai	no unit no.	9072	feb21
5082	203 ATS	ex no unit no.	9079	feb21
5095	o/h Nippi	no unit-no/test	9092	feb21
5098	2 Kokutai	ex 1 Kokutai	9095	jan21

Orion 5033 is in use as a fire brigade training tool at Shimofusa, cutting emergency escape hatches in its hull. From photos it can be seen not much places to cut new holes are available, meaning the end of its useful life is near.

Orion 5075 was seen at Kanoya without the unit number, receiving a water salute by the fire brigade. This was the farewell to the last Orion of the unit, making 1 Kokutai an all P-1 unit.

T-5

6357	o/h RJTU	test, 201 ATS mks	57	feb21
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T-34A

9002 ex preserved ex Nagara, l/n dumped **KD-23** oct17
This Mentor was last seen at Nagara town in November 2016 and ended up dumped at Shimofusa in October 2017. Probably scrapped by now.

Kaijō Ho'an-chō (CG)**EC225LP**

JA696A/MH696 Airbus test as F-WWOA **3001** aug20
Seen at Marseille, France on a test flight.

G550

N516GA/LAJ502 Gulfstream as JA502A at KSAV **5616** feb21
Seen inside a hangar at Savannah (GA). It is reported that this Gulfstream will receive modifications in the Netherlands, perhaps Woensdrecht?

Pakistan

Pakistan Fiza'ya (AF)

AS350B3

2804 wfu by dec20 l/n aug05 **3958**
2828 Airbus Helic. f/n 23feb21, F-WWXU **8944** feb21

SA330L

1436 wfu by dec20 not a J, l/n aug84 **1436**
1457 wfu by dec20 not a J, l/n aug84 **1457**
1628 wfu by dec20 UN-810, dam 13jun19 **1628**

These fates are taken from the "potentially destroyed aircraft" list as disclosed by Airbus in December 2020. As it happens, we have two crash dates for unknown Pumas, one on 8 October 2007 and one on 4 May 2011. Strangely, 1531/UN-809 was involved in a bigger crash on 12 April 2017 but is not on this list, whereas 1628 only hit some trees with its rotor blades and was active in July 2020, but is on the list!

Philippines

Hukbong Himpapawid NG Pilipinas (AF)

C-130H

5125 h/o 18feb21 **5125**

Police (PO)

H125

RP2420 Air Unit h/o 29jan21
RP6088 Air Unit h/o 29jan21
RP9710 Air Unit h/o 29jan21

End January the three Airbus helicopters were accepted by the Police. They are believed be c/n 8903, 8907 and 8912

which had arrived by October 2020. The Police (PNP) now operates seven Airbus H125 helicopters in addition to two R44s.

South Korea

Dae Han Min Guk Gong Gun (AF)

KF-5F

10-595 18 FW/112 FS ex 10 FW/201 FS **KF1002** feb21
10-602 10 FW/201 FS ex 101 FS **KF1009** feb21

KF-16C

93-070/EG 38 FG/111 FS extra code + mks **KC-50** feb21
A photo emerged of this F-16 with the unit's standard tiger tail tip, however it also had an 'EG' code and a large eagle head marking on the tail.

F-35A

19-012 17 FW f/n in RoK **AW-12** jan21

FA-50

15-030 16 FW/202 FS 16 FW badge feb21
16-045 8 FW? no badge, now 16 FW? feb21
Second FA-50 with a unit badge. FA-50 16-045 was photographed on the same day and at the same base, together with confirmed 16 FW aircraft.

Thailand

Royal Thai Air Force (AF)

H135T3H

D-HECF Donauworth o/o **2140** feb21

Royal Thai Army (AR)

In Scramble 495 it was mentioned that the army had allocated money for the acquisition of an aircraft that was just enough to get a G500 bizjet. By now it is confirmed that indeed it was the intention to buy this aircraft, but following civil comments, the army will not get a new VIP-er for big money. The money will be used to buy another Airbus C295W instead.

Vietnam

Không quân Nhân dân Việt Nam (AF)

OMNIPOL, a Prague (Czech Republic) based investment & trading group and the Ministry of Defence of Vietnam have signed a contract for the supply of twelve Aero Vodochody L-39NG Jet Trainers.

The contract includes the training of pilots, instructors, ground crew and mechanics. Also included will be the supply



A non-Red Flag picture taken by Robbie van Disseldorp at Nellis AFB (NV) in February 2021, A-10C 79-0169/OT of 422nd TES during a so-called flex departure on 2 February 2021.



A bone about to rest at the cemetery. B-1B 85-0066 is the first one of a batch of B-1Bs that will move to AMARG at Davis Monthan AFB (AZ) where Cayden Smith caught its last landing on 17 February 2021.

of aircraft spare parts, as well as the supply of equipment for ground-based training, logistics support or specialized airport systems. The aircraft will be delivered during the period 2023 to 2024.

The Vietnam People's Air Force has been a long-time operator of the L-39C Albatros, one of the most prolific communist bloc jet trainers. More than 2,800 L-39s were delivered around the world during the Cold War, including 31 to Vietnam. These Czech-built Aero L-39C Albatros' training aircraft are operating with the 910th Aviation Training Regiment of the Air Force Officer School at Dong Tac Airport.

The L-39s are highly valued by Customers around the world, for their robustness, high-quality workmanship and simplicity of maintenance. Proven experience with Czech aircraft, especially being able to operate in harsh climatic conditions, is an important criterion for the purchase of the Aero Vodochody L-39NG.

The L-39NG shares a basic structure with the original variant, but the engine, flight deck, canopy, landing gear, and ejection seats are all new, along with aspects of the airframe. The aircraft's avionics are prepared to train future pilots of 4th and 5th generation aircraft and can be tailored to the customer's requirements. The L-39NG is equipped with five hard-points for weapons. The aircraft also features a broad range of simulation technologies, including the integration into high-tech tactical simulation centres with the goal to increase training efficiency.

The twelve new L-39NG Jet Trainers will be complemented by the Yakovlev Yak-130 trainer. As mentioned before by Scramble, Vietnam signed a USD 350 million contract to purchase at least twelve Yakovlev Yak-130 (combat) advanced training aircraft.

Back in 2017 Senior Colonel Nguyễn Tiến Học, head of the training department at the Air Force Officer School, discussed how a new 5-year aviation training program would be implemented in the following years to replace the traditional 4-year program. The first two years of the new five-year training program are expected to be purely academic. Upon reaching their 3rd year, cadets will begin basic flight training on the Air Force Officer School's Yak-52s (Yak-152 and T-6 Texan II are candidates for replacing them). During their 4th year cadets will be trained on the L-39NG before moving to the Yakovlev Yak-130 in their 5th year.

The L-39NG Jet Trainer will be the basic trainer, while the Yakovlev Yak-130 will be the advanced trainers, responsible for student pilots undergoing training before piloting the Sukhoi Su-27 and Su-30MK2 fighters and fighter-bombers. Under the old 4-year program Vietnamese pilots did not conduct actual aerial combat training until they reached their real squadron and trained on the unit's Sukhoi Su-27 and Su-30MK2s. There will be also a separate training for transport/helicopter pilots and on fixed-wing twin-engine aircraft such as the Airbus C295M and Casa 212.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

B737-76N

T-92 o/o ex 2-ACSM **33420/1459** feb21

The tender for a QC-700 was started last August and this is the lucky number.

Brazil

Força Aérea Brasileira (AF)

Brazil is going to obtain two A330s to replace the B767 2900 that was discarded after its 3-year lease. It is unclear if these will be leased or bought.

Aviação do Exército (AR)

HM-4 (EC725BR)

EB-5014 nm f/n jan21

This means that EB-5013 is probably already delivered too.

Chile

Fuerza Aérea de Chile (AF)

G-IVSP

914 Grupo 10? f/n **1379** feb21

Virtually spotted for the first time during a test flight from West Palm Beach, FL on 3 February, it went southbound on the 12th. We need confirmation that it was taken up by Grupo 10 rather than with the Servicio Aerofotogramétrico where 913 was incorporated last October.

Colombia

Fuerza Aérea Colombiana (AF)

T-6C-II

FAC2351 Wichita (KS) f/n, N2804B feb21

FAC2352 Wichita (KS) f/n, N2858B? feb21

These were first noted on 25 February 2021 and could be aircraft #2 and #3, as the FAC does assign serial batches from tens and up, FAC2350 being the first aircraft.

Policía Nacional de Colombia (PO)

The US Government is looking for a secondhand Bell 206B-3 (c/n 4300 or higher) for the Colombian police. Once purchased, it will be donated under the INL-programme, a long-running law enforcement initiative of the US Department of State. The PNC already operates six Bell 206B-3s in different roles.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

Mi-8MTV-1

CU-H1457 Aerogaviota c/s w/o 29jan21

Aerogaviota is the airline of the DAAFAR. CU-H1457 had been demilitarized, its weapon systems removed, it was used for VIP-transport, offshore and other maritime operations.

MiG-21PFM

"775" pres Camagüey f/n early13

This MiG-21PFM is preserved with a false serial at the Escuela para la Preparación de la Defensa in Camagüey at 21.43686 N 77.89056 W. It is likely visible from the gate and surely visible at GE footage from October 2020.

MiG-23BN

716 w/o 06dec88

The crash date of this BN became known. The only BN lost in Angola, it crashed due to spatial disorientation of the pilot.

Ecuador

Fuerza Aérea Ecuatoriana (AF)

EDPR = Donauwörth

ETSI = Ingolstadt/Manching

H145M

...	Airbus ETSI	D-HBTS	20347	dec20
...	Airbus ETSI	D-HADT	20349	dec20
...	Airbus	D-HADN not	20357	20355 nov20
(FAE-1254)	Airbus EDPR	D-HADP, c/n update	20356	jan21
(FAE-1255)	Airbus EDPR	D-HADE	20357	jan21
FAE-1256	Airbus EDPR	D-HCBW, c/n update	20358	jan21

Of these, FAE-1256 was identified underneath the tape. For FAE-1254 and 1255 the small parts that were visible under the tape make these almost certainly the serials mentioned. Of course, this would likely mean that the other three are FAE-1251 to 1253.

Jamaica

Jamaica Defence Force (DF)

The JDF Air Wing continues its expansion programme. After the purchase in 2018 of two additional Bell 206B-3s for the Caribbean Military Aviation School (CMAS), and an additional Bell 412 and nine Bell 429s, the next purchase is for six Bell 505 Jet Ranger Xs. The new light Bell 505s will be used for training and security roles.

Mexico

Fuerza Aérea Mexicana (AF)

UETAAM = Unidad Especial de Transporte Aéreo de Alto Mando (high command special air transport unit)

On 10 February 2021, not coincidentally the FAM's anniversary, the renewed and relocated BAM 1 Santa Lucia (MEX) has been reopened by El Presidente. A new runway was inaugurated as well as new hangars, a military control tower and a military passenger terminal. Even T-33s guarding Santa Lucia's old gate, were put in front of the new military terminal, the aviation museum remains.

In addition to helicopters, fixed wing aircraft appear to remain at Santa Lucia, although this may change when the new civil airport at Santa Lucia has reached maximum capacity.

The new civil airport is under construction at the grounds of the former airbase, which has become unrecognizable. The F-5s are said to move out once reconstruction work at Querétaro (QUE) is done.

Bell 206B-3

1601 pres Charcas (SLP) **4134** sep18

The renewed Museo Interactivo El Meteorito in Charcas opened on 26 February 2021. A Bell 206 and, outside, a Cessna 182, can be found here, the latter still visible in GE at the nearby sports centre. The museum itself is at 23.12002 N 101.10637 W.

Ce182S

54.. pres Charcas (SLP) sep18

This Skylane could be traced back to September 2018, when the municipality reported it at the local sports center. It is now part of the El Meteorito museum, see above.

CeTU206G

55.. pres La Paz (BCS), f/n, white c/s feb21

The Ecoparque de la Juventud in La Paz has received a Stationair II, such was announced on 15 January 2021. The parc is still under construction at 24.11380 N 110.34427 W, the aircraft was seen on footage posted in February.

F260EU

61.. pres La Paz (BCS), f/n feb21

The new Ecoparque de la Juventud in La Paz has also received a yet unknown F260EU, see above.

Lj45XR

3612 UETAAM w/o 21feb21 **45-325**

PC-7

6580 pres Zapopan ex pres Zapopan? 585 feb21

This PC-7 was installed on 26 February 2021 after it had been removed temporarily due to construction work. It can be found in near Zapopan's Mercado del Mar tram stop at 20.72924N 103.39000W.

T-33A

"JE-001" pres MMSM f/n, ex? feb21

"JE-004" pres MMSM f/n, ex? feb21

"JE-007" pres MMSM f/n, ex? feb21

These three were put on pedestals in front of the new military terminal at BAM 1 Santa Lucia (MEX) recently. Before reconstruction work started two T-33As (JE-039 & JE-042) were guarding the old gate (with JE-042 posing as "JE-038" since April 2015), a third (JE-006) could be found with DGafa and a fourth (4055) used to be in the museum on base.

Paraguay

Fuerza Aérea Paraguaya (AF)

Ce402B

0221 GATE w/o 09feb21 **402B-1360**

Peru

Fuerza Aérea del Perú (AF)

The two Enstrom F280FX, 671 (see Scramble 494) and 672 (see Scramble 495), have been delivered. These arrived in the harbour of Lima crated up and were transported to Callao 5 February for technical check flights before proceeding to Pisco to be taken up by the Escuela de Formación de Pilotos N°51 (EFOPI-51).

KC-130H

393 Grupo 8 ex TK.10-11 **4871** feb21

396 Grupo 8 ex TK.10-12 **4874** feb21

These were delivered, after a slight delay due to the president not wanting to clear the budget and a small serviceability issue, on Monday 15 February 2021.

T-41D

413 pres Satipo ex Esc511 l/n feb97 **R1720577** jan21

It is sitting on a pedestal, at a junction on the northern outskirts of this town, S11.24064°, W74.63429°.



Callsign "Mike 01 flight" brought three Bell 407s to Kickapoo Downtown Airport (TX) on 25 January 2021. Although once linked to the Iraqi Air Force Bell 407 programme, tails numbers 12-1141 to 12-1143 still reside in the USA, as Sebastiaan Does witnessed.

Uruguay

Aviación Naval Uruguay (NY)

This month we list some inevitable updates and omissions after the ANU run down article in Scramble 501. We concentrate on the more recent types only.

Ce182K

756 sold 1999 to CX-BFO **182-58095**

It reverted to its former registration.

PA-34-220T

210 sold to CX-BTY 1999
211 sold to CX-TOM 1999

Middle East

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

On 29 December 2020, the US State Department has decided approving a possible Foreign Military Sale to the Government of Kuwait of eight Boeing AH-64E Apache Guardian attack helicopters and related equipment for an estimated cost of USD 4,0 billion. Together with the eight new Apaches, sixteen AH-64Ds, assigned to the 17 Attack squadron at Ali al Salem air base (Kuwait) will be remanufactured to the AH-64E configuration.

The contract includes 22x General Electric T700-GE 701D engines (sixteen installed, and four times two as spares) for the new ones as well as 36x remanufactured ones. New and remanufactured technical hard- and software is included too, like seventeen AN/APG-78 Longbow Fire Control Radars (FCR) with Radar Electronics Units on top of the rotor system, as well as Radar and Laser Warning Receivers, Counter Missile Warning Systems, Chaff/Flare, Embedded Global Position Systems with Inertial Navigation, Modernized Target Acquisition and Designation Sight, Pilot Night Vision Sensors and link16, Identify Friend or Foe Transponders, and modern radio, navigation and communication equipment. This potential sale will be followed by an official contract that will be finalized in 2021.

F/A-18E

802 Boeing f/n China Lake BuNo 169707 nov19
Surprisingly, this one was already for testing at Naval Air

Weapons Station (NAWS) China Lake in November 2019.

Boeing H225M

609 del, ex Airbus F-ZWBJ KWC009 jan21
610 del, ex Airbus F-ZW.. KWC010 jan21

These two plus a third example passed through Greece on the way to Kuwait late January 2021.

Lebanon

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

Late January 2021, exact date unknown, three UH-1H-IIs destined for the Lebanese Air Force (LAF) have been airlifted by an Antonov Airlines An-124 Ruslan to Beirut Air Base (Lebanon). United States Ambassador Dorothy Shea participated in a small ceremony to commemorate the donation of the three Huey IIs, highlighting the importance of ongoing cooperation and coordination between the United States and Lebanon, specifically in the defence sector. The trio, which will form a critical part of the LAF's border and land security operations, are valued at over USD 32 million.

The Huey II is an upgraded version of Bell UH-1H multi-mission, medium-lift helicopter, designed and manufactured by Bell Helicopter, a subsidiary of Textron at Fort Worth (TX). The upgrade is intended to provide improved performance over the standard version. The new second-hand Hueys, as can be seen, did not carry any serials or markings yet.

On 29 September 2014, the US State Department announced a possible Foreign Military Sale (FMS) to Lebanon for eighteen Huey IIs and associated equipment, parts, training and logistical support for an estimated cost of USD 180 million. In our database we only have serials L-1201 through L-1209 and a few more construction numbers for which we do not have a tie-up with 12 squadron at Beirut. It looks like these three Huey IIs might be the last of the above-mentioned FMS contract

Qatar

Qatar Emiri Air Force (AF)

F-15QA

QA... Boeing f/n, f/f KSTL 17-0008 **QA8** feb21

Boeing has started to move the first of what probably will be a six F-15QA aircraft to Scott Air Force Base/Midamerica

Airport (KBVL) near Belleville (IL) for crew training. The airfield is due east of the Boeing facilities at St. Louis Lambert International Airport (MO) across the Mississippi River. St. Louis airport is not capable of handling the multiple fighter aircraft sorties required for the training.

F-15QA 17-0006 arrived at the civilian side (north east side) of Scott Air Force Base/Midamerica Airport on 20 February and will be joined by more soon. USAF flight instructors will start training Qatari Emir Air Force (QEAF) flight crew with some 1,027 sorties planned. The first deliveries of Qatar F-15QA are planned for 2021.

Regarding Qatar F-15 serials, the way the paint shop completed the numbers on the tail may indicate the outcome. The last three digits of the Fiscal Year serial, for instance "008" for 17-0008, is preceded by a smaller "QEAF" and "17". The "008" is roughly double the size of the "QEAF" and "17". If this is indeed the case, and no "QA-..." will appear, Scramble will indicate the serials in the 17-0008 format in the future.

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

It was expected that the sale of F-35A Lightning IIs to the United Arab Emirates would be officially recorded before the end of the Trump administration, 20 January 2021. However, it was known that the upcoming Biden administration would raise critical questions about the USD 23,3 billion deal that contains fifty F-35s, eighteen MQ-9B, many advanced air-to-air and air-to-ground weapons, and a large support package of contractor support, logistic lines, training, spare parts and so on. Changing or even cancelling such a massive deal becomes often harder once a contract is signed.

The controversial contract was to be blocked by the US Congress in December 2020, but that failed with only a few votes difference. After the inauguration, new Biden administration did temporary suspend the F-35A Lightning II sale to the United Arab Emirates. It is not uncommon at the start of a new administration to review these kinds of major arms sales, but the speed with which the Trump administration wanted to seal the deal with the UAE was already an indication that this would be reviewed by the Biden administration.

Global 6000

13.. ex SAAB SE-RMY delivery **9714** feb21
The United Arab Emirates (UAE) has received its third Global-Eye Airborne Early Warning & Control (AEW&C) aircraft on 19 February. The ferry was from Linköping (Sweden), to Sofia (Bulgaria), to Al Minhad Air Base. A day later it operated as Azam122 from Al Minhad to Al Dhafra.

Having signed for an initial three platforms in 2015, the UAE added two more to its the Swing Role Surveillance System (SRSS) requirement in late December 2020. The two on order are now due to be with the UAE AF&D by the end of 2025. The two extra aircraft are expected to be converted from existing second hand Global 6000s, as the production by Bombardier since has been changed to the Global 6500 variant.

SAAB 340AEW&C

1331	to SAAB	ex UAE AF&AD	340-431	dec20
1332	to SAAB	ex UAE AF&AD	340-409	dec20

With the introduction of the new GlobalEye Airborne Early Warning & Control (AEW&C) aircraft these two have become obsolete. They have been noted during the ferry flights northbound from the United Arab Emirates via Wejh (Saudi Arabia), Larnaca (Cyprus), Ciampino (Italy) and finally Linköping (Sweden) on 19 and 20 December 2020.

Joint Aviation Command (JAC)

Ce208B

2...	22 Group	ex N570TW	208B-5570	oct20
2...	22 Group	ex N571TW	208B-5571	nov20

In Scramble 499 we provided detailed information about the five Cessna Caravan modified by MAG Aerospace at Titusville (FL). Number four and five followed the same general ferry route arriving at Al Bateen and Sweihan beginning and mid October 2020. N570TW received FAA cancel date 2 December 2020 and N571TW 8 January 2021.

UAE Government (GV)

AW139

DU-202	Dubai Police	f/n, ex I-EASH	31799	mar19
356	NSRC	ex UAE-356	31093	jan21

356 with the NSRC (National Search and Rescue Center) seems a replacement for the unknown example that crashed December 2018.



The very first F-15EX, serial 20-0001 is seen here blasting away from St Louis-Lambert Field (MO) on 23 February 2021. The picture, made by David Jackman, clearly shows it will be used to carry out tests at Eglin AFB by 40nd FTS.



The US Army's and later the USAF's unwanted stepson, most C-27Js were eventually raked up by the US Coast Guard and modified to HC-27J. Matt Cawby saw HC-27J 2705 at Everett-Paine Field (WA) on 18 February 2021.

North America

Canada

Royal Canadian Air Force (AF)

CYAW = Shearwater (N.S.)

CYTR = Trenton (Ont.)

CYZX = Greenwood (N.S.)

CC-115 (DHC-5A)

Four CC-115 Buffalos are still active with 442sq, whilst deliveries of operational CC-295s to Comox (B.C.) will continue this year. The current planning calls for the retirement of the Buffalo in September/October of this year.

CC-144B (CL-601)

144613	412sq	w/o 24apr95	3035	
144614	std CYTR	for scrapping	3036	feb21
144615	to go to CYAW	for preservation	3037	feb21
144616	pres CYZX	f/n, Mil Avn Museum	3038	jul16

Above is an overview of the four Challenger 601s (CC-144Bs) once operated by the RCAF and their whereabouts now that the last two have been replaced by Challenger 650s (CC-144Ds); 614 will be scrapped and 615 will go to the Shearwater Aviation Museum.

United States

United States

United States Air Force

A-10C

78-0596/FT	309th AMARG	ex FT/74th FS	A10-0216	jan21
79-0149/BD	309th AMARG	ex BD/47th FS	A10-0413	jan21
79-0178/DM	309th AMARG	ex DM/354th FS	A10-0442	jan21
79-0179/FT	309th AMARG	ex FT/74th FS	A10-0443	jan21
79-0198/DM	309th AMARG	ex DM/354th FS	A10-0462	jan21

B-1B

85-0066	309th AMARG	ex '28 BW'	26	feb21
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C-40B

01-0015	65th AS	ex 1st AS	32916/979	jan21
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KC-46A

16-46017	56th ARS	ex 344th ARS	34108/1117	feb21
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16-46020	133rd ARS	NH ANG	34137/1122	feb21
17-46035	77th ARS	ex 344th ARS	41864/1152	feb21
18-46056	77th ARS	del, AFRC	41881/1205	feb21

HC-130H(N)

90-2103	309th AMARG	ex 39th RQS	382-5294	feb21
93-2105	309th AMARG	ex 39th RQS	382-5388	dec19

MC-130H

87-0024	309th AMARG	ex 1st SOS	382-5092	feb20
88-0194	309th AMARG	ex 15th SOS	382-5133	jun20

AC-130J

09-5710	i/a Kirtland	w/o 21apr15	382-5710	jan21
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AC-130W

88-1305	309th AMARG	ex 16th SOS	382-5166	feb21
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KC-135R

57-1506	22nd ARW	ex 54th ARS	17577/T0186	feb21
58-0023	92nd ARW	ex 191st ARS	17768/T0238	feb21
60-0324	to CONUS	ex D/351st ARS	18099/T0438	jan21

KC-135T

59-1464	351st ARS	ex 92nd ARW	17952/T0367	jan21
60-0335	92nd ARW	ex 91st ARS	18110/T0449	feb21

HH-60W

17-14486	41st RQS	ex 413th FTS	70...	feb21
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F-16C-25-CF

84-1388/FW	scr Tucson	by Lamb Depollution	5C-170	oct19
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F-16C-32-CF

86-0217	i/a Moffett Field	ex 309th AMARG	5C-323	feb21
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F-16CM-40-CF

89-2119/WA	65th AGRS	ex 24th TASS	1C-272	dec20
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F-16CM-42-CF

88-0499/WA	65th AGRS	ex '24 TASS'	1C-101	dec20
90-0721/WA	65th AGRS	ex 24th TASS	1C-329	dec20
90-0726/WA	65th AGRS	ex 24th TASS	1C-334	dec20
90-0728/WA	65th AGRS	ex 24th TASS	1C-336	dec20
90-0729/WA	65th AGRS	ex 24th TASS	1C-337	dec20
90-0739/WA	65th AGRS	ex 24th TASS	1C-347	dec20
90-0746/WA	65th AGRS	ex 24th TASS	1C-354	dec20
90-0747/WA	65th AGRS	ex 24th TASS	1C-355	dec20

F-16CM-52-CF

91-0404/WA	65th AGRS	ex 24th TASS	CC-102	dec20
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F-16DM-52-CF
 91-0475/WA 65th AGRS ex 24th TASS **CD-30** dec20

F-35A-4
 15-5166/HL 34th FS ex HL/4th FS **AF-141** jan21
 17-5257/HL 34th FS ex HL/421st FS **AF-199** feb21
 18-5362/WA 6th WPS del **AF-253** feb21
 18-5376/AK 356th FS del 27jan21 **AF-267** jan21
 18-5378/AK 356th FS del 27jan21 **AF-269** jan21
 18-5379/AK 356th FS f/f 25jan21 **AF-270** feb21
 18-5380/AK 356th FS f/f 26jan21 **AF-271** feb21
 18-5381 354th FW f/f 26jan21 **AF-272** feb21
 18-5382 nmks f/f 01feb21 **AF-273** feb21
 18-5446/HL 4th FS f/f 21feb21 **AF-275** feb21

T-38C-75-NO
 68-8099/CB 50th FTS w/o 19feb21 **T6104**

T-6A
 06-3835/XL 85th FTS **PT-390** feb21

CV-22B
 12-0063 to CONUS ex 7th SOS **D1044** jan21

United States Army (AR)

A/1-111th AVN SC ARNG, AASF#1 McEntire JNGS, Eastover (SC)
 A/3-126th AVN MAARNG, AASF#1 JB Cape Cod, Camp Edwards (MA)
 C(-)/3-238th AVN NH ARNG, AASF Concord (NH)
 BEST BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
 KOZR Cairns AAF, Fort Rucker (AL)

In 1992, the United States Army invited helicopter manufacturers to submit their bids for a basic training helicopter to replace the ageing UH-1H Huey Iroquois helicopters in use with the Army Aviation Center at the Fort Rucker (AL) complex. Following the selection process, the Bell 206B-3 was selected as the winner. The United States Army allocated designation TH-67A to this helicopter, and nick-name Creek.

The first example was handed over on 15 October 1993 (N67001). In total, no fewer than 213 of these Bell helicopters would be purchased by the American military. Even though owned by the military, the helicopters were operated under civil aviation regulations and maintained their civil registration numbers with the Federal Aviation Administration (FAA). The final example was handed over on 13 July 2007 (N1037).

At Fort Rucker (AL), the TH-67A fleet was used for elementary and basic combat helicopter pilot training. In April 2014, it was decided that the Creek helicopters would be replaced by the UH-72A Lakota in these roles. To speed up deliveries, a large number of Lakota helicopters already in use by the US Army were modified for the training role and delivered to Fort Rucker (AL). Additional orders for new helicopters were also placed with Airbus North America. Initially, the TH-67A remained in use, side by side with its successor. But the fleet was substantially reduced in 2019, when sixty Creeks were transferred to the Colombian military.

End-2020, the General Services Administration (GSA) started to offer batches of Creek helicopters for sale to the highest bidder. Between November 2020 and mid-February 2021, fifty-two Creeks have been offered for sale.

This was a clear sign that it would not be for long before the Creek was to be retired completely. The day on which this eventually took place was 17 February 2021. A ceremony in honour of this event took place at Cairns AAF, Fort Rucker (AL). During this ceremony a six-helicopter flight overflew the airfield, led by a TH-67A. This lead helicopter was followed by an AH-64 Apache, two UH-60 Blackhawks, a CH-47F Chinook and another TH-67A Creek. Symbolically, both Creeks (N67001/01C and N67777/77B) landed while the other helicopters continued their flypast. The fire brigade provided an honorary water-salute for both Creeks.

MH-47G
 13-02904 160th SOAR see note **M2904?** Nov20
 During a visit to Amarillo (TX) the FY of this Special Forces Chinook was read from the datablock.

OH-58C
 70-15167/67B std Tuscaloosa (AL), for sale as scrap **40718** feb21

UH-60A
 79-23284 std BEST ex A/1-111th AVN **70101** jan21
 82-23711 std BEST ex A/3-126th AVN **70534** feb21
 83-23840 std BEST ex PA ARNG **70664** feb21

UH-60L
 89-26173 Det.2 C/1-168th AVN, w/o 02feb21 **701428**

HH-60M
 ..-21014 C(-)/3-238th AVN, f/n jul20

TH-67A
 N67323 std KOZR ex 1-223rd AVN/23A **5136** feb21
 N67231 std KOZR ex 1-223rd AVN/31C **5124** feb21
 N67356 std KOZR ex 1-223rd AVN/56B **5144** feb21
 N67374 std KOZR ex 1-223rd AVN/74E **5146** feb21
 N67411 std KOZR ex 1-223rd AVN/11D **5148** feb21
 N67457 std KOZR ex 1-223rd AVN/57B **5155** feb21
 N67516 std KOZR ex 1-223rd AVN/16B **5164** feb21
 N67572 std KOZR ex 1-223rd AVN/72D **5172** feb21
 N67578 std KOZR ex 1-223rd AVN/78B **5173** feb21
 N67656 std KOZR ex 1-223rd AVN/56D **5184** feb21
 N67707 std KOZR ex 1-223rd AVN/07C **5193** feb21
 N67833 std KOZR ex 1-223rd AVN/33A **5212** feb21
 N67841 std KOZR ex 1-223rd AVN/41E **5213** feb21
 N67972 std KOZR ex 1-223rd AVN/62H **5234** feb21
 N91763 std KOZR ex 1-223rd AVN/63J **5272** feb21

Again, a number of obsolete Creek helicopters which were offered for sale by tender via the GSA website. In addition, also N67328 was offered for sale again. It was previously offered for sale with a closing date of 6 January 2021. Apparently, it was not sold and has been offered again.

The fact that N91763 has been offered for sale presents a bit of a problem. This helicopter was reported as destroyed in an accident on 22 June 2009. Post-crash photos show that the helicopter was completely wrecked, but the GSA website photos (including one of the c/n plate) are clear proof that it could not be N91763 which was the victim in this crash. So which Creek was lost?

United States Navy (NY)

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)

KC-130J
 170038/038 Lockheed f/n **382-59..** jan21
 170039/039 Lockheed f/n **382-59..** feb21

E-2C-2000
 165820 FRCSW ex 601/VAW-117 **A191** feb21

F/A-18C
 163768/4 pres Pearl Harbor ex Blue Angels **848/C125** feb21

F/A-18E
 165874/NJ-225 VFA-122 ex NE-306VFA-192 **E050** jan21
 166788/NH-211 VFA-31 ex AJ-113 **E134** feb21
 168923/AB-200 VFA-211 ex AG-143/VFA-143 **E282** jan21

F/A-18F
 165679 Blue Angels ex NJ-101/VFA-122 **1516/F018** feb21

EA-18G
 168770/NE-506 VAQ-136 ex NL-531/VAQ-134 **G84** feb21
 168936/NL-531 VAQ-134 ex NL-521/VAQ-135 **G108** jan21
 168940/NL-541 VAQ-132 ex NL-522VAQ-135 **G112** jan21
 169211/NE-503 VAQ-136 ex NE-507 **G144** feb21

HH-60H
 163797 to USCG as **701676** jul20
 163799 to USCG as **701678** may20
 163800 to USCG as **701679** aug20
 164840 to USCG as **702274** oct20

164843 to USCG as **702277** may20
P-3C BMUP+
 161411/411 309th AMARG ex 411/VP-69 **185-5749** feb21
P-8A
 169341/341 VPU-2? AAS equipped **63190/6720** jan21
 169562/562 nmks del jan21 **66095/8142** jan21
 United States Marine Corps (NY)
 FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSE = Fleet Readiness Center South East, Cecil Field (FL)
 FRCSW = Fleet Readiness Center South West, North Island (CA)
 LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)
KC-130T
 165353/NY-353 309th AMARG ex VMGR-452 **382-5412** jan21
AV-8B
 164126/WH-23 i/a Norflok decktrainer LHD-3 **202** feb21
F/A-18C
 164892 FRCSW ex 00/VMFA-251 **1224/C353** feb21
F/A-18C+
 163747 FRCSW for VMFA-112 **821/C106** feb21
F-35B
 169297/DC-01 VMFA-122 ex VK-11/VMFA-121 **BF-55** jan21
 169693/CF-11 VMFA-211 del **BF-108** jan21
 169696 LMTAS f/f 02feb21 **BF-111** feb21
AH-1W
 165287/WG-03 309th AMARG ex HMLA-773 Det.B **26335** jan21
UH-1Y
 168416/TV-12 HMLA-167 ex TV-15, special c/s **55153** feb21
 168506/HF-91 HMLA-269 ex SM-17/HMLA-369 **55170** jul20
 168786/WG-47 HMLA-773 ex WG-41 **55183** feb21
AH-1Z
 169518/WR-48 HMLA-775 f/n **592..** feb21
 169828/TV-32 HMLA-167 f/n **592..** feb21
CH-53E
 163080/YN- HMH-361 ex FRCSW **65574** feb21
 164860 HMH-361 ex YP-23/VMM-163 **65636** feb21

MV-22B
 166384/GX-33 VMMT-204 ex GX-11/VMMT-204 **D0051** jan21
 168229/ES-05 VMM-266 ex FRCE **D0179** sep20
 United States Coast Guard (CG)
MH-60T
 6046 Clearwater ex San Diego **70636** dec20
MH-65D
 6551 Port Angeles ex New Orleans **6227** feb21
 6606 HITRON ex Miami nov20
MH-65E
 6507 Houston ex MH-65D **6056** dec20
 6514 Houston ex MH-65D **6127** dec20
 6517 Port Angeles ex MH-65D **6132** dec20
 6522 Houston ex MH-65D **6164** nov20
 6544 Barbers Point ex MH-65D **6197** feb21
 6562 Miami ex MH-65D **6247** dec20
 6586 Miami ex MH-65D **6285** dec20
 6590 Miami ex MH-65D **6291** dec20
 6591 Miami ex MH-65D **6292** dec20
 6593 Houston ex MH-65D **6295** dec20
 6594 Port Angeles ex Elizabeth City **6296** jan21

Credits: Danny Bonny, Ian Carroll, Paul Filmer, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jeff Rankin, Jos Stevens, Peter Weinert

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



Like it or not, "commercial air forces" are big business these days. Robbie van Disseldorp probably enjoyed seeing this Mirage F1 of Draken International at Nellis AFB (NV) on 1 February 2021.

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Indian air power galore! At Yelahanka AFS, near Bangalore, Aero India 2021 was held in February 2021. The Indian Air Force was keen to show its latest assets, as can be seen here on the flightline with two Tejas (LA5005, LA5007), four Rafales (BS001, BS002, BS003, BS005), and a Hawk-i with HAL 100 markings among other aircraft. (3 February 2021, Shrey Chopra)

Yelahanka Air Force Station (India)

Aero India 2021

3-5 February 2021

Static:

KC3812	C-130J-30	87sq	
ZD4160	Dhruv Mk.IV Rudra	nn	
ZL4675	CH-47F(I)	126HF	
ZV4811	AH-64E(I)	125HU	
JS151	Jaguar IS	6sq	
CU2780	MiG-21Bison	51sq	
KBU717	MiG-29UPG	nn	
ZP5219	Mi-17V-5	155HU	
KF104	Mirage 2000H	7sq	
BS004	Rafale EH	17sq	
ZC4411	SA315B (HAL)	nn	Cheetal
SB236	Su-30MKI-3	nn	
LA5017	Tejas LCA Mk1	18sq	
IN251	Do228-201	INAS311	4134
IN712	Dhruv Mk.III	HAL	DW310
CG855	Dhruv Mk.III	RWR&DC	
ZF4831	LCH	HAL	LSP-01
ZK4640	LUH proto	HAL	inside, gy camo
G-AMSV	C-47B	as	VP905/IAF Vintage Fit
UR-UKR	An-148-100	Ukrayina	

Flightlines and flying

86-0104/EL tig	B-1B	37th BS
BS001, BS002	Rafale EH	17sq
BS003, BS005	Rafale EH	17sq

SB237 plus 1x
LA5005, LA5007
IN711
CG858
HAL100
S3853
TSR001, TSR002
ZP4602
ZF4603
ZF4604
ZG4620
ZJ4630
KH2014
KHT2010
VT-KNP

Elsewhere and visitors

K2674, K2716, K3071
KA2709
H2182
Z2876
ZM2887
CB8009
K3603

Demonstration teams:

ZD4041, ZD4042
ZD4063 plus 3x
A3484, A3674
A3682, A3699 plus 7x

Su-30MKI-3 nn
Tejas LCA Mk1 45sq
Dhruv Mk.III HAL
Dhruv Mk.III RWR&DC
Hawk Mk132-i HAL blue c/s
HJT-36 Sitara HAL primer
HTT-40 prot HAL rd/wt c/s
LCH proto HAL digital camo
LCH proto HAL gy camo
LCH proto HAL bk overal c/s
LUH proto HAL gn/gy/bk/br camo
LUH proto HAL br/gy camo
Tejas LCA HAL
Tejas LCA-T proto HAL
Do228-201 HAL

An-32 FWTF
An-32RE FWTF
BAe748 (HAL) HQ Flt TC
Mi-17-1V 112HU
Mi-17-1V 112HU
C-17A 81sq
ERJ135BJ AHQCS

Dhruv Mk.I 151sq/Sarang
Dhruv Mk.I 151sq/Sarang
Hawk Mk132 52sq/Suryakiran
Hawk Mk132 52sq/Suryakiran



Mighty B-1B 86-0104/EL visited Bangalore airport to perform at Aero India 2021 at nearby Yelahanka. Shrey Chopra was lucky to get up close with it while it was parked on 4 February 2021.



Impressive looking ERJ145SM KW3554 of the DRDO of the Indian Air Force taxis by Shrey Chopra at Aero India 2021 at Yelahanka on 4 February 2021.



The locally developed Dhruv helicopter has found its way with India's armed forces. The Indian Coast Guard also operate several of them, like this blue white coloured CG858 (Yelahanka, 4 February 2021, Shrey Chopra).



The HAL Light Utility Helicopter is one of the latest helicopters developed in India. It first flew in 2016 and is planned to replace the Cheetah and Chetak helicopters in service with the air force and army (ZJ4630, Yelahanka, 4 February 2021, Shrey Chopra).

Il-62 survivors

Guus Ottenhof



The Ilyushin Il-62 must surely be one of the most beautiful jetliners on the planet. The Cyrillic Rossiya titles on this aircraft, taxiing down the sloping exit of Amsterdam's S-apron, indicate that it belongs to Russia's governmental transport fleet (Rossiya State Transport Company) and is an attractive change to the so well known Aeroflot colours most aircraft had in the past, regardless of their operator. Its Certificate of Airworthiness expired on 30 January 2007, pending prolongation of time-between-overhauls (TBO) at the KAPO factory at Kazan-Borisoglebskoye. The airframe had a total of 4,709 flying hours and 1,358 cycles. A tender for assessment of value was published on 14 April 2011, so it was probably to be sold. She was however last noted from August 2013 until at least August 2020 still at Kazan, with registration, titles and tail logo removed from the fuselage and tail. However, the registration is still readable on top of the wings on Google Earth. (Schiphol, 6 July 2004, Aad van der Voet)

From common visitor to nearly extinct

The Il-62 was Russia's only intercontinental aircraft by design and was also widely used to western Europe by both Aeroflot and eastern European airlines, plus airlines from around the world, like Cubana.

In the early 1970s, you could see four Aeroflot Il-62s in one day at Amsterdam. One flying Tokyo - Moscow - Amsterdam - New York as well as one flying Moscow - Amsterdam - Chicago, plus two more flying the opposite route. Additionally, LOT and TAROM have used Schiphol for fuel stops on their way to the USA. Il-62s from both Interflug and CSA were regular visitors at Schiphol as well. I could trace 146 of the 288 built as having visited Schiphol over the years. This means more than 50% of the entire production visited Schiphol, a percentage no other Soviet-built passenger aircraft ever came close to.

At this moment, in February 2021, it is believed that 55 of the 288 Il-62s built still exist. Just six have been confirmed as (seen) flying over the past three months. The rest lingers at various airports and other locations around the world, as can be seen in the run-down below. The only reasonable chance of catching an active Il-62 in the West now is offered by either EW-505TR, which was last noted at Châlons-Vatry (France) on 12 February 2021, or one of the Russian Air Force machines. Four of those have been noted active in 2021 so far, with a fifth one in December 2020. Most of that activity appeared to be test flying from Chkalovsky, in several cases after a lengthy stay at Kazan-Osnovoi, probably for overhaul and/or systems upgrades. In the following list, locations with no country mentioned are in Russia.

7 02 05	CCCP-86670	Il-62	AFL/Moscow	displayed in the Russian Air Force museum at Monino
9 05 05	CCCP-86685	Il-62	AFL/Moscow	displayed in front of the Ulyanovsk Aviation College
0 07 05	CCCP-86650	Il-62	AFL/GosNII GA	displayed in the Museum of Civil Aviation at Ulyanovsk
1 09 03	DM-SEC	Il-62	Interflug	displayed in Luftfahrt und Technik Museumspark at Merseburg (Germany)
1 11 01	B-2024	Il-62	Civ Avn Adm China	displayed in the China Aviation Museum at Shahezhen air base (China)
2 12 02	B-2028	Il-62	Civ Avn Adm China	displayed in the World Park in Beijing (China)
2 12 05	CCCP-86696	Il-62	AFL/Kazakhstan	displayed in the Oleg Antonov State Aviation Museum at Kiev (Ukraine)
3 14 01	RA-86556	Il-62	Soviet AF/AFL c/s	displayed in the base museum at Engels air base
3 14 02	DDR-SEF	Il-62	Interflug	preserved as a cafe at the Arno-Nitzsche-Straße 43-45 in Leipzig (Germany)
3 14 03	DDR-SEG	Il-62	Interflug	displayed at Stölln-Rhinow (Germany), in use as a museum
4 18 04	86612	Il-62TS	Ukraine Air Force	displayed at Hlevakha just north of Vasilkiv air base (Ukraine)
4 18 05	OK-FBF	Il-62	Georgia Air Prague	displayed in the Excalibur City shopping centre (Czechia) near the Czech-Austrian border
16 22 3 2 3	RA-86453	Il-62	KrasAir	GIA with the Siberian State Aerospace University at Krasnoyarsk since at least 16 August 2014 with SibGAU titles
36 23 8 3 4	RA-86458	Il-62M	AFL/Ulyanovsk HFS	displayed at the Ulyanovsk Institut Aviatsionnykh Tekhnologiy I Upravleniya
6 24 04	OK-GBH	Il-62	Nova Air	preserved on the roof of the four-storey Novapark Flugzeughotel in the northern part of Graz (Austria)
27 25 4 5 6	RA-86557	Il-62	Russian AF/AFL c/s	present wfu at Engels air base since 2010 and still on the flight line
29 32 6 3 7	RA-86499	Il-62M	Domodedovo Airl.	present wfu at Domodedovo since jul06

39 33 9 1 3	P-885	Il-62M	Air Koryo	last seen active August 2019; l/n Pyongyang-Sunan (North Korea) November 2019
49 33 4 5 6	XU-299	Il-62M	Yana Airlines	present wfu at Niamey (Niger) since August 2003
20 35 5 4 6	RA-86507(1)	Il-62M	Mavial	preserved in the Museum of Civil Aviation at Ulyanovsk since at least August 2014
30 36 1 4 2	C5-GNM	Il-62M	Gambia New Mill.	present wfu at Banjul (Gambia) since 2015 on the military ramp
40 37 7 5 8	UR-86527	Il-62M	Ukraina	present wfu at Kiev-Borispol (Ukraine) since 2013
40 38 1 1 1	UR-86528	Il-62M	Ukraina	present wfu at Kiev-Borispol (Ukraine) since 2015
40 38 6 2 5	UR-86529	Il-62M	Atlant	present wfu at Mykolayiv-Kulbakino (Ukraine) since May 2002
11 38 2 3 4	UN-86506(2)	Il-62M	Kokshetau AI, n/t	present wfu at Almaty (Kazakhstan) since June 2009; registration is painted out
31 39 9 5 6	UP-I6209	Il-62M	Trust Air Company	displayed at the Sky Zoo museum at Jūrmala-Tukums airport (Latvia)
41 40 2 1 2	RA-86519	Il-62M	Domodedovo Airl.	present as GIA in Khabarovsk; small titles 'Uchebny' (training)
41 40 3 2 4	CCCP-86492	Il-62M	Aeroflot	displayed on plinths just east of the the Sheremetyevo control tower since April 2015
22 41 7 5 8	RA-86538	Il-62M	Russian Air Force	present wfu at Chkalovsky since 2009
23 44 6 1 5	RA-86539	Il-62M	Russian Air Force	last seen active 2019; l/n Chkalovsky August 2020
15 45 9 5 1	UP-I6207	Il-62M	Deta Air	present wfu at Chimkent since May 2013
25 46 6 2 4	no reg	Il-62M	North Korean Gvt	last seen active June 2018 but no reports since
35 46 5 4 8	RA-86540	Il-62M	Russian Air Force	last seen active October 2019; at Kazan-Osnovoi since April 2020, for systems refit/overhaul?
45 46 2 5 7	EW-450TR	Il-62MGr	Rada Airlines	last seen active October 2020; stored Kazan-Osnovoi since October 2020
45 47 3 1 5	RA-86555	Il-62M	Russian Air Force	last seen active Chkalovsky December 2020
36 47 8 5 3	P-881	Il-62M	Air Koryo	last seen active November 2018; l/n Pyongyang (North Korea) November 2019
46 48 4 1 4	5A-DKT	Il-62M	Trans African, n/t	present wfu at Domodedovo since May 2007
46 48 3 3 9	RA-86712	Il-62M	Rossiya	present wfu at Kazan-Borisoglebskoye since early 2007
38 50 1 4 5	RA-86945	Il-62MGr	KAPO im. Gorbunova	present wfu at Kazan-Osnovoi since March 2015
10 52 1 2 8	ST-OHO	Il-62M	Fourty Eight Avn.	present wfu at Khartoum (Sudan) since September 2011
30 52 6 5 7	5A-DNY	Il-62M	Libyan Air Cargo	present wfu at Tripoli-Mitiga (Libya) since October 2013
40 53 7 3 2	CU-T1284	Il-62M	Cubana	present wfu at Havana (Cuba) since at least May 2013
21 53 2 5 8	RA-86559	Il-62M	Russian Air Force	last seen active August 2019; wfu/stored Chkalovsky since active, last logged flying from Chkalovsky 19 February 2021
31 54 6 2 4	RA-86572	Il-62M	Russian Air Force	active, last seen Châlons-Vatry (France) 12 February 2021
41 54 5 3 5	EW-505TR	Il-62MGr	Rada Airlines	active, last logged flying from Chkalovsky 19 February 2021
41 54 8 4 2	RA-86561	Il-62M	Russian Air Force	active, last logged flying from Chkalovsky 19 February 2021
42 55 2 4 4	RA-86131	Il-62M	Dalavia	present wfu at Khabarovsk since November 2008
42 55 1 5 2	UP-I6204	Il-62M	Aria Air	displayed in the Pardis Technology Park in Pardis, some 30km east of Tehran (Iran)
13 56 2 3 4	C5-RTG	Il-62M	Gambia Government	present wfu at Banjul (Gambia) since August 2016
13 56 3 4 4	RA-86570	Il-62M	MChS Rossii	present wfu Zhukovsky since December 2013
23 57 7 1 1	ST-PRA	Il-62M	Sudan Government	active until at least June 2017, probably up to CofA expiry in December 2018; present wfu Khartoum (Sudan)
23 57 4 2 3	--	Il-62M	bare metal	last seen August 2014 at the factory, c/n checked; fate unknown
57 . 3 .	--	Il-62M	bare metal	became either RA-86495(2) or RA-86496(2), see below
33 57 9 4 7	UP-I6205	Il-62M	Aria Air	present wfu at Fujairah (UAE) since June 2016
57 . 5 .	--	Il-62M	--	became either RA-86495(2) or RA-86496(2), see below
---	RA-86495(2)	Il-62M	Russian Air Force	active, last logged flying from Chkalovsky 19 February 2021
---	RA-86496(2)	Il-62M	Russian Air Force	active, last logged flying from Chkalovsky 11 February 2021



Sat-Com equipped IL-62M RA-86559 was one of several aircraft accompanying Russian President Medvedev, who arrived for the official opening of the Hermitage museum in Amsterdam, in June 2009. The Amsterdam museum is a branch of the Hermitage Museum in Saint Petersburg, Russia. This Il-62M was transferred to the Russian Air Force in 2014 and has been based at Chkalovsky since. Weather she still is operational is not clear, as she was last seen active in August 2019 and seems to sit at Chkalovsky ever since. (Amsterdam-Schiphol, 19 June 2009, Aad van der Voet)



The oldest, still existing Il-62 seen flying in the past five years is Air Koryo's P-885, an Il-62M delivered to Chosonminhang as 885 in June 1979. Looking immaculate in her rather attractive North Korean attire, she transported dozens of western spotters - among others - during the famous Wonsan International Friendship Air Festival in 2016. She was last seen active some three years later and parked at Pyongyang-Sunan airport in November 2019. (Wonsan-Kalma, 24 September 2016, Jaap Dijkstra)



First noted in Amsterdam on 8 June 1993, this Il-62M spent at least twelve years with the Uzbek Government as UK-86569. In August 2005, she was transferred to the Government of the Republic of the Gambia. The four-engine beauty served them for 11 years as C5-RTG, before being withdrawn from use in August 2016 and parked at Banjul, where she still sits at the Yundum airport apron at the time of writing. J.L.J Mitterdorff photographed the nicely decorated Ilyushin there while still operational, on 23 January 2013.



Back in Beijing on 28 September 2016, after the Korean adventure, Jaap Dijkstra also 'collected' B-208, an Il-62 that was operated by the Civil Aviation Administration of China (CAAC) for all of its service life. Delivered in April 1972 as 2028 and re-registered B-2028 in July 1974, line number 12-02 was withdrawn from use in May 1987 and finally put on display in the "World Park" at some point in the nineties.

Green and Red Flag 21-1 Recap

Rob van Disseldorp



B-2A 92-0700/WM of the 13th BS 'Grim Reapers' returns to Nellis AFB on 2 February 2021 after a Red Flag mission. The 509th BW was the lead wing during the exercise. This photo was taken from spot one of the Nellis airfield guide on the Scramble website. (All photos by author)

Even in the midst of a pandemic, training must go on. With that in mind, the US Air Force kicked off the first Green and Red Flag exercises of the year at Nellis AFB (NV).

The year's first exercise was Green Flag-West. Green Flag is an air-land integration training exercise that is conducted by the USAF Warfare Center's 57th Wing. The objective of Green Flag is to provide a joint training environment where pilots can fly realistic close air support missions. The Green Flag exercises are organized in conjunction with the US Army Combat Training Center at Fort Irwin (CA).

Fighter participation in this edition of Green Flag came from the 119th Fighter Squadron of the New Jersey ANG. Normally based at Atlantic City ANGB, these Vipers made their way down to Nellis in early January. The following aircraft were noted during our visit:

F-16C 119th FS NJ ANG			
86-0303/AC	86-0309*	86-0333/AC	86-0352/AC
86-0355/AC	87-0230/AC	87-0238/AC	87-0252/AC
87-0272/AC	87-0291/AC	87-0340/AC	

* still with 134th FS markings

Up next was this year's first edition of Red Flag. From 25 January through 12 February roughly 2400 airmen and over 90 aircraft took part in Red Flag 21-1. Traditionally, the first

edition of Red Flag at Nellis sees the USAF flying alongside the Royal Air Force and the Royal Australian Air Force. However, due to the ongoing pandemic, this edition saw mainly USAF participants with the exception of the US Navy Growlers. Today's Red Flag exercises are still guided by same principle as when the exercise first launched in 1975. The goal is to expose a pilot to his first 10 "combat missions", allowing him to be more confident and effective in actual combat.

The "Blue" forces are made up of aircraft deployed to Nellis under the Air Expeditionary Concept. They have to execute specific missions such as air interdiction, combat search and rescue, close air support, dynamic targeting and defensive counter air. The opponent, the "Red" force, is made up of different Aggressor squadrons. Their objective is to defend the targets in the Nevada Test and Training Range (NTTR). To achieve this the Red team has several defensive options at its disposal that includes fighters, space, information operations and air defence units.

This iteration of Red Flag also saw the integration of various space assets, including blue, red and white players from the US Space Force, US Army Space and Missile Defense Command, and allied nations' combat air forces. Captain Kaylee Taylor, chief of Non-Kinetic Integration at the 414th



The New Jersey Devils of the 119th FS were the lone fighter participants in the first Green Flag edition of 2021. Here you see F-16C 87-0230/AC flexing over Las Vegas Blvd after takeoff on 2 February 2021



F-15E 87-0177/SJ banks over the Las Vegas Speedway on 2 February 2021 and heads to the Nevada Test and Training Range. The Strike Eagles of the 336th FS 'Rocketeers' were part of Team Blue's interdiction force.

Combat Training Squadron explains: "The classical role of the Air Force being able to penetrate an airspace protected by an integrated air defense system is no longer a problem set that can be solved using Air Force assets and capabilities alone. Red Flag aims to train how we fight against modern potential adversary capabilities. In order to do this, we have to bring together airborne capabilities with the emerging capabilities of both space and cyber units."

Red Flag 21-1 had a very diverse set of aircraft participating with the majority of the participants flying from Nellis AFB. The Blue forces interdiction team consisted of F-15Es of the 336th FS, B-2As of the 509th Bomb Wing, B-1Bs of the 28th BW, A-10Cs of the 163rd FS and MQ-9s of the 20th ATKS who flew from Creech AFB (NV). Suppression of Enemy Air Defense (SEAD) missions were flown by F-35As of the 34th FS and F-16s of the 157th FS while US Navy EA-18G Growlers of VAQ-132 covered the Airborne Electronic Attack portion. Cover for the Blue team was provided by the F-22As of the 525th FS. The Nellis based 64th Aggressor Squadron along with L-159s of civilian contractor Draken made up the fighter component of the Red Team.

Below is a list of confirmed participants. This list is not complete but based on visual confirmation during the visit to Nellis AFB. Other aircraft that took part in Red Flag 21-1 but were not noted during our visit were E-8Cs of the 16th ACCS, RC-135s of the 38th RS and local HH-60s of the 58th and 66th RQS.

85-0083/EL	B-1B	34th BS	
86-0099/EL	B-1B	37th BS	'38 OG'
86-0134/EL	B-1B	34th BS	'34 BS'
86-0137/EL	B-1B	37th BS	'37 BS'
86-0138/EL	B-1B	37th BS	
82-1069/WM	B-2A	393rd BS	
88-0330/WM	B-2A	393rd BS	
90-0040/WM	B-2A	393rd BS	
92-0700/WM	B-2A	13th BS	
11-5719/DM	HC-130J	79th RQS	
13-5785/FT	HC-130J	71st RQS	
64-14839	KC-135R	108th ARS IL ANG	
59-1470	KC-135R	6th ARW	
63-8000	KC-135R	6th ARW	
62-3553	KC-135R	6th ARW	
77-0356/OK	E-3G	964th AACs	

A-10C 163rd FS IN ANG

78-0626/IN	78-0659/IN '122 MXG'	78-0692/IN
79-0162/IN	79-0213/IN	80-0177/IN
80-0214/IN	80-0244/IN	80-0267/IN
		81-0944/IN

F-15E 336th FS

87-0176/SJ	87-0177/SJ	88-1669/SJ '336 FS'
88-1671/SJ	88-1675/SJ	88-1688/SJ
89-0483/SJ	89-0489/SJ	88-1700/SJ
89-0503/SJ	89-0505/SJ	89-0490/SJ
		89-0492/SJ*

* borrowed from 335th FS

F-16C/CM 64th AGRS

83-1159/WA 59	84-1220/WA 20 '57 OG'	84-1244/WA 44
85-1418/WA 18	86-0271/WA 71	86-0299/WA 99
89-2048/WA 48	90-0729/WA*	87-0307/WA 07
90-0747/WA*	90-0739/WA*	90-0746/WA*

* ex 24th TASS F-16s that were flying with the 64th AGRS during Red Flag 21-1

F-16CM/DM 157th FS SC ANG

91-0473	92-3889	92-3903	92-3905
92-3914	92-3922	92-3925	92-3911
93-0543	93-0549 '169 FW'		93-0533
			93-0537

F-22A 525th FS

06-4110/AK '11 AF'	06-4112/AK	06-4113/AK '3 OG'
06-4114/AK	06-4115/AK	06-4117/AK
06-4119/AK	06-4122/AK	06-4123/AK
06-4127/AK	06-4129/AK	06-4126/AK
		07-4134/AK

F-35A 34th FS

14-5094/HL	14-5098/HL '388 FW'	15-5166/HL
15-5170/HL	15-5178/HL	15-5187/HL
17-5257/HL	17-5259/HL	15-5197/HL
		17-5260/HL
		17-5263/HL

EA-18G VAQ-132

166896/NL-544	166899/NL-542	168251/570*	168379/NG-503**
168389/NL-541	168942/NL-543		

* unit unknown

** borrowed from VAQ-133

L-159 Draken International

N259EM	N266EM	N270EM	N271EM
N274EM	N277EM	N526EM	

Red Flag 21-2 is scheduled for 8 March through 19 March 2021. Due to COVID, this will be another edition with mainly USAF and USN participants. The only exception will be the participation of the Singapore Air Force who will deploy some of their F-15SGs from Mountain Home AFB (ID).



On the third day of our visit, 3 February 2021, the entire strike package took off from runway 21L/R due to high winds. A-10C 80-0214/IN of the 163rd FS, Indiana ANG is photographed here near spot four of the Nellis AFB airfield guide on the Scramble website



The F-22A Raptors of the 525th FS were tasked with escorting Team Blue's strike package. The 'Bulldogs' brought a total of fourteen Raptors to Nellis AFB for Red Flag. Here you see F-22A 06-4113/AK '3 OG' during a flex takeoff from Runway 3L on 2 February 2021

Going back in time

Part 3: turboprops

Gert Jan Mentink



Antonov An-12BP

This Antonov is an An-12BP (8 34 59 10) which was delivered as 806 to the Iraqi Air Force. It was flown by no. 23 Transport Squadron and first spotted with this military serial in June 1971. Two years later the same aircraft was seen as YI-AFJ with mixed Iraqi Air Force / Iraqi Airways colours during a visit to Berlin-Schönefeld on 29 April 1973. In the following years YI-AFJ had different exteriors: in 1977 no titles and only a green cheatline, while it carried Iraqi Airways titles again in 1986. In February 1991 the transport was completely destroyed by a 1000lb bomb dropped by an RAF Buccaneer aircraft during Operation Desert Storm. It was on the ground at what was known as Shaykh Mazhar Air Base, just west of the city of Al-Suwaira, Iraq. (unknown date and location, collection author)

Armstrong Whitworth AW.55 Apollo



This was a 1940s British four-engine turboprop airliner built by Armstrong Whitworth at Baginton aerodrome (now Coventry airport). The aircraft was designed according to the same specifications as the Vickers Viscount but was beset with engine problems and only two were built. The prototype (serial VX220) first flew from the grass field at Baginton on 10 April 1949 for a thirty-minute test flight. The aircraft turned out to be unstable and underpowered as its Armstrong Siddeley Mamba ASM.2 engines only produced 800 hp while 1270 hp was expected. The instability of the design was

solved by fitting a dorsal fin and increasing the fin area, and for promotional purposes VX220 was registered as G-AIYN. Unfortunately the under powering could not be solved and no orders were placed. A second prototype, VX224, was finished and both aircraft went to the Aeroplane & Armament Experimental Establishment at Boscombe Down. VX224 was used by the Empire Test Pilot's School during 1954. Both were scrapped in the years that followed. (British Aerospace photo)

Armstrong Whitworth AW.650 Argosy

Not many civilian airliners were designed as a transporter from the drawing board phase. The Argosy is an exception on the rule: it was designed as a cargo plane from day one. It was initially intended for the civilian market, and seventeen AW.650s were sold to mainly US customers. But the design drew the attention of the RAF which led to an order for 56 AW.660 (military) Argosies. The Argosy illustrated is G-BEOZ (6660). It was delivered as N6502R to Riddle Airlines in January 1961. In July



1962 it was acquired by Capitol Airlines and in September 1965 by Zantop Air Transport. One year later the transport was sold to Universal Airlines as N895U. In February 1972 the aircraft became G-BEOZ when it was sold to Sagittair in the UK. After five years G-BEOZ went to Field Aircraft Services and in August 1979 Air Bridge Carrier became the plane's final owner. Since 1987 G-BEOZ, named *Fat Albert* is well looked after as a museum exhibit at East Midlands Aeropark. (Paris-Charles de Gaulle, 4 November 1984, Michel Gilliland via Wikimedia)



Beech 99 Airliner

Developed from the successful Beech Queen Air, the model 99 Airliner was conceived as an unpressurized 17-seat turboprop airliner for the scheduled airlines, air taxi and executive operators. It was powered by a pair of Pratt & Whitney Canada PT6A engines of which the consecutive versions produced 550, 680 or even 715 hp.

The type was not extremely popular in Europe with limited numbers flying with Air Alpes, Mey-Air, Sabena and TAT. In the Americas however, the Beech 99 was quite popular, hosting a high percentage of the total of around 240 of all versions being produced. Many 99s had an optional cargo door forward of the air stairs, and could be operated in an all-cargo mode. Another popular option was the removable ventral cargo pod with a capacity of 600 lb. (St. Louis-Lambert, 23 August 1983, Mark Nankivil)

Bristol B175 Britannia

The first prototype of the Britannia, registered G-ALBO, with Bristol Chief Test Pilot A.J. Bill Pegg at the controls, flew for the first time on 16 August 1952. In the years that followed, the Bristol factories at Filton, U.K. managed to sell 85 examples of this medium to long range airliner. Not too bad at all, considering the fact that jet airliners even then were thought to be the future. Next to airlines as BOAC, Canadian Pacific and Cubana, Britannia's were also sold to the RAF. It acquired 23 machines designated

Britannia C1 (Model 252) and C2 (Model 253) in 1959. The Britannia on photo is a former RAF C1, XM498 *Hadar* (13510), which was flown by No 99 Sqn. It was withdrawn from military use and stored at Kemble in December 1975. Together with seven other former RAF Britannia's, this aircraft was bought by Belgian cargo airline Young Cargo. It was registered as OO-YCG in July 1976. From 11 July 1977 to September 1978 the aircraft was leased to Liberia World. It was then stored at Manston but after one year it was bought by Domaine de Katalé of Zaire, once a part of Belgian colonial Congo. It was registered as 9Q-CDT in July 1980, and flown there for an unknown period. *Delta-Tango* was finally grounded at Kinshasa, Zaire, where the axeman was its final destiny. (Ostend, collection author)



Conroy CL-44-0

This remarkable aircraft was built by Canadair as a standard cargo CL-44 (16), making its maiden flight as N447T on 24 July 1961. In August of that same year it was delivered to Flying Tiger Line in the USA. The machine was sold to the Conroy Aircraft Co. in December 1968 and converted into a so-called CL-44-0 Oversize. By replacing the top half of the fuselage by an oversized example, additional cargo capacity was gained. The new CL-44-0 made its first flight on 26 November 1969 but was badly damaged during flight testing and almost crashed due to improper handling by FAA pilots! From 1970 to 1978 N447T was leased to Trans Meridian Air



Cargo (later Transmeridian Air Cargo) where they gave the machine the name *Skymonster* and later *Bahamas Trader*. It was then flown by British Cargo Airlines until 1980. After two years of storage, N447T was sold to Heavylift Cargo Airlines who flew the plane as EI-BND until December 1993. The *Skymonster* was then sold to a leasing company which leased it until 1997 to Buffalo Airways (EI-BND), then to Azerbaijan Airlines and Baku Express (4K-

GUP) until April 1998. Next operator was FIA - First International Airlines (9G-LGA) After overhaul the aircraft was sold as RP-C-8023 and flown to Bournemouth Hurn Airport, UK in December 2002. It has been in storage there for many, many years. But there is still a slight chance of seeing it fly again one day, as it was taken up in the US civil register again (as N447FT) on 23 April 2020. (Bournemouth-Hurn, Ken Dyer)

Convair CV-580

This Convair twin was built as a piston engined CV-340 (28) and delivered as N73118 *Mainliner Chicago* to United Airlines in February 1952. After fourteen years of faithful service the propliner was sold to Lake Central Airlines in March 1966. Like many of its kind, it was converted into a turbo-prop powered CV-580 and became operational in August 1966. Lake Central sold the plane two years later to Allegheny Airlines, where it became N5840 for the next eight years. In April 1976 the Convair was sold up North, to Great Lakes Airlines as C-GDTD. Next owner was Air Ontario from January 1981 to July 1987. It was then sold to European Air Transport and flown as OO-VGH *Hotel* for a short period. In November 1988 VGH was bought by DHL Worldwide Couriers and used as cargo plane until being withdrawn from use at Brussels, Belgium in September 1989. It served as a source of spare parts for some time, but was eventually broken up there. (location and date unknown, collection author)



Fairchild F-27

Next to the almost 600 F-27 Friendships built by Fokker in the Netherlands, Fairchild produced 128 F-27s in the USA. As Fairchild-Hiller this company developed a stretched version, called FH-227. The production of this FH-227 ended after 78 machines. Both Fairchild products were mainly used in the Americas, but were also flown at faraway places like Algeria, France, Turkey and South Korea. The aircraft on the photo is Fairchild F-27 N4302F (60) which was delivered to Ozark on 12 August 1959. Eight years later, in September 1967, N4302F was returned to the Fairchild-Hiller



company. In the years that followed the F-27 was owned by a number of investment companies that leased it to airlines like Southeast Airlines and Oceana. At the end of its career this F-27 was stored sometime at San Juan, Puerto Rico, but finally broken up at Tucson (AZ) USA. (D. Ostrowski, 23 September 1959)

Handley Page HP-137 Jetstream

As one of Britain's last independent aircraft builders, Handley Page designed the HP-137 Jetstream. With a number of sub-contractors, final assembly took place in a new factory at the Radlett aerodrome, UK. The prototype G-ATXH used flew on 18 August 1967 as the Jetstream 1. The first production model Jetstream 1 flew on 6 December 1968. Over the next year 36 would be delivered, all powered by two Turbomeca Astazou XIV engines of approximately 840 hp (626 kW). However problems with these engines and late deliveries had devastating financial consequences for the Handley Page company: it went bankrupt, and the production line was eventually shut down in 1970. Fortunately a new company, Jetstream International Corporation, supported by Scottish Aviation took over the production. Test flown as G-AWVI, the Jetstream on the photo was delivered to Regency as N1040S, and then became N11DH of the Acme Corporation. N11DH was re-registered as N11DN. In 1977 Air Illinois purchased the small Handley Page Jetstream fleet of South Central Air Transport (SCAT). Two of these, N11DN and N7RJ were Frakes modified Pratt & Whitney PT-6 powered machines. (St. Louis-



Lambert, 23 August 1983, Mark Nankivil)



Avro 748

The Avro 748 twin turboprop airliner, powered by two Rolls-Royce Dart engines, was sold successfully world-wide as a DC-3 replacement, both for airline and military transport service. The first prototype (G-APZV) first flew on 24 June 1960. The type was designed by AV Roe & Co Ltd, and later 292 were built by Hawker Siddeley Aviation Ltd / British Aerospace and 89 under licence by Hindustan Aeronautics Ltd (HAL) in India. It is most widely known as the HS748. The machine on photo was built as G-BKAL (1791), making its first flight on 1 April 1982. It was originally destined for Cascade Airways, but it was not taken up. Instead of that it was delivered to the Deutsche Luftverkehrsgesellschaft

as D-AHSD on 8 November 1983. The airliner was returned to British Aerospace five years later, and immediately leased to LIAT as V2-LDK for a period of more than two years. It returned to the UK in February 1991 and was then withdrawn from use and stored at Manchester. (photo by Lewis Grant)

Ilyushin Il-18

This Ilyushin Il-18V (18000 22 02) was delivered factory new to the Deutsche Lufthansa as DM-STC on 16 July 1960. To avoid miscommunication with its Western counterpart, the airline changed its name into Interflug in September 1963. As the prefix for East Germany was altered in October 1981, the airliner then became DDR-STC. It was withdrawn from Interflug service in July 1987 and sold to Czechoslovakia. The machine was converted into an Il-18LL and registered as OK-018 in November 1987. It served the VZLÚ Praha test unit of the Czechoslovak Air Force at Kbely at least until 1994. In one of the tests, a five-bladed propeller was mounted on the number two engine. Finally OK-018 was withdrawn from use and at the end broken up at Kbely in January 1996. (Amsterdam-Schiphol, collection author)



Lockheed R7V-2 Super Constellation

In 1951 Lockheed started the design of the R7V-2, a Super Constellation or R7V-1 in US Navy language, but this time powered by the YT-34-P-12A turboprop rated at 5,500 hp. Four R7V-1's with BuNos. 131630/131631/131660/131661 (1249A-4131/4132/4161/4162)



were modified to R7V-2s. The first to fly was 131630 on 1 September 1954. With its speed of 440 mph (708 km/h) the R7V-2 was the fastest prop-driven transport in the world at that time. But despite the obvious improvement in performance no further R7V-2s were built. Two of R7V-2s, BuNo131660 and 131661 were turned over to the USAF as YC-121F's, and given serials 53-8157/8158. This 53-8158 was leased back to Lockheed and became the test bed for the Allison 501D turboprop, the intended power plant for the Lockheed 188 Electra, hence the YC-121F was nicknamed Elation. (U.S. Navy National Museum of Naval Aviation photo)

Lockheed L-100-30

Given the success of the C-130 Hercules with air forces around the world, Lockheed saw the potential of the design on the civilian market and so the Lockheed L-100 was born. The aircraft on the photo (**4895**) was delivered as TR-KKD to the Force Aérienne de Gabon (Gabon Air Force) From August 1989 to November 1990 this L-100 was leased to Schreiner Airways in the Netherlands and registered as PH-SHE. It then returned to Gabon as TR-KKD named *N'tem* but was sold to the United Arab Emirates Air Force as 1216 in October 2003. From March 2007 to May 2011 the Herky was leased to Maxima Air Cargo and flown as A6-MAX. It then returned to the UAEAF where it is still current as 1216. (Amsterdam-Schiphol, collection author)



Lockheed L-188CF



In the late Fifties many airlines decided to buy jetliners for their European network, like the SE-210 Caravelle. The Dutch KLM chose to buy the Lockheed Electra turboprop, of which they ultimately received eleven. Lockheed L-188C PH-LLF, (**2013**) *Uranus* was delivered on 16 February 1960 and remained in KLM service until March 1968. The aircraft was sold to Universal Airlines as N856U and converted into an L-188CF freighter two months later. After a lease to Saturn, this company decided to buy the machine in 1974. It also served Trans International, Transamerica Airlines and DHL Cargo to be re-registered as N107DH. After leases to Air Poly-

nesia, TPI International and Transcarga, the Electra was finally withdrawn from use and stored at Tucson (AZ) in January 1993. N856U is pictured here by Mark Nankivil at Hill AFB on 29 August 1974.

McDonnell-Douglas 188

This aircraft was originally designed by the French Breguet factories as the Br941, a STOL military transport. The 941 prototype was tested extensively by the French and four Breguets of the improved 941S version entered service with the French Air Force in 1967, serving until 1974. After a license agreement with McDonnell Aircraft the type was evaluated in the United States. The prototype, known as the McDonnell 188 (later McDonnell-Douglas 188) in the US, was evaluated by both NASA and the US military, but no orders were placed. The Br941S also carried out a tour along a number of US civil airlines, painted in either American Airlines or Eastern Airlines liveries. It was evaluated as a STOL passenger airliner for operation from small city airports, but, again, no orders resulted. (Lambert, 23 September 1959, Dave Ostrowski)





Short Belfast

From 1964 to 1967, Short Brothers in Belfast, Northern Ireland, built ten Belfast C1 heavy lift transports for the British Royal Air Force. These aircraft, with serials ranging from XR362 to XR371, carried names of Mythological giants. After a relatively short period they were already disposed of and initially five Belfast freighters were purchased by TAC/Heavy Lift Cargo Airlines at Stansted airport. These five aircraft were all flown to Southend. Later another two were bought, remaining at RAF Hucknall, to act as a source of spare parts. Belfast G-BFYU (former RAF XR367 *Heracles* (**SH1821**)) was transferred to Southend in 1980 where it was

re-registered as G-52-15. It began test flights on 28 September 1981, and was used until 10 April 1993 when its Certificate of Airworthiness expired. The aircraft then became a spares ship for the remaining two aircraft (G-BEPS & G-HLFT) until G-BFYU was finally scrapped in August 2001. (Manchester, March 1988, Ken Fielding)

Tupolev Tu-114

The Tupolev Tu-114 airliner was designed parallel with the Tu-95 "Bear" bomber with which it shares the wing layout and giant Kuznetsov NK-12 engines with contra-rotating propellers. The aircraft on photo, CCCP-76490 (**64 M 4 7 1**) was registered to Aeroflot International on 25 June 1965. It was initially flown in a 128 pax configuration, usually from Moscow-Sheremetyevo. In the period in which this photo was taken (1967), the airliner was operated jointly



with JAL for flights between Japan and Western Europe, with a passenger cabin for only 105 seats. As can be seen, CCCP-76490 carried additional 'Japan Air Lines' titles on its forward fuselage. In September 1969 the aircraft was converted back to standard version with 220 seats. It made its last commercial flight on 2 December 1976. CCCP-76490 then went to the Soviet Air Force which operated the transport from 5 January 1977 until the autumn of 1988. It was then flown to Ulyanovsk, where the mighty Tupolev is preserved in the Museum of Civil Aviation together with a genuine military passenger transport relative, the world's sole surviving Tu-116, CCCP-76462. (Tokyo-Narita, collection author)

Vickers Vanguard



The prototype Vanguard takes off for its first flight from a wet Weybridge in January 1959. The prototype Type 950 (G-AOYW) was first flown from Weybridge to nearby Wisley, United Kingdom on 20 January 1959. The only change in configuration that arose as a result of flight testing was the introduction of a dorsal fin of increased size to replace the small fin-to-fuselage fillet initially used on prototype. The Vickers Vanguard was basically a scaled up development of the earlier Viscount design, capable of carrying more than 100 passengers. With its four 4000 h.p. Tyne turboprop engines the Vanguard was as fast as the contemporary jets! British European Airways (BEA) ordered twenty

Vanguards, six of the first V951 version, the remaining fourteen were built as improved V953s. Nine V953s were later modified to freighters, designated V953C Merchantman. Trans Canada Airlines received 23 V952 Vanguards. Prototype G-AOYW (**703**) had only a short life span: it was withdrawn from use and stored at Weybridge in October 1964 and eventually scrapped. (Weybridge, BAe photo)

The Vickers Viscount and other turboprop airliners will be subject of the next episode of Going Back in Time!

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The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website www.scramble.nl, organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

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Scramble Magazine:
ISSN 0927-3417

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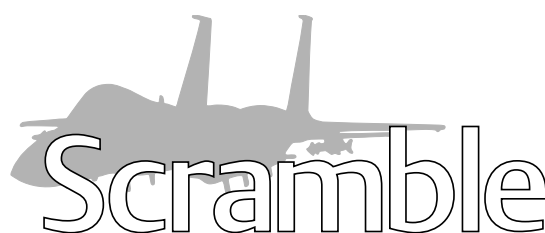
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As a proud sponsor and official carrier of the Russian football club CSKA Moscow, Aeroflot gave this A320 a special painting in November 2019. On February 11, the plane was present at Amsterdam-Schiphol and was photographed by Robert Eikelenboom.



The career of this Boeing 767 started in 1997 as VP-BUZ at Uzbekistan Airways, but then as a passenger plane. In 2009 it was re-registered to UK67002 and in September 2014 the frame was converted to a freighter version. (Amsterdam-Schiphol, 9 February 2021, Robbert Snijders)



Lufthansa is flying most of its long haul flights with A330, A340-300 and A350s. Of the latter all used to be based at Munich Airport. However due to the pandemic about six A350s are currently based at Frankfurt. Here D-AIXE is seen during line up on runway 08R for its flight to Newark, NJ. (Munich, 13 February 2021, Richard Bakker)



Another 'made in India' helicopter is the Dhruv. The Dhruv entered service in 2002 and since then, more than 300 have been produced for both the civil and military market. Seen here is Dhruv MK.III IN711 which will be delivered to the Indian Navy very soon.



HAL's Light Combat Helicopter (LCH) prototype with serial ZF4604 was photographed at Aero India 2021. In the upcoming years, more than 160 LCH's will be delivered to the Indian Air Force and Army. (Yelahanka, 3 February 2021, Shrey Chopra)