

499

December 2020

Scramble



*Armed Forces of Malta
From the Haitian Headache Files - Part Two*

DUTCH AVIATION SOCIETY



The number of Falcon 10s still active in the world is dwindling, therefore it is nice to see one still active. N30TE (c/n 152) was born in 1979 and has been active in the US, Japan, Sweden and France. (Frederick (MD), 7 November 2020, Tim Wolfe)



D-CMXM is the newest of five Phenom 300s operated by Air Hamburg. It joined the fleet in June 2020 and is one of 36 aircraft flown by Air Hamburg. (Amsterdam-Schiphol, 15 November 2020, Walter Heukensfeld)



Flexjet's European subsidiary has recently sold off most of its Nextant 400s. A couple of these were sold to Czech-based Time Air, with OK-PFY being former G-FXRJ. (Prague, 24 October 2020, Václav Kudela)

Editorial

We are presenting Scramble issue 499, meaning the next one will be number 500. Who would have thought, back in 1979, that Scramble magazine would endure for more than 40 years? until 2020, in these times with all that ever evolving technology!

Pretty much all sections are accounted for, except the Show-reports. Given the current climate regarding travelling that is not so unusual... We have two articles for you this month. Firstly, a six-page article on the Armed Forces of Malta by Rene Slegers. The article was co-authored by Bram Marijnissen and we would love to see more contributions from readers! Secondly, we present From the Haitian headache files, Part two: 1964-1995.

Under normal circumstances, we publish the now famous Scramble World Airline Fleets (SWAF) and Scramble Military Serials (SMS) Europe every year. For next year, we also had the next instalment of SMS North America planned. However, due to COVID-19, it is very hard to keep track of which aircraft are in storage or flying, as that situation is very fluid. Hence, we decided not to bring out a new SWAF edition next year. Also, due to travel restrictions to the USA, we have decided to cancel our SMS North America for 2021. When the situation approaches anything considered 'normal', we will aim to publish them again for 2022. What we will do however, is publish SMS Europe, and preparations have already begun. For that we will be looking for some stunning pictures, so do not hesitate to send them in!

Cover Photo



A "stack" of three EC120Bs of Ala78/Esc782 at Granada-Armilla during a base visit on 01 October 2020. These colourful helicopters also make up the helicopter demo team Patrulla Aspa. (Jurgen van Toor)

As winners of the coveted NSK trophy in 2019, Scramble has the honour of organising the next edition of the Nationale Spotters-Kampioenschappen. Normally speaking, that would happen at the end of the year. But, and here is that recurring theme of 2020 again, due to COVID and the local restrictions in the Netherlands, we have decided to cancel the 2020 edition altogether. It was not an easy decision to take, but we aim to organise the next Aviation Day (which includes the NSK) in 2022!

Important dates

Scramble 500

Deadline copy:	24 December 2020
Deadline photos:	30 December 2020
Planned publication date:	13 January 2021

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Please check www.scramble.nl/shop.htm for ordering from outside the Netherlands. We offer PayPal and credit card services. Check our website for details on prices for subscribers and non-subscribers.

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



PH-XRV has been withdrawn from use by Transavia. It was registered N732CE on 22 October 2020 and first noted at Schiphol the next day. The aircraft is temporarily registered to TVPX Aircraft Solutions and will be delivered to Bahraini based airline Texel Air after freighter conversion at Tampa-International (FL). (Amsterdam - Schiphol, 26 October 2020, Ad Jan Altevogt)

Amsterdam - Schiphol

additions

23. JA18KZ
28. EC-MDK
30. D-CAWR

B747-8KZF
A320-214
Ce560 Encore+

Nippon Cargo Airlines
Iberia
Aerowest

September 2020

arr NCA8
f/v IBE3060/1
arr

October 2020

01. 9H-JLK
D-BAHB
D-CAWR
D-IPCG
D-FULI
G-CLBA
G-YMMN
G-ZBJB
I-TOPX
LX-VMF
N864DA
OE-FIT
OE-FRM
OE-GIE
OK-PBK
OO-ABA
OO-XLS

Falcon 7X
Falcon 2000LX
Ce560 Encore+
Ce425
PC-12-47NGX
B747-428ERF
B777-236ER
B787-8
Beech 400A
Ce560XL
B777-232ER
Ce510
Ce510
Ce525B
Ce525B
A340-313E
Ce560XLS+

TAG Aviation Malta
MHS Aviation
Aerowest
Dr Krause
Ulrich Byszio
CargoLogicAir
British Airways
British Airways
Eurofly Service
Luxaviation
Delta Air Lines
GlobeAir
GlobeAir
AirlinK
Queen Air
Air Belgium
Air Service Liège
Comlux Malta
VistaJet Malta
Cathay Pacific
Aerowest
Alitalia
Titan Airways
Xead Aviation
Xead Aviation
Liberty Global
Avianca Cargo
Luxaviation Belgium
North Flying
EFS
Smartlynx (a/w)
Kuwait Airways
Zenith Aviation
Tampa Cargo
Delta Air Lines
Goldeck Flug
TAG Aviation Malta
Aerowest
Air Hamburg
Avianca Cargo
Air Service Liège
GlobeAir
Aerocer
ProAir

02 TEU11
09 MHV20Y
dep
CLU5076/5140
f/v BAW442/3
BAW430/1
02
11 LXA15P
CMB547
dep GAC361X
dep GAC165F
JAR31
QNR25B
SLM994/3003
dep
MLM007
03 VJT401
f/v CPA271/0
f/v AZA120/1
03 AWC763W/601
dep
TPA4047/6
AAB610
NFA015
EUW9727
ART8522/9524
KAC5611/2
BZE06A/B
TPA4049/8
CMB547
11 GDK1
07 TEU11
08
AHO356H/337R
TPA4047/6
05
GAC422N/922B
06
f/v

02. 9H-CIO
9H-VCA
B-LQD
D-CAWB
EI-RDN
G-ZAPX
M-IFFY
M-IFFY
N240LG
N332QT
OO-KOR
OY-JPJ
SE-RFH
YL-LCS
03. 9K-AOE
G-USHA
N330QT
N864DA
OE-GLR
04. 9H-JLK
D-CAWB
D-CDCM
N336QT
OO-XLS
OE-FHK
XA-FMX
05. D-IXXX

Global 6000
CL-350
A350-941
Ce680
ERJ175STD
B757-256
Ce510
Ce510
Falcon 900EX
A330-243F
Ce525A
Ce650
Ce680
A320-214
B777-369ER
Lj75
A330-243F
B777-232ER
Ce680A
Falcon 7X
Ce680
Ce560XLS+
A330-243F
Ce560XLS+
Ce510
G280
Ce525A

06. CS-LPA
D-BFIL
D-CHRG
N19HS
OE-FGB
OE-ISX
OO-ABB
07. 9K-AOE
A6-EQA
D-IJOA
EC-MXY
EW-554PO
G-KRBN
G-SCMR
G-ZBJA
M-DMUC
M-IFFY
N8AL
N336QT
OO-MMT
TC-KJA
08. 9H-PLM
9H-VJK
CS-EJA
D-CCVD
D-ISUN
F-HEME
G-ZBKF
N406KZ
OE-FHK
OE-FPP
OE-GKW
OO-ABB
SE-RMB
09. 9H-JLK
D-ABEY
D-ATWO
EC-NCM
F-GMTJ
G-ZNTJ
HZ-ARC
N330QT
OE-IRX

JA18KZ
N829AN
OE-GKW
OO-PRM
OO-XLS
PH-BFL
SE-RMB
SE-RMB
06. CS-LPA
D-BFIL
D-CHRG
N19HS
OE-FGB
OE-ISX
OO-ABB
07. 9K-AOE
A6-EQA
D-IJOA
EC-MXY
EW-554PO
G-KRBN
G-SCMR
G-ZBJA
M-DMUC
M-IFFY
N8AL
N336QT
OO-MMT
TC-KJA
08. 9H-PLM
9H-VJK
CS-EJA
D-CCVD
D-ISUN
F-HEME
G-ZBKF
N406KZ
OE-FHK
OE-FPP
OE-GKW
OO-ABB
SE-RMB
09. 9H-JLK
D-ABEY
D-ATWO
EC-NCM
F-GMTJ
G-ZNTJ
HZ-ARC
N330QT
OE-IRX

B747-8KZF
B787-9
G100
Ce510
Ce560XLS+
B747-406
Ce525B
Ce525B
EMB505
EMB545
Ce680A
G650ER
Ce525A
Falcon 7X
A340-313E
B777-369ER
B777-31HER
Ce525A
A320-251N
ERJ175LR
EMB505
PA-31-325
B787-8
G500
Ce510
G650ER
A330-243F
Ce560XLS
Ce560XLS
Beech 400A
Ce650
Global 6000
Ce560XLS
Ce560XLS
Ce560XLS
Ce525A
BAe125-900XP
B787-9
B747-4KZF
Ce510
Ce510
G100
A340-313E
Ce525B
Falcon 7X
CL-605
CL-604
A320-251N
Ce510
Lj75
B787-9
A330-243F
Global 7500

Nippon Cargo Airlines
American Airlines
Tyrol Air Ambulance
Air Service Liège
Air Service Liège
KLM
Svenskt Industriflyg
Svenskt Industriflyg
EJME Aircraft Mgmt
Atlas Air Service
Hahn Air
Starbucks
Smartline
IJM
Air Belgium
Kuwait Airways
Emirates
Excellent Air
Iberia
Belavia
Saxonair
2 Excel Aviation
British Airways
C-Airop
Xead Aviation
Air Lease Corp.
Avianca Cargo
Air Service Liège
Skyline
Luxwing
VistaJet Malta
EJME (Portugal)
Atlas Air Service
Excellent Air
Valljet
British Airways
Atlas Air (a/w)
GlobeAir
GlobeAir
Tyrol Air Ambulance
Air Belgium
Svenskt Industriflyg
TAG Aviation Malta
Imperial Jet Europe
Air Alliance Express
Iberia
AstonJet
Zenith Aviation
Saudia
Tampa Cargo
ART Aviation

dep NCA49D
f/v AAL220/1
TYW758/9
06
08
dep KLM747
dep
08
JME306A
07 2x ATL8F
f/v HHN909
f/v 10
07
19 IJM011
SLM3004/993
KAC5611/2
f/v UAE147/8
ECA8C
f/v IBE3060/1
f/v BRU867/8
08 SXN30P
f/v
f/v BAW430/1
10
08
TPA4047/6
08
f/v
10 LWG8917/802
VJT836
JME387Y
ATL1D
09 ECA5C
f/v VLJ272U
f/v BAW430/1
GTI5219/8185
GAC127R/004X
09 GAC165G/120U
TYW758/9
SLM994/3003
09
13 TEU11
JTI900
f/v AYY151
f/v IBE3060/1
ASJ325A
10 BZE03A
f/v SVA215/6
TPA4047/6
f/v

SE-RMB	Ce525B	Svenskt Industriflyg	11	PR-XTC	A350-941	LATAM	div f/v TAM8070
SU-GFN	A320-251N	Egyptair	f/v MSR757/8	TC-TAV	BAe125-800XP	TAV Aviation	15
TC-LLN	B787-9	Turkish Airlines	f/v THY1951/2	14.9H-CLG	CL-850	Air X Charter	AXY1423/02
YL-LCS	A320-214	Smartlynx (a/w)	ART9520/8521	9H-SAN	Lj60XR	Air CM Global	f/v RJR006
YR-BML	B737-82R	Blue Air	BLA199/200	9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
10.9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2	D-CAWB	Ce680	Aerowest	15
B-2763	B787-8	Xiamen Airlines	CXA8001	D-ISJP	Ce525A	Excellent Air	15 ECA1C
CN-SRA	Ce650	Sarah Airways		EC-NJY	A320-251N	Iberia	f/v IBE3060/1
D-CFHZ	EMB505	DAS Private Jets		G-ZBJH	B787-8	British Airways	BAW430/1
D-ITWO	PA-42-720	Finow Air Service		I-TOPD	Beech 400A	Sirio	
G-MEGN	Beech B200	Dragonfly Aviation	CBM88	N66D	Ce510	Heiko Sauer	
G-POWWW	A321-211	Titan Airways	AWC721Y/211	N332QT	A330-243F	Avianca Cargo	TPA4047/6
HA-JEO	Ce650	Jetstream Air	11 JSH651/0	OE-FPK	Ce525A	Salzburg Jet Aviation	15 MOZ437
M-IFFY	Ce510	Xead Aviation	17	PR-OBE	Falcon 2000LX	DE Participacoes	17
N513DZ	A350-941	Delta Air Lines	CMB579	SE-RMB	Ce525B	Svenskt Industriflyg	
N332QT	A330-243F	Avianca Cargo	TPA4049/8	TC-CJB	ERJ135BJ	Rep. of Turkey Min. of Health	f/v
OE-FZC	Ce510	GlobeAir	GAC222F/111G	15.100008	TP100C	72 ASC sq	f/v SVF637
OE-GSX	Ce525C	Int'l Jet Management	dep IJM306	D-CAWB	Ce680	Aerowest	16
OO-TNB	B737-8K5	TUI Belgium	dep TFL695	F-WWQA	Falcon 8X	Dassault Aviation	f/v
OO-TNB	B737-8K5	TUI Belgium	15 TFL696/7	G-POWWW	A321-211	Titan Airways	AWC213/721W
RA-67229	CRJ200LR	Severstal	SSF9637/8	HB-AZC	ERJ190E2STD	Helvetic Airways	f/v SWR724/5
YR-BML	B737-82R	Blue Air	BLA199/200	N29981	B787-9	United Airlines	f/v UAL909/8
11.9H-AMN	Global 5000	Emperor Aviation	f/v 12 EMM012	OE-FZA	Ce510	GlobeAir	16 GAC465U/354V
9H-VFC	CL-605	VistaJet Malta	VJT582	OE-GXT	Ce525C	Int'l Jet Management	16 IJM188
B-2763	B787-8	Xiamen Airlines	CXA8002	OK-FTR	Ce510	CTR Group	17
D-AHOI	ERJ135BJ	Air Hamburg	AHO574U	OO-ABD	A340-313E	Air Belgium	SLM994/3003
D-AIJA	A320-271N	Lufthansa	f/v DLH996/7	OO-TNB	B737-8K5	TUI Belgium	22 TFL698/7
F-HGPE	EMB505	Pan Européenne A/S	PEA302	YR-BMR	B737-7K2	Blue Air	f/v BLA199/200
G-CIEL	Ce560XL	Luxaviation UK	LNx64CE	16.S-454	AS532U2	300sq	*Wildcat01
G-KRBN	EMB505	Saxonair	12 SXN30P	9H-VCB	CL-350	VistaJet Malta	VJT453
N336QT	A330-243F	Avianca Cargo	TPA4047/6	A7-ALZ	A350-941	Qatar Airways	f/v QTR273/4
OH-JEM	PC-12/47E	Hendell Aviation	f/v 13	D-IHUB	Ce525A	Sylt Air	AWU516E
OO-MMT	Ce560XLS	Air Service Liège	16	D-IOHL	Ce525A	Excellent Air	ECA3C
OO-XLS	Ce560XLS+	Air Service Liège	20 2x	N8AL	G650ER	Air Lease Corp.	19
SU-GFQ	A320-251N	Egyptair	f/v MSR757/8	N23983	B787-9	United Airlines	f/v UAL20/1
YR-BMN	B737-82R	Blue Air	BLA199/200	TC-RSD	Lj45	Redstar Aviation	
12.4X-EDH	B787-9	EI AI	f/v 13 ELY339/8	YR-AME	B737-530	Blue Air	BLA199/200
9H-PAL	Ce550	Maleth Aero	f/v MLT675/6	17.9H-PLM	Ce650	Luxwing	LWG801/893
D-ISJP	Ce525A	Excellent Air	13 ECA1C	9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
EC-NFZ	A320-251N	Iberia	f/v IBE3060/1	D-IAAY	EMB500	Arcus Air	18 AZE51TW/99F
F-HSBL	EMB500	Pan Européenne A/S	f/v PEA501	LX-VMF	Ce560XL	Luxaviation	arr LXA15P
LX-MIC	Falcon 2000S	Global Jet Luxemb.	2x SVW50MC	N330QT	A330-243F	Tampa Cargo	TPA4047/6
N513DZ	A350-941	Delta Air Lines	CMB579	N331QT	A330-243F	Tampa Cargo	TPA4049/8
YL-LCS	A320-214	Smartlynx (a/w)	ART8522/9524	N406DX	A330-941	Delta Air Lines	dep DAL9936
YR-BMO	B737-883	Blue Air	f/v BLA199/200	N1108M	G650	Renew Group Private	dep
13.D-CFHZ	EMB505	DAS Private Jets	14	OE-FZA	Ce510	GlobeAir	18 GAC354W/057N
D-ISJP	Ce525A	Excellent Air	14 ECA1C	OO-JEF	B737-8K5	TUI Belgium	24 TFL696/5
G-GDFP	B737-8Z9	Jet 2	15 EXS031E/032E	OO-SBO	Falcon 8X	Flying Group	18 FYG121/2
G-PRFX	ERJ135BJ	Sirio UK	14 FLJ612	18.9H-SAN	Lj60XR	Air CM Global	27 RJR006
I-CNDG	Ce560XLS+	Sardinian Sky Service	15 SSR238	C-GASE	EMB545	Airsprint	20 ASP846
OE-FZC	Ce510	GlobeAir	14 GAC267D/045G	D-CHIC	EMB505	Air Hamburg	20 AHO224F/231M
OE-HDC	CL-300	Laudamotion Executive	15 LDX18	D-IHUB	Ce525A	Sylt Air	19 AWU518E/5E
OO-ABD	A340-313E	Air Belgium	SLM3004/993	D-IOHL	Ce525A	Excellent Air	19 ECA3C
OO-JEF	B737-8K5	TUI Belgium	17 TFL062F/695	F-GUGK	A318-111	Air France	div AFR1850/7758



Air Alsie is a well-know Danish bizjet management company. They entered the Dutch register in September 2020 when Falcon 2000LXS PH-CGV was delivered. (Amsterdam - Schiphol, 26 October 2020, Ad Jan Altevogt)



Previously owned by Laurens Hompes Falcon 900EX PH-LAU recently received a fresh coat of paint. The jet is currently owned by Alex Mulder and still operated by Exxaero. (Amsterdam - Schiphol, 26 October 2020, Berend Jan Floor)

F-HBLN	ERJ190STD	Air France Hop	f/v AFR388V/18QW	25. D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1436/7
HZ-ARF	B787-9	Saudia	f/v SVA215/6	D-ISUN	Ce525A	Excellent Air	26 ECA5C
LX-PCD	PC-24	Jetfly Aviation	JFA48M/97V	D-ITWO	PA-42-720	Finow Air Service	26
N515DN	A350-941	Delta Air Lines	dep DAL9937	N3301QT	A330-243F	Tampa Cargo	TPA4047/6
SE-RFH	Ce680	EFS	EUW9740	OE-FBD	Ce510	GlobeAir	GAC086J/574Z
SU-GEW	B787-9	Egypt Air	MSR757/8	OE-FZA	Ce510	GlobeAir	26 GAC875L/456E
YR-BMK	B737-82R	Blue Air	BLA199/200	OK-HWL	BAe125-900XP	CTR Group	26
19. 4X-EDC	B787-9	EI AI	20 ELY339/8	PH-BFV	B747-406	KLM	arr KLM894
N336QT	A330-243F	Avianca Cargo	TPA4047/6	PH-BFW	B747-406	KLM	arr KLM896
N407DX	A330-941	Delta Air Lines	dep DAL9936	SE-RFH	Ce680	EFS	EUW9742
N514DN	A350-941	Delta Air Lines	DAL072/135	SE-RMB	Ce525B	Svenskt Industriflyg	26
OO-MMT	Ce560XLS	Air Service Liège	arr	SP-TTA	Beech 400A	Smart Jet	SAH59P
YR-BMN	B737-82R	Blue Air	BLA199/200	TC-LLO	B787-9	Turkish Airlines	f/v THY1953/4
20. D-BEAM	CL-300	Jet Pool		YR-BMR	B737-7K2	Blue Air	BLA199/200
G-JOTS	BAe146-RJ100	Jota Aviation	22 ENZ366/7	26. 4X-EDF	B787-9	EI AI	f/v 27 ELY339/8
G-SAJC	ERJ145EP	Loganair	f/v 22 LOG841/1	D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1236/7
I-DIEM	Falcon 900LX	C.A.I.	CPI202	D-FKAI	PC-12/47E	Kaiser Air	27
N336QT	A330-243F	Avianca Cargo	TPA4142/046	EJ-AWES	CL-605	SONAS Aviation	SON001
N1108M	G650	Renew Group Private	26	OY-CRJ	CRJ200LR	Global Reach Aviation	CAT5437
OE-HUB	Ce750	Bairline	27	YR-BMK	B737-82R	Blue Air	BLA199/200
SE-RMB	Ce525B	Svenskt Industriflyg	21	27. D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1436/7
21. 9H-JLK	Falcon 7X	TAG Aviation Malta	26 TEU11	D-CPMU	Lj60	FAI rent-a-jet	28 IFA1420
9K-AOF	B777-369ER	Kuwait Airways	KAC5611/2	N560EE	EMB505	Embraer Executive	f/v
G-ZBJI	B787-8	British Airways	BAW430/1	N620CM	Ce510	Relay Securities	
I-EPAM	BAe125-750	Eurofly Service	22	OE-GRA	Ce525B	Smartline	
LX-JFH	PC-12/45	Jetfly Aviation	22 JFA50E/41V	OE-IRX	Global 7500	ART Aviation	
N331QT	A330-243F	Tampa Cargo	TPA4047/6	OO-ABB	A340-313E	Air Belgium	SLM3004/993
N711VT	G280	Aerohead Aviation	26	28. 4X-EDD	B787-9	EI AI	ELY337/8
OE-FDT	Ce510	GlobeAir	GAC197G/086H	9H-JLK	Falcon 7X	TAG Aviation Malta	arr TEU11
OE-GXT	Ce525C	Int'l Jet Management	IJM188	9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2
OO-SBO	Falcon 8X	Flying Group	24 FYG123/1	D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1436/7
OO-XLS	Ce560XLS+	Air Service Liège	22	G-ZBJM	B787-8	British Airways	f/v BAW430/1
OY-APM	G450	Maersk Air		LX-JFH	PC-12/45	Jetfly Aviation	JFA06W/49D
SE-RMB	Ce525B	Svenskt Industriflyg	25	M-IFFY	Ce510	Xead Aviation	30
22. 9H-VCK	CL-350	VistaJet Malta	VJT405	N331QT	A330-243F	Tampa Cargo	TPA4047/6
CS-DGW	Ce525B	Valair	VVV151/2	OO-CLA	Ce525C	Luxaviation Belgium	29 AAB780
CS-TFQ	Lj45	Airjetsul	23 AJU451	OO-JEF	B737-8K5	TUI Belgium	31 TFL7312/699
F-HATV	Ce680A	Aston Jet	ASJ990/3	OY-CRJ	CRJ200LR	Global Reach Aviation	CAT5437
G-ZBJG	B787-8	British Airways	BAW430/1	PR-ZIQ	ERJ195E2	Embraer	dep
OE-GLC	Ce680A	Goldeck Flug	f/v 23 GDK2	YU-PNK	Ce560XLS+	Air Pink	
OM-BYB	Fokker 100	Slovak Government	29 SSG006	YU-TUU	Ce550	Air Pink	f/v 29
OO-TNB	B737-8K5	TUI Belgium	29 TFL698/9	29. D-101	CH-47D	298sq	*Grizzly22
YR-BMK	B737-82R	Blue Air	BLA199/200	9H-SAN	Lj60XR	Air CM Global	30 RJR006
23. 9H-IBD	Global 5000	Eurojet	25 EAU56D	D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1436/7
D-CBBS	EMB505	PAD Avn Service	30 PVD32A/772V	D-IRKE	Ce525	Star Wings Dortmund	STQ666
I-TARH	Falcon 900EX	C.A.I.	CPI231	G-GEFF	PC-12/47E	GT Aviation	f/v
N330QT	A330-243F	Tampa Cargo	TPA4047/6	G-ZBKF	B787-9	British Airways	BAW430/1
N732CE	B737-7K2	TVPX Aircraft Solutions (TRA c/s)	f/n	LX-PCD	PC-24	Jetfly Aviation	JFA17C/61D
YR-BML	B737-82R	Blue Air	BLA199/200	N560EE	EMB505	Embraer Executive	
24. 9K-AOE	B777-369ER	Kuwait Airways	KAC5611/2	N831AA	B787-9	American Airlines	f/v AAL220/1
D-AEOT	ERJ135BJ	Air Hamburg	AHO742W/002M	N29984	B787-9	United Airlines	f/v UAL909/8
N332QT	A330-243F	Avianca Cargo	TPA4049/8	OO-ABB	A340-313E	Air Belgium	SLM994/3003
OO-JEF	B737-8K5	TUI Belgium	26 TFL696/7311	OO-TNB	B737-8K5	TUI Belgium	arr TFL700
PH-BFT	B747-406	KLM	arr KLM896	SE-RMB	Ce525B	Svenskt Industriflyg	

30. A7-CGB	G650ER	Qatar Executive	f/v 31 QQE580	OE-FGI	Ce525	Salzburg Jet Aviation	SOW2
D-AERO	ERJ135BJ	Air Hamburg	AHO557G	OE-FHK	Ce510	GlobeAir	04 GAC163W/533N
D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1436/7	OO-ACO	Ce510	Air Service Liège	05
D-IXXX	Ce525A	ProAir	31	TC-TAV	BAe125-800XPi	TAV Air	
OE-FWF	Ce510	GlobeAir	GAC097K/875M	04. 9H-FFF	Ce650	Luxwing	18 LWG1401/61
OO-DOB	Falcon 900LX	Flying Group	FYG31B/42B	CS-DXQ	Ce560XLS	NetJets Europe	05 NJE9LB
SU-GFM	A320-251N	Egypt Air	f/v MSR757/8	D-IHKW	Ce525	ProAir Aviation	05
YR-BML	B737-82R	Blue Air	BLA199/200	F-HROG	P180	Oyonnair	05
31. 9K-AOF	B777-369ER	Kuwait Airways	KAC901/2	G-LEAX	Ce560XLS	Luxaviation UK	LNK48AX
D-AJHW	ERJ190LR	WDL Aviation (a/w)	AFR1236/7	LX-EBO	Falcon 8X	Global Jet Luxembourg	SVW77EB
N330QT	A330-243F	Tampa Cargo	TPA4049/8	OE-FHK	Ce510	GlobeAir	05 GAC811C/304F
N332QT	A330-243F	Avianca Cargo	TPA4047/6	PH-WIS	Ce525C	KNSF Flight Services	09
OE-IFK	B747-4KZF	ASL Airlines (a/w)	f/v arr TAY917E	PH-WMM	Ce525	ASL	16
OO-JEF	B737-8K5	TUI Belgium	arr TFL700	SP-AST	Ce525	AMC Aviation	05
SE-RMB	Ce525B	Svenskt Industriflyg	arr	05. V-11	G-IV	334sq	06 NAF11

On the 5th a former KLM Boeing 747 departed Amsterdam for the last time. The aircraft was ferried to Mojave. The NCA Boeing on that same day departed after an engine change. Blue Air began scheduled service from Bucharest on the 9th. The Jet 2 on the 13th arrived for maintenance. The LATAM on that same day was a Frankfurt diversion. On the 18th an Air France baby bus diverted to Amsterdam while on its way to Copenhagen. An Embraer operated by Hop came to the rescue on that same day and continued the flight to Denmark. On the 23rd former PH-XRV was noted at Schiphol-East registered as N732CE but still in full Transavia colours. On 24 and 25 October the last three Boeing 747s operated by KLM (on cargo flights) arrived at Amsterdam for the last time. The Embraer demonstrator departing on the 28th had arrived at Amsterdam on 28 September 2020. The ASL Airlines Belgium Boeing 747 on the 31st was a maintenance visitor.

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

Rotterdam - The Hague

				October 2020			
01. 9H-FFF	Ce650	Luxwing	LWG1491/02	01. 9H-FFF	Ce650	Luxwing	LWG1491/02
CS-PHC	EMB505	NetJets Europe	NJE291B/230A	CS-PHC	EMB505	NetJets Europe	NJE291B/230A
D-IBWA	Ce525	Schuite & Schuite Druckfarben	dep	D-IBWA	Ce525	Schuite & Schuite Druckfarben	dep
D-IWIR	Ce525A	Excellent Air	dep ECA4C	D-IWIR	Ce525A	Excellent Air	dep ECA4C
D-IWIR	Ce525A	Excellent Air	ECA4C/41E	D-IWIR	Ce525A	Excellent Air	ECA4C/41E
F-HGLG	Lj75	Ixair		F-HGLG	Lj75	Ixair	
F-HIPE	EMB505	Pan Européenne A/S	dep PEA301	F-HIPE	EMB505	Pan Européenne A/S	dep PEA301
OO-ACO	Ce510	Air Service Liège	dep	OO-ACO	Ce510	Air Service Liège	dep
OO-ACO	Ce510	Air Service Liège	03	OO-ACO	Ce510	Air Service Liège	03
PH-WIS	Ce525C	KNSF Flight Services	dep	PH-WIS	Ce525C	KNSF Flight Services	dep
PH-WIS	Ce525C	KNSF Flight Services	04	PH-WIS	Ce525C	KNSF Flight Services	04
02. 84-00181	C-12U-3	204th MI Bn	REBEL81	02. 84-00181	C-12U-3	204th MI Bn	REBEL81
N670EE	EMB550	Embraer Executive Aircraft	2x	N670EE	EMB550	Embraer Executive Aircraft	2x
OE-GKW	G100	Tyrol Air Ambulance	TYW757/8	OE-GKW	G100	Tyrol Air Ambulance	TYW757/8
OO-IDE	Ce525	Air Service Liège	10	OO-IDE	Ce525	Air Service Liège	10
03. D-CMDH	Ce680	E-Aviation	04 EFD6H	03. D-CMDH	Ce680	E-Aviation	04 EFD6H
D-GVCC	DA42	CAE Brussel	*	D-GVCC	DA42	CAE Brussel	*
D-ISUN	Ce525A	Excellent Air	dep ECA5C	D-ISUN	Ce525A	Excellent Air	dep ECA5C

04. 9H-FFF	Ce650	Luxwing	18 LWG1401/61	04. 9H-FFF	Ce650	Luxwing	18 LWG1401/61
CS-DXQ	Ce560XLS	NetJets Europe	05 NJE9LB	CS-DXQ	Ce560XLS	NetJets Europe	05 NJE9LB
D-IHKW	Ce525	ProAir Aviation	05	D-IHKW	Ce525	ProAir Aviation	05
F-HROG	P180	Oyonnair	05	F-HROG	P180	Oyonnair	05
G-LEAX	Ce560XLS	Luxaviation UK	LNK48AX	G-LEAX	Ce560XLS	Luxaviation UK	LNK48AX
LX-EBO	Falcon 8X	Global Jet Luxembourg	SVW77EB	LX-EBO	Falcon 8X	Global Jet Luxembourg	SVW77EB
OE-FHK	Ce510	GlobeAir	05 GAC811C/304F	OE-FHK	Ce510	GlobeAir	05 GAC811C/304F
PH-WIS	Ce525C	KNSF Flight Services	09	PH-WIS	Ce525C	KNSF Flight Services	09
PH-WMM	Ce525	ASL	16	PH-WMM	Ce525	ASL	16
SP-AST	Ce525	AMC Aviation	05	SP-AST	Ce525	AMC Aviation	05
05. V-11	G-IV	334sq	06 NAF11	05. V-11	G-IV	334sq	06 NAF11
N216HZ	G-IV	Newport Exec. Transp.	09 DCM4010	N216HZ	G-IV	Newport Exec. Transp.	09 DCM4010
N620CM	Ce510	Relay Securities		N620CM	Ce510	Relay Securities	
OM-FEX	B737-8Q8	AirExplore	AXE304P/3040	OM-FEX	B737-8Q8	AirExplore	AXE304P/3040
06. 9H-VFA	CL-605	VistaJet Malta	07 VJT503	06. 9H-VFA	CL-605	VistaJet Malta	07 VJT503
C-FFBE	CL-350	Chartright Air	dep HRT615	C-FFBE	CL-350	Chartright Air	dep HRT615
CS-DXR	Ce560XLS	NetJets Europe	07 NJE127C/4VN	CS-DXR	Ce560XLS	NetJets Europe	07 NJE127C/4VN
D-CMDH	Ce680	E-Aviation	EFD6H	D-CMDH	Ce680	E-Aviation	EFD6H
D-IMME	Ce551	Heli-Flight		D-IMME	Ce551	Heli-Flight	
OO-ACO	Ce510	Air Service Liège	07	OO-ACO	Ce510	Air Service Liège	07
07. 9H-WIT	PC-12/47E	NextGen Aviation (Malta)	dep	07. 9H-WIT	PC-12/47E	NextGen Aviation (Malta)	dep
N748D	Beech 76	Ö. Satir	dep	N748D	Beech 76	Ö. Satir	dep
OE-FHK	Ce510	GlobeAir	08 GAC045F/238Q	OE-FHK	Ce510	GlobeAir	08 GAC045F/238Q
OO-MMT	Ce560XLS	Air Service Liège	dep	OO-MMT	Ce560XLS	Air Service Liège	dep
PH-DTS	DA42	Twinstar Beheer		PH-DTS	DA42	Twinstar Beheer	
SP-VIS	Cirrus SF50		09	SP-VIS	Cirrus SF50		09
08. CS-DLC	Falcon 2000EX	NetJets Europe	09 NJE6VZ/101M	08. CS-DLC	Falcon 2000EX	NetJets Europe	09 NJE6VZ/101M
CS-DXJ	Ce560XLS	EJME (Portugal)	09 JME513J	CS-DXJ	Ce560XLS	EJME (Portugal)	09 JME513J
D-INFO	PA-31T2			D-INFO	PA-31T2		
D-ISJP	Ce525A	Excellent Air	09 ECA1C	D-ISJP	Ce525A	Excellent Air	09 ECA1C
N560EE	EMB505	Embraer Executive Aircraft		N560EE	EMB505	Embraer Executive Aircraft	
OE-FIW	DA42	Devleminck Air Service	dep	OE-FIW	DA42	Devleminck Air Service	dep
OE-FIW	DA42	Devleminck Air Service	arr	OE-FIW	DA42	Devleminck Air Service	arr
PH-TTR	H135	ANWB - MAA	Lifeline1	PH-TTR	H135	ANWB - MAA	Lifeline1
PH-TXA	Ce510	JetNetherlands	dep	PH-TXA	Ce510	JetNetherlands	dep
T7-LEO	DA42		dep	T7-LEO	DA42		dep
09. V-11	G-IV	334sq	10 NAF11	09. V-11	G-IV	334sq	10 NAF11
D-CTIL	Lj35A	Air Alliance	AYY111	D-CTIL	Lj35A	Air Alliance	AYY111
D-ISJP	Ce525A	Excellent Air	12 ECA1C	D-ISJP	Ce525A	Excellent Air	12 ECA1C
N463RD	TBM-850	Stephen Thomson		N463RD	TBM-850	Stephen Thomson	
PH-KIO	P2006T	Kavel 10		PH-KIO	P2006T	Kavel 10	
PH-TTR	H135	ANWB - MAA	Lifeline1	PH-TTR	H135	ANWB - MAA	Lifeline1
PH-WIS	Ce525C	KNSF Flight Services	arr	PH-WIS	Ce525C	KNSF Flight Services	arr
PH-YIS	H135	KNSF Flight Services		PH-YIS	H135	KNSF Flight Services	
SP-AST	Ce525	AMC Aviation	11 - /AMQ9T	SP-AST	Ce525	AMC Aviation	11 - /AMQ9T
10. N129NS	G-IVSP	Global Air Charters	14 GJE1209	10. N129NS	G-IVSP	Global Air Charters	14 GJE1209
PH-DEZ	Ce501	F.G. Hilgeman		PH-DEZ	Ce501	F.G. Hilgeman	
PH-DWA	ERJ145LR	Air Charter Europe	JNL1259/2259	PH-DWA	ERJ145LR	Air Charter Europe	JNL1259/2259
PH-VBG	Falcon 2000EX	JetNetherlands	dep	PH-VBG	Falcon 2000EX	JetNetherlands	dep
11. CS-LTK	C-680A	NetJets Europe	NJE471B/4ZN	11. CS-LTK	C-680A	NetJets Europe	NJE471B/4ZN
N194ED	PA-46-350T			N194ED	PA-46-350T		
N194ER	Ce510	Blue Sky Aviation	dep	N194ER	Ce510	Blue Sky Aviation	dep



This former Metrojet Gulfstream G450 is currently operated by Elit'Avia Malta. From June 2020 until September 2020 it was registered 9H-OAM, but was reregistered to 9H-AMO in September 2020. (Rotterdam - The Hague, 13 October 2020, Kees Hartevelde)



Blackbird Air Charter is a small Danish bizjet operator. Its aircraft are mostly known by the grey colours. Gulfstream G500 OY-WLD was added to the fleet in October 2019. (Rotterdam - The Hague, 13 October 2020, André Wadman)

N560EE	EMB505	Embraer Executive Aircraft		21. CS-DQA	Ce560XLS	NetJets Europe	22 NJE355W/328D
PH-SVZ	Ce550	Slagboom & Peeters		D-CRON	Ce560XLS	Silver Cloud Air	22 SCR168/762
12. G-CMTO	Ce525 (M2)	Zenith Aviation	BZE04A/B	D-ISJP	Ce525A	Excellent Air	29 ECA1M/11E
N120RB	Cirrus SF50	Robin Balen	*	N620CM	Ce510	Relay Securities	tst
OE-HGG	CL-350	Glock	GCK40	OE-FPP	Ce510	GlobeAir	GAC345H/111A
OE-XYK	R44	Heli & Co	13	OY-CLP	Ce650	North Flying	22 NFA013P/014
OM-AAK	PC-12/47E	Elite Jet		22. LX-LAA	Lj45	Luxembourg Air Rescue	LRQ544D
OO-ACC	Ce525A	Air Service Liège	21	OO-XLS	Ce560XLS+	Air Service Liège	26
OO-ACO	Ce510	Air Service Liège	arr	23. 9H-WIT	PC-12/47E	NextGen Aviation (Malta)	06
OO-IDE	Ce525	Air Service Liège	16 2x	D-ISUN	Ce525A	Excellent Air	ECA5C
SP-VIS	Cirrus SF50			N619CJ	Ce525B	Textron Aviation	24
13. 9H-AMO	G450	Elit'Avia Malta	f/v EAU21M	OE-HOP	G200	Avcon Jet	AOJ78P
CS-CHF	CL-350	NetJets Europe	14 NJE4PZ/984G	OK-ESC	Beech 400XT	Time Air	24 TIE781S
D-GVCC	DA42	CAE Brussel	2x	OO-CLA	Ce525C	Luxaviation Belgium	AAB630
F-HBDX	EMB505	Jetkey Invest	KBD216	OY-CLP	Ce650	North Flying	NFA015/15P
OE-XYK	R44	Heli & Co		PH-KFB	DA42NG	KFA	KLM7924
OY-GBC	P2006T	Greybird Aviation	GAG1	PH-UMC	H135	ANWB - MAA	Lifeline3
OY-WLD	G500	Blackbird Air Charter	BBB1	PH-WMM	Ce525	ASL	25
PH-SVZ	Ce550	Slagboom & Peeters		24. 9H-FFF	Ce650	Luxwing	25 LWG1401/91
14. CS-DVH	Ce525B	Valair	15 VVV243/51	25. D-ISUN	Ce525A	Excellent Air	ECA5C
N711SX	Global Express	Jonathan D. Lewis		PH-VBG	Falcon 2000EX	JetNetherlands	01
PH-RIS	EC130B4	KNSF Flight Services		PH-WMM	Ce525	ASL	29
15. ST46	SF260D	CC Air	BAF195	SE-RMR	Ce560XLS	Svenskt Industriflyg	JET5
9H-VFI	CL-604	VistaJet Malta	16 VJT525	26. D-CHDJ	Ce560XLS	Excellent Air	arr ECA6M
CS-DLB	Falcon 2000EX	NetJets Europe	NJE590T/291N	D-CXLS	C-560L	Air Hamburg	27 AHO498G/001M
N450ME	G450		18	OE-XYK	R44	Heli & Co	27
OM-CJI	Ce525	ATF-Aviation		OO-PRM	Ce510	Air Service Liege	arr
OY-CVV	Beech 350	Semler Gruppen	CAT350	OO-XLS	Ce560XLS+	Air Service Liège	arr
PH-FRA	TBM-900	Adams Flight Service		PH-KGJ	EC120B	Heli Holland Holding	
PH-JCV	PC-12/47E	NextGen Aviation	17	27. CS-LTM	C-680A	NetJets Europe	28 NJE6EQ/352D
PH-MFA	DA42NG	KFA	*KLM7908	N8326Y	PA-30-160	Transal Aero Services	16
PH-MYX	Ce650	JetNetherlands		OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
16. D-AEOT	ERJ135BJ	Air Hamburg	17 AHO498G	OE-XYK	R44	Heli & Co	
D-CCVD	Ce560XLS	Atlas Air Service	ATL4U	PH-MFA	DA42NG	KFA	*KLM7902
OO-IDE	Ce525	Air Service Liège	18	PH-TXA	Ce510	JetNetherlands	
PH-FRA	TBM-900	Adams Flight Service		28. 9A-BTG	A320-212	Trade Air	30 TDR729/30
PH-FVD	R44	Rotarywings		CS-PHJ	EMB505	NetJets Europe	NJE076E/197Q
PH-MFA	DA42NG	KFA	*KLM7908	F-HRCA	Ce525	RC Air	29
17. D-CRON	Ce560XLS	Silver Cloud Air	18 SCR762	PH-DOC	H135	ANWB - MAA	arr tdy
N620CM	Ce510	Relay Securities	22	PH-HVB	EC135T2+	ANWB - MAA	dep
OO-RKS	Ce510	Air Service Liège	dep	PH-KFB	DA42NG	KFA	*KLM7908
PH-RIS	EC130B4	KNSF Flight Services		VP-BVK	CRJ100ER	Rusline	RLU5595/6
PH-TXA	Ce510	JetNetherlands	19	29. G-MOCL	CL-604	Luxaviation UK	LNx79CL
PH-VBG	Falcon 2000EX	JetNetherlands	23	OY-CKP	Beech B200	Cowi Aerial Survey	17 COW01
18. 9H-ILB	CL-850	VistaJet Malta	19 VJT645	PH-AVW	R44	A. F. C. van Westerop	
F-HRCA	Ce525	RC Air	20	PH-MFA	DA42NG	KFA	*KLM7928
OO-IDE	Ce525	Air Service Liège	21	30. 9H-VCM	CL-350	VistaJet Malta	VJT431
PH-LBR	Ce208B	Skydive Rotterdam	dep	N620CM	Ce510	Relay Securities	
19. PH-KFA	DA42NG	KFA	*KLM7934	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
PH-MFA	DA42NG	KFA	*KLM7910	OO-CEJ	Ce525	Air Service Liège	dep
20. M-OJOM	G550	CMP Leasing	21	PH-WMM	Ce525	ASL	04
N652PP	Ce680	Eenhoorn	23	31. D-CNOC	Ce560XLS	Atlas Air Service	arr ECA9M
OE-FPP	Ce510	GlobeAir	GAC456F/345G	D-IKHS	PA-60-601P		
OO-NHU	AS365N3	Netherlands Coastguard	NCG12	N620CM	Ce510	Relay Securities	
PH-KFB	DA42NG	KFA	*KLM7934	N732PA	CL-605	Mirage Aviation	

OK-PFY Beech 400XT Time Air f/v TIE781F/Y

The AirExplore Boeing on the 5th was used for a humanitarian flight to Greece but that plan fell through. Trade Air operated a football charter on the 28th. On that same day Rusline operated a boat charter with relief crew.

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

Maastricht - Aachen

October 2020

01. D-IBET	Ce525A	ProAir Aviation	
I-KREM	BAe125-800XP2	Interjet	
TF-AMB	B747-412F	Saudia	SVA941/07
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4816/7
02. A7-BEP	B777-300ER	Qatar Airways	f/v QTR8028
OE-FZB	Ce510	GlobeAir	03 GAC944E/833F
OO-GLM	Ce680	Air Service Liège	dep
OO-IDE	Ce525	Air Service Liège	
TF-AMB	B747-412F	Saudia	SVA3906/942D
03. A7-BAI	B777-3DZER	Qatar Airways	f/v QTR8008/9
N1008	Ce501SP	Maharishi Foundation	
OO-AMR	Ce525A	Air Service Liège	
PH-DWS	ERJ135LR	Air Charters Europe	07 JNL1606/799
04. 9H-YOU	CL-850	Air X Charter	05 AXY419/0509
A7-BAF	B777-3DZER	Qatar Airways	f/v QTR8026
HA-LYE	A320-232	Wizz Air	12 WZZ801/2
OE-FZB	Ce510	GlobeAir	GAC833G/585K
PH-DWA	ERJ145LR	Air Charters Europe	09 JNL3383/1189
05. D-IPVD	Ce525A	Transavia Flug	
NX139LZ	L-39C	Skyline Aviation	tdy 09
06. A6-EFM	B777-F1H	Emirates	UAE9962
D-IGEL	Beech 250	Cessna Düsseldorf C.S.C.	
VQ-BPU	A320-214	Aeroflot	dep AFL7723
VQ-BRW	A320-214	Aeroflot	16 AFL7724/5
07. OO-GLM	Ce680	Air Service Liège	08
08. CS-PHD	EMB505	NetJets Europe	09 NJE3NX
D-CAWB	Ce680	Aerowest	
D-FABT	TBM-900	ABT Aviation	
ER-ECC	ERJ190LR	Air Moldova (a/w)	arr MLD9016
OO-AMR	Ce525A	Air Service Liège	
OY-JPJ	Ce650	North Flying	NFA014P/014
09. A7-BEK	B777-300ER	Qatar Airways	f/v QTR8028
D-IMOI	Ce525	ProAir Aviation	10
OE-FMI	Ce525	Fly Tirol	11 FTY2
10. A7-BAK	B777-3DZER	Qatar Airways	f/v QTR8026
D-IBET	Ce525A	ProAir Aviation	
11. 9H-QBU	B737-8AS	Malta Air	f/v RYR9PC/80GN
9H-YOU	CL-850	Air X Charter	12 AXY1110/306
D-FABT	TBM-900	ABT Aviation	
OO-GLM	Ce680	Air Service Liège	14
YR-ASD	A318-111	TAROM	ROT7301/2
12. HA-LYC	A320-232	Wizz Air	19 WZZ802
OE-FXM	Ce525A	Speedwings	13 SPG380/2

14. 9H-QDY	B737-800	Malta Air	f/v RYR9PC/80GN
OE-FZC	Ce510	GlobeAir	GAC580U/542M
15. 4L-GEN	B747-236(F)	Geo-Sky	GEL902/1
D-FABT	TBM-900	ABT Aviation	
PH-BBJ	Ce560XLS+	ASL	tst
PH-ONE	PC-12/47E	M. Boers	tst
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4820/1
16. A7-ANP	A350-1041	Qatar Airways	f/v QTR8028
OE-FGC	Ce525 (M2)	Fly Tirol	18 FTY6
PH-MFA	DA42NG	KFA	tst KLM7908
PH-MYX	Ce650	ASL	19
VQ-BEG	A321-211	Aeroflot	25 AFL7726/7
17. 4L-GEN	B747-236(F)	Geo-Sky	GEL902/1
D-CJMK	Ce560XLS+	Air Hamburg	AHO419K
OE-FCB	Ce510	GlobeAir	GAC702S/580V
OO-SUN	Ce510	Air Service Liège	f/v
18. 9H-QBQ	B737-8AS	Malta Air	f/v RYR9PC/80GN
PH-DWS	ERJ135LR	Air Charters Europe	24 JNL662/1774
TF-AMU	B747-48EF	Astral Aviation	ABD4864/5
19. A7-BER	B777-300ER	Qatar Airways	f/v QTR8028
A7-BEU	B777-300ER	Qatar Airways	f/v QTR8008/9
CS-LTI	Ce680A	NetJets Europe	21 NJE6XK/548T
CS-LTI	Ce680A	NetJets Europe	tst NJE6XK
D-IAWE	Ce425	Aerowest	
HA-LWV	A320-232	Wizz Air	26 WZZ801
PH-CJM	Ce680	ASL	arr
PH-KFB	DA42NG	KFA	tst KLM7934
PH-MFA	DA42NG	KFA	tst KLM7910
20. 4L-GEN	B747-236(F)	Geo-Sky	GEL902/1
A7-BBG	B777-2DZLR	Qatar Airways	f/v QTR8008/9
LY-DSK	BAe125-850XP	Classic Jet	LLT961/962P
OO-CYN	EMB550	Air Service Liège	tst
OO-PKX	Ce750	Air Service Liège	tst
PH-DWA	ERJ145LR	Air Charters Europe	21 JNL0652/1021
PH-KFB	DA42NG	KFA	tst KLM7934
PH-ONE	PC-12/47E	M. Boers	tst
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA941/2
21. A7-BBB	B777-2DZLR	Qatar Airways	f/v QTR8008/9
PH-DWA	ERJ145LR	Air Charters Europe	26 JNL3021/0407
22. TF-AMM	B747-4H6(F)	Astral Aviation	ABD4824/5
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA941
23. A7-ALB	A350-941	Qatar Airways	f/v QTR8008/9
HA-LPO	A320-232	Wizz Air	div WZZ17AA
HA-LYL	A320-232	Wizz Air	div WZZ31AS
24. PH-MYX	Ce650	ASL	25
PH-PXX	AW139	Nationale Politie	tst ZXP24
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA3944
25. 9H-QDU	B737-800	Malta Air	f/v RYR9PC/80GN
HB-JYA	A320-214	easyJet Switzerland	29 EZS9070/1
OE-LKF	A319-111	easyJet Europe	EJU9045/9046
OE-LQA	A319-111	easyJet Europe	03 EJU9043/4
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4868/9
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	26 SVA941/2
YR-ASD	A318-111	TAROM	ROT7301/2
26. 4L-GEN	B747-236(F)	Geo-Sky	GEL902/1



Gulfstream G-IV N216HZ is operated by Las Vegas based Newport Executive Transportation since 2019. (Rotterdam - The Hague, 9 October 2020, André Wadman)



This Gazelle HT.Mk3 was delivered to the Royal Air Force as XZ932 in 1978. In November 2000 it was registered as 3D-HGW and two years later, in 2002, it changed to G-CBJZ. Since 2004 the helicopter has been owned by Karl Georg Theurer. (Groningen, 12 October 2020, Simen Dorschman)

A7-BEN	B777-300ER	Qatar Airways	f/v QTR8008/9	PH-TAK	DA42	Happy Landings	
TC-MCZ	A330-243F	MNG Airlines	MNB102/3	04. CS-DXR	Ce560XLS	NetJets Europe	NJE649U/4VN
27. PH-KFB	DA42NG	KFA	tst KLM7934	D-IGWT	Ce525A	Sylt Air	05 AWU704G/5G
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA941	PH-KAT	P2006T	Kavel 10	del
28. PH-DWA	ERJ145LR	Air Charters Europe	31 JNL3407/1039	05. N16AT	Cirrus SF50	Ian Huster	dep
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA3942	06. CS-PHE	EMB505	NetJets Europe	NJE4EB/657T
VP-BMU	A220-300	GTLK (a/w)	arr SXI2049	PH-ACI	CeT303	AIS Flight Academy	*
29. A7-BBE	B777-2DZLR	Qatar Airways	f/v QTR8004/5	07. PH-ACI	CeT303	AIS Flight Academy	*
A7-BBH	B777-2DZLR	Qatar Airways	f/v QTR8020/1	08. CS-PHK	EMB505	NetJets Europe	NJE2CP
CS-LTD	Ce680A	NetJets Europe	NJE8RJ/876B	N124MR	Cirrus SF50		dep
HB-JYH	A319-111	easyJet Switzerland	01 EZS9080/71	PH-ONE	PC-12/47E	De Hondert Margen	
OO-GLM	Ce680	Air Service Liège	07	10. PH-CGN	Do228-212	Kustwacht	
PH-DWS	ERJ135LR	Air Charters Europe	31 JNL2196/1262	12. D-IHKW	Ce525	Blissair	2x
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4828/9	G-CBJZ	Gazelle HT.3	K.H. Theurer	
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA941/2	N120RB	Cirrus SF50	APG Aviation	2x
30. D-BOOK	Falcon 2000LXS	Bertelsmann	BFD30K	OE-XXL	R44	Heli & Co	13
D-CFLY	Ce560XLS+	Air Hamburg	AHO419K/215B	PH-ONE	PC-12/47E	De Hondert Margen	
PH-MFA	DA42NG	KFA	tst KLM7902	PH-OOP	H145	RAV Fryslân – MAA	Medic01
PH-TXA	Ce510	JetNetherlands	2x arr	13. OE-FFB	Ce510	GlobeAir	14 – /GAC542K
31. A7-BEI	B777-3DZER	Qatar Airways	f/v QTR8026	14. CS-PHK	EMB505	NetJets Europe	15 NJE735T/398L
PH-TXA	Ce510	JetNetherlands	tst	D-IFCS	BN-2B-20	FLN	*
TF-AMR	B747-45E(F)	Air Atlanta Icelandic	SVA915/6	PH-ANK	R44	Bear Helicopters	
				PH-RVS	P68B	Slagboom en Peeters	*
				15. OY-JJI	Raytheon 4000	JoinJet	SUS744A/B
				16. L-02	PC-7	131EMVOsq	Diamond07
				N55HV	EMB505	Air Hamburg	AHO246K/C
				PH-MBO	R44	Aircraft Solutions	
				17. OO-SUN	DA62	M. Boers	
				PH-ONE	Ce510	Air Service Liège	f/v 2x
				18. LX-JDV	PC-12/47E	De Hondert Margen	*
				19. D-CQAA	Ce525	Flying Group Luxemb.	FYL21DV/82DV
				PH-DTS	Lj45	Quick Air	QAJ2055
				PH-HHJ	DA42	Twinstar Beheer	2x *
				20. PH-CGN	AS355F2	Heli Holland Holding	
				PH-ONE	Do228-212	Kustwacht	NCG03
				PH-WTG	Beech 58	Pilot Services Flying Group	
				PH-ZBZ	N474CG	I-Fly	arr
				22. Q-24	Cirrus SF50	De Hondert Margen	2x *
				ES-ACP	PH-ONE	HeliCentre	*
				OK-CHD	PH-WTG	Zeusch Aviation	*
				PH-ACI	PH-ZBZ	Beech C90A	
				PH-DTS	22. Q-24	AH-64D	301sq
				PH-TWN	ES-ACP	CRJ900LR	Redskin31
				23. PH-ACI	OK-CHD	PA-46-600TP	24 EST8447
				24. YL-SEN	PH-ACI	PA-46-600TP	NTF68A
				25. CS-DXS	PH-DTS	DA42	AIS Flight Academy
				PH-DTS	PH-TWN	P2006T	Twinstar Beheer
				PH-TWN	PH-TWN	P2006T	Zelf Vliegen
				PH-WMM	PH-WMM	Ce525	AIS Flight Academy
01. D-CAWO	Ce560XLS+	Aerowest		23. PH-ACI	CeT303	NetJets Europe	26 NJE5CM
N790TB	TBM-700B		*	24. YL-SEN	PA-34-220T	Twinstar Beheer	*
OO-ACO	Ce510	ASL		25. CS-DXS	Ce560XLS	Zelf Vliegen	*
PH-DTS	DA42	Twinstar Beheer	*	PH-DTS	DA42	AIS Flight Academy	25
02. D-IGWT	Ce525A	Sylt Air	03 AWU702G/3G	PH-TWN	P2006T	ASL	2x
D-IOHL	Ce525A	Excellent Air	ECA3C				
PH-DTS	DA42	Twinstar Beheer					

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

Groningen - Eelde

October 2020

01. D-CAWO	Ce560XLS+	Aerowest		23. PH-ACI	CeT303	NetJets Europe	26 NJE5CM
N790TB	TBM-700B		*	24. YL-SEN	PA-34-220T	Twinstar Beheer	*
OO-ACO	Ce510	ASL		25. CS-DXS	Ce560XLS	Zelf Vliegen	*
PH-DTS	DA42	Twinstar Beheer	*	PH-DTS	DA42	AIS Flight Academy	25
02. D-IGWT	Ce525A	Sylt Air	03 AWU702G/3G	PH-TWN	P2006T	ASL	2x
D-IOHL	Ce525A	Excellent Air	ECA3C				
PH-DTS	DA42	Twinstar Beheer					

27.G-IPAX	Ce560XL	Air Charter Scotland	EDC978	PH-DTY	Yak-52	Chris van den Broek	22
OE-XXL	R44	Heli & Co	28	PH-FVD	R44	Rotarywings	22
PH-ACI	CeT303	AIS Flight Academy	*	22.PH-DTS	DA42	Twinstar Beheer	
PH-DTS	DA42	Twinstar Beheer		23.PH-FVD	R44	Rotarywings	
PH-OOP	H145	RAV Fryslân – MAA	Medic01	PH-HOW	H145	RAV Fryslân – MAA	
28.G-IPAX	Ce560XL	Air Charter Scotland	EDC978	26.PH-PHB	Enstrom 480	Prince Helicopters	
PH-ACI	CeT303	AIS Flight Academy	*	27.PH-BSU	Ce208B	Paracentrum Texel	09
PH-AOE	A330-203	KLM	arr KLM9871	28.PH-ZCZ	Beech B200	Zeusch aviation	dep
PH-AOF	A330-203	KLM	arr KLM9873	30.F-GHVH	PC-6/B2-H2	KIAS Airlines	arr
PH-BGC	B737-8K2	KLM	arr KLM9867				

29.G-ZNTH	Lj75	Zenith Aviation	BZE07A				
N98DF	PA-46-350P		30				
OY-JEM	P2006T	Greybird Aviation Group	GAG237C				
PH-ACI	CT303	AIS Flight Academy	*				
PH-BCD	B737-8K2	KLM	arr KLM9869				
PH-BXH	B737-8K2	KLM	arr KLM9867				
PH-DTS	DA42	Twinstar Beheer	*				
30.N50G	Cirrus SF50	Progress Solutions	*				
N127QR	Beech 300LW	Ruijgrok					
PH-BGD	B737-8K2	KLM	arr KLM9867				
PH-BXI	B737-8K2	KLM	arr KLM9869				
PH-JRN	TBM-900	Dok Vast					
31.D-HHTJ	AW169	Heli Service International	*				

The Pilatus on the 8th performed some approaches before making a full stop. The Gazelle on the 12th arrived from Stapleford Aerodrome via Ostend and continued to Hamburg. From the 28th several KLM aircraft arrived at the airport for storage.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

				October 2020			
02.PH-HCF	Cabri G2	HeliCentre					
03.LX-JFC	PC-12/47E	Jetfly Aviation					
PH-AFS	S.11-1	St.Fokker Four	07				
PH-HOG	S.11-1	St.Fokker Four	07				
PH-HOK	S.11-1	St.Fokker Four	07				
PH-HOL	S.11-1	St.Fokker Four	07				
PH-KMR	GA-8	Stichting Ambulancevliegtuig					
06.N2648X	Ce501	T.S. Aviation					
09.PH-JBR	Ce208B	Paracentrum Texel	27				
12.PH-ANK	R44	Bear Helicopters					
PH-PHB	Enstrom 480	Prince Helicopters					
PH-RWY	Bo105DBS4	Rotor and Wings	19				
13.PH-HCC	Cabri G2	HeliCentre					
15.G-KION	Ce525	Book-A-Jet					
N425KS	Ce425	Qualitair	16				
PH-KGJ	EC120B	Heli Holland Holding					
16.L-02	PC-7	131EMVOSq					
17.N55HV	R44	Aircraft Solutions					
PH-RLB	Saab 91D	Vliegend Museum Seppe					
18.PH-LBR	Ce208B	Skydive Rotterdam	05				
19.OE-FME	RC690A	Meixner Vermessung	arr				
PH-DTX	Yak-52	J.F.A. Hollink	22				

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

Eindhoven

				October 2020			
01.L-01	PC-7	131EMVOSq					
L-04	PC-7	131EMVOSq					
L-05	PC-7	131EMVOSq					
16803	C-130H	Esq501					AFP77
CS-PHC	EMB505	NetJets Europe					NJE230A/306W
I-KREM	BAe125-800XP2	Interjet					
OO-XLS	Ce560XLS+	Air Service Liège					
PH-BEJ	Global 5000	Flying Group					dep FYG81BM
02.FA56	F-16AM	10w					*Vulture41
FB17	F-16BM	10w/OCU					*Vulture42
OE-GIE	Ce525B	Airlink					JAR31
OO-ACC	Ce525A	Air Service Liège					
PH-CJM	Ce680	ASL					dep
03.PH-HWM	CL-605	JetNetherlands					dep
04.G-HNPN	EMB505	Centreline					CLF597
OO-XLS	Ce560XLS+	Air Service Liège					
PH-BEJ	Global 5000	Flying Group					27 FYG52BM/31BM
05.79+13	NH90-TTH	THR30					*GAM7913
OK-TVF	B737-8FH	Smartwings					TVS432P/4326
OO-PKX	Ce750	Air Service Liège					dep
PH-HWM	Ce750	Air Service Liège					06
PH-JRC	ERJ135BJ	JetNetherlands					09
06.03	C-17A	HAW					07 Bartok30
OK-ASK	PA-46-600TP	OK Aviation Wings					NTF526
OK-TVF	B737-8FH	Smartwings					TVS4327/432F
OO-STX	EC120B	Ilpam					
OY-CRJ	CRJ200LR	Global Reach Aviation					CAT5418/4
PH-NNX	Ce750	ASL					
07.74+24	Tiger UHT	KHR30					2x *GAM7424
S-456	AS532U2	300sq					*NAF456
OO-PKX	Ce750	Air Service Liège					
PH-CJM	Ce680	ASL					16
PH-JRC	ERJ135BJ	JetNetherlands					15
PH-PXZ	AW139	Nationale Politie					*ZXP26
08.HL8230	Global XRS	Korean Airlines					KAL 9915/7
OE-FDN	SC-7	Pink Aviation Services					09
OO-XLS	Ce560XLS+	Air Service Liège					
09.03	C-17A	HAW					11 Bartok30
HL8230	Global XRS	Korean Airlines					KAL2918/20
PH-DWA	ERJ145LR	Air Charters Europe					JNL1189/2189
SE-RIZ	Ce560XLS	Svenskt Industriflyg					JET8



Eindhoven does not see many Korean Air visits. The arrival of Global Express XRS HL8230 did attract some attention. (Eindhoven, 9 October 2020, Luca Neggres)



Lauda Europe is the successor of Lauda (dba LaudaMotion). The company is legally based in Malta and the result of a conflict between Lauda and Ryanair, the labour union and the Austrian government. Airbus A320 9H-LOY is former OE-LOY. (Eindhoven, 9 October 2020, Luca Neggers)

10. OO-JAQ	B737-8K5	TUI Belgium	TFL9666/066F	23. CS-TRJ	A321-231	21sq	BAF634
PH-CDE	B737-8KN	Corendon Dutch Airl.	CDN9294/925P	D-CXLS	Ce560XLS+	Air Hamburg	AHO227S/419P
PH-CDE	B737-8KN	Corendon Dutch Airl.	12 CDN9296/1	D-ISLT	Ce525A	Sylt Air	AWU923K
PH-JTJ	Ce680	Exxaero	11 XRO480/92	HA-LPO	A320-232	Wizz Air	WZZ17AA/87
PH-OUQ	Spitfire Mk.IX	KLuHV	tst	LX-RSQ	Lj45XR	European Air Ambulance	LRQ549J
PH-TBR	Harvard Mk.II	KLuHV		PH-CJM	Ce680	ASL	arr
11. HA-LVO	A321-271NX	Wizz Air	f/v WZZ8310/1135	PH-HWM	CL-605	JetNetherlands	29
OO-PKX	Ce750	Air Service Liège	12	24. PH-BBJ	Ce560XLS+	ASL	
OO-XLS	Ce560XLS+	Air Service Liège		25. D-BDDE	CL-350	DC Aviation	26 DCS503
PH-HWM	CL-605	JetNetherlands	22	PH-JRC	ERJ135BJ	JetNetherlands	arr
PH-OUQ	Spitfire Mk.IX	KLuHV	*	PH-WMM	Ce525	ASL	
12. 14+05	Global 6000	FBS BMVg	GAF677	26. 1x	CH-47D	298sq	*Omega1
D-FQDP	PC-12/47E	Quinta do Paral		54+30	A400M	LTG62	GAFMED1
HL8230	Global XRS	Korean Airlines	KAL9927/2916	OO-PKX	Ce750	Air Service Liège	27
13. 74+24	Tiger UHT	KHR30	*GAM7424	PH-PXX	AW139	Nationale Politie	tst ZXP24
LX-N90452	E-3A	NAEW&CF	*Nato19	27. CT01	A400M	20sq	*BAF675
06-8611/RS	C-130J-30	37th AS	*Herky73	10+25	A310-304	FBS BMVg	*GAF838
08-8601/RS	C-130J-30	37th AS (D-Day mks)	*Herky70	L-01	PC-7	131EMVOsq	*Diamond02
15-5822/RS	C-130J-30	37th AS	*Herky72	OO-PKX	Ce750	Air Service Liège	arr
D-AEAB	A300B4-622RF	EAT Leipzig (DHLc/s)	BCS6062/881P	28. OK-PPP	Beech 400XTi	Time Air	TIE794P
HL8230	Global XRS	Korean Airlines	KAL9926/18	29. J-632	F-16AM	312/313sq	*Cowboy01
14. 1x	E-3A	NAEW&CF	*Nato06	OO-TNC	B737-8K5	TUI Belgium	JAF9440/941F
1x	AS532U2	300sq	*Wildcat61	30. D-662	CH-47D	298sq	*Grizzly11, GLV-V
14+03	Global 5000	FBS BMVg	GAF677	<u>D-667</u>	CH-47D	298sq	*Grizzly12, GLV-V
01	C-17A	HAW	Bartok29	<u>J-508</u>	F-16AM	312/313sq	*Bullet21
OO-GEE	PC-12/47E	Blue Sky Aviation	2x	<u>Q-23</u>	AH-64DN	301sq	*Bat73, GLV-V
PH-CDE	B737-8KN	Corendon Dutch Airl.	CDN9292/922P	<u>S-454</u>	AS532U2	300sq	*Wildcat06, GLV-V
15. D-IGWT	Ce525A	Sylt Air	16 AWU715G/6G	T-055	KC-30M	MMU	MMF99
OE-EFL	PC-12/47E	Theophil Services		D-AHOS	ERJ135BJ	Air Hamburg	AHO837B/890V
PH-FJK	Ce525B	JetNetherlands		D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
16. 54+29	A400M	LTG62	GAF008	G-KRBN	EMB505	Saxonair	SXN30P
79+13	NH90-TTH	THR10	GAM7913	PH-BEJ	Global 5000	Flying Group	arr FYG52BM
D-101	CH-47D	298sq	*Grizzly25	PH-HWM	CL-605	JetNetherlands	
OY-TCE	A321-211	Sunclass Airlines	VKG9031/4032				
OY-TCG	A321-211	Sunclass Airlines	VKG9027/4028				
PH-CJM	Ce680	ASL	19				
PH-JTJ	Ce680	Exxaero	XRO495/2				
PH-PXZ	AW139	Nationale Politie	ZXP26				
17. 01	C-17A	HAW	18 Bartok29				
OO-VMF	Ce560XLS+	Air Service Liège					
PH-JRC	ERJ135BJ	JetNetherlands	24				
18. OO-PKX	Ce750	Air Service Liège					
SE-RIL	Ce560XLS	Svenskt Industriflyg	19 JET7				
19. OK-TSE	B737-81D	Smartwings	TVS432P/4326				
20. L-01	PC-7	131EMVOsq	*Diamond11				
<u>Q-14</u>	AH-64DN	301sq	*Redskin33				
OK-TSE	B737-81D	Smartwings	TVS4327/432F				
21. L-04	PC-7	131EMVOsq	*Diamond16				
EC-MVZ	CRJ1000	Iberia Regional	23 ANE2037/8				
EW-275TI	An-12BK	Ruby Star	22 RSB1031/2				
PH-UNC	Falcon 7X	JetNetherlands	22 JNL206/1206				
22. 072/64-IF	CN235M-200	ET01.062	CTM1300				
<u>S-456</u>	AS532U2	300sq	*NAF454				
PH-OUQ	Spitfire Mk.IX	KLuHV	tst				
PH-UNC	Falcon 7X	JetNetherlands	JNL2206/3206				

The HAW C-17A on 6 October arrived to collect NH90 N-110, to be airlifted towards Hato and embark as new on board helicopter for HNLMS Groningen (P843) after the loss of N-324 on 19 July 2020. After returning from Hato some days later the Globemaster continued towards Siauliai in Lithuania. On 13 October three Ramstein stretched Hercules transporters flew a mission towards Deelen for aerial cargo droppings and made some approaches prior to the drop. On 22 October one of the rarer French CASA 235s visited Eindhoven, this time 072 took over from regular visitor 062 and also showed its fresh paint on the occasion. Five days later the first visit of the Luxembourg/Belgian A400M took place during an approach training. Ending the month is the good news that KC-30M Tango 055 finally flew again, heading for Shannon and Keflavik, after spending over six weeks on the ground after delivery.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

October 2020			
01.Q-21	AH-64DN	301sq	arr Redskin05
02.PH-PXZ	AW139	Nationale Politie	*ZXP26
05.79+04	NH90-TTH	THR10	06GAMG23
79+13	NH90-TTH	THR30	06 GAM7913
07.74+24	Tiger UHT	KHR36	GAM7424
13.74+24	Tiger UHT	KHR36	16 GAM7424
14.78+17	NH90-TTH	THR10	GAMG54
79+13	NH90-TTH	THR10	16 GAMG62/7913
PH-AVW	R44	A. F. C. van Westerop	
PH-PXF	EC135P2+	Nationale Politie	*ZXP06
23.D-102	CH-47D	298sq	arr Grizzly92
27. <u>CT01</u>	A400M	20sq	*BAF675
G-988	C-130H	336sq	*NAF78

In the first and second week of October Gilze-Rijen hosted the HWIC SOF edition (Helicopter Weapons Instructor Course Special Operation Forces) involving Dutch and German air and ground assets training together at Deelen. Next to the 301sq Apaches and 298sq Chinooks THR10 deployed some of their NH90-TTH from Fassberg, THR30 deployed a single NH90-TTH from Niedersetten and KHR30 deployed one of their Tiger UHT helicopters from Fritslar. The NH90 of 14 October has been reported as 78+33 by ADSB however this one has also been mentioned as 79+13, the latter is correct. The Luxembourg A400M could be seen overhead low level while heading towards Eindhoven.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

October 2020			
05.G-SCMR	PA-31-350	2 Excel Aviation	arr tdy
06.G-OUCP	PA-31-350	2 Excel Aviation	arr tdy
14.G-NHVC	AW139	NHV (a/w)	f/v arr
15.N-088	NH90-NFH	860sq	arr Trident07
N-318	NH90-NFH	860sq	arr Trident07
PH-HHJ	AS355F2	Heli Holland Holding	16
18.G-SNSE	AW139	CHC Scotia	tdy 27
21.PH-PXX	AW139	Nationale Politie	*ZXP24
26.G-988	C-130H	336sq	NAF78
27.G-SNSE	AW139	CHC Scotia	arr tdy

De Kooy starts October with the arrival of two Piper 31 Navajos. On the 5th EASP Air began a test- and training flight programme with a new PA-31 'Panther' Maritime Patrol Aircraft (MPA) registered G-SCMR in cooperation with 2 Excel

Aviation. The new MPA is specifically intended for FRONTEX operations. The AW139 on the 14th is former D-HHXH.

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

Leeuwarden

October 2020			
07.FA97	F-16AM	10w	BAF431
FA132	F-16AM	10w	BAF432
E-606	F-16AM	730 Esk	DAF3260
J-135	F-16AM	322sq/DMO	dep Blade01
14.S-459	AS532U2	300sq (camo c/s)	*Duke4
15.J-144	F-16AM	322sq	arr Blade1
16.V-11	G-IV	334sq	*NAF61
27.F-013	F-35A	322sq	arr NAF322
30.PH-PXE	EC135P2+	Nationale Politie	*ZXP05

On 7 October Leeuwarden hosted two Belgian and one Danish F-16 related to a MLU-test mission, local J-135 departed for Volkel and awaits End Life of Type (ELOT) in the near future. J-144 arrived from LCW Woensdrecht and on 27 October another new F-35A delivery took place, this time Fox 013 arrived from Cameri and was accompanied by F-010 upon arrival.

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

Lelystad

October 2020			
01.N155J	Ce421B	Sky West Aviation	dep
06.OY-CKP	Beech B200	Cowi Aerial Survey	dep
02.D-ARKO	Global XRS	K5-Aviation	30
PH-TAK	DA42	Happy Landings	
05.N-195	NH90-NFH	860sq	Trident07
05.M-ACPT	BAe125-1000B	Remo Investments	
N166MG	R66	M. J. Gallagher	
06.PH-PXX	AW139	Nationale Politie	*ZXP24
09.N700VB	TBM-700B		10
OO-STB	R22	STB Copter	
12.PH-MAA	EC135T2+	ANWB - MAA	Lifeline4
14.CS-CHC	CL-350	NetJets Europe	NJE117W/7UH
D-CECH	Ce56X	Atlas Air Service	ATL7H
15.N425KS	Ce425	Qualitair	16
16.N2ZN	Beech C90	Bernier	
PH-MBO	DA62	M. Boers	2x
19.G-HKPC	R66	HQ Aviation	
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
PH-PSI	P-51D	Tom van der Meulen	arr
PH-PVZ	R66	Peter van Zutphen	dep
PH-PXX	AW139	Nationale Politie	tst ZXP24



The Piper PA-31 on the photo has been operated by 2 Excel Aviation since February 2017. Dubbed the 'Panther' Maritime Patrol Aircraft, G-SCMR is being used for sensor trails in cooperation with Dutch company EASP Air. (Den Helder, 7 October 2020, Erwin Stam)



Global Express XRS D-ARKO was ferried to Lelystad for paint work. We usually show you the end result but the aircraft departed all white so this is the before photo. Operator K5-Aviation apparently needs some colourful inspiration. (Lelystad, 2 October 2020, Jan Bekker)

21. PH-PXX	AW139	Nationale Politie	tst ZXP24
22. Q-24	AH-64D	301sq	*Redskin31
	N700VB	TBM-700B	23
	PH-TSN	DA42	Twin Star Netherlands
23. PH-HGB	R44	HeliAir	
26. S-444	AS532U2	300sq	*Wildcat02
	D-BDDE	CL-350	DC Aviation
	G-LAVA	H135	ATS Aero
27. PH-CGN	Do228-212	Kustwacht	NCG3
28. PH-JVZ	P2006T	ZX Machines	del
	PH-PXX	AW139	Nationale Politie
29. S-440	AS532U2	300sq	*Wildcat07
	PH-TTR	H135	ANWB – MAA
			dep Lifeliner1

The COWI Beech departed on the 6th after calling Lelystad its home for a while. On the 2nd a K5 Global arrived for paint work. The jet departed all white. The departing Dutch R66 on the 19th has been sold to UK based company HQ Aviation. The H135 on the 26th has been sold to an owner in Estonia.

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

Volkel

October 2020			
01. Q-13	AH-64DN	301sq	*Redskin11
	Q-22	AH-64DN	301sq
	Q-25	AH-64DN	301sq
	Q-26	AH-64DN	301sq
05. J-632	F-16AM	312/313sq	arr M2935
07. J-135	F-16AM	322sq/DMO	arr Blade01
15. J-515	F-16AM	312/313sq	dep Sting01
16. 84-0085	C-21A	76th AS	Falcon01
	84-0126	C-21A	76th AS
	97-0400	C-37A	99th AS
28. G-988	C-130H	336sq	Rogue21
	84-00156	C-12U-3	E/1-214th AVN
29. FB17	F-16BM	10w/OCU	*BAF431
30. J-017	F-16AM	312/313sq	arr Bullet21
	J-508	F-16AM	312/313sq
	L-09	PC-7	131EMVOsq
			Diamond01

The Redskin-formation was navigating overhead Volkel while heading towards Gilze-Rijen. A new withdrawn F-16AM arrived from Leeuwarden on 7 October. A USAF officials delegation arrived on 16 October, most likely related to the preparations of the F-35A for Volkel. The Gulfstream arrived from London - Stansted and returned to Bangor (ME). The US Army Huron on the 28th was hopping between Chievres, Kleine Brogel, Volkel and Wiesbaden and closing the month is a SABCA F-16 maintenance rotation.

Credits: SGVolkel.

Woensdrecht

October 2020			
01. D-665	CH-47D	298sq	arr Grizzly16
02. PH-XXV	B-25J	SKHV	
05. J-514	F-16AM		arr Epic01
	J-632	F-16AM	312/313sq
13. N-088	NH90-NFH	860sq	dep M2935
14. F-HBIX	A320-214	Aigle Azur (a/w)	tst Trident07
15. D-103	CH-47D	298sq	tst
	J-144	F-16AM	*Grizzly21
	J-515	F-16AM	322sq
	N-088	NH90-NFH	312/313sq
19. PH-PXE	EC135P2+	860sq	arr Sting01
20. D-102	CH-47D	Nationale Politie	dep Trident07
22. D-102	CH-47D	298sq	ZXP05
23. D-102	CH-47D	28sq	tst Grizzly92
27. PH-LSK/B-64	AT-16ND	298sq	tst Grizzly92
28. OE-LME	A320-214	SKHV	dep Grizzly92
29. D-101	CH-47D	Peregrine Avn Bravo	*
		298sq	arr Grizzly22

Woensdrecht traffic for October shows lots of regular movements, various Chinook and Viper maintenance arrivals and departures. One NH90 Silverback returned to De Kooy after base maintenance. On 14 October the Aigle Azur A320 took to the sky again for a test flight after being stored since 28 February 2020. On 27 October a Historical Flight Harvard visited the field for a touch & go. A day later a former FlyNas A320 made a test flight on behalf of lessor AerCap in Lauda colours. The Airbus is officially registered to Peregrine Aviation Bravo in Ireland.

Credits: Johan Havelaar, Scramble MB.

Texel

September 2020			
02. PH-CGC	Do228-212	Kustwacht	NCG01
	PH-HCF	Cabri G2	HeliCentre
03. PH-PXZ	AW139	Nationale Politie	NCG04
04. H35	A109BA	1w	BAF318
	H46	A109BA	1w
	PH-PXX	AW139	Nationale Politie
05. PH-HCH	EC120B	HeliCentre	NCG04
	PH-MFA	DA42NG	KFA
09. D-GIFT	DA42NG	Marcel Warmerdam	
10. S-445	AS532U2	300sq	*
11. PH-BSU	Ce208B	Paracentrum Texel	dep
	PH-HGB	R44	HeliAir
	PH-JAS	Ce208	Paracentrum Texel
	PH-KGJ	EC120B	Heli Holland Holding
	PH-PXX	AW139	Nationale Politie
12. N939PA	PA-46R-350T	SCH Aviation	NCG04
	PH-AVW	R44	A. F. C. van Westerop
	PH-CGN	Do228-212	Kustwacht
	PH-HGB	R44	HeliAir
	PH-VCC	DA62	Cav-Okay



Previously with FlyNas as VP-CXY this Airbus A320 was destined for LaudaMotion. Currently registered as OE-LME, it will probably become 9H-LME and will be operated by Lauda Europe. (Woensdrecht, 28 October 2020, Ralph Hamaker)

13.OO-VBA	Bell 206B	Rudy Clements	
PH-HOL	S-11.1	Fokker Four	
PH-KFA	DA42NG	KFA	KL7940
14.OO-NHX	AS365N3	N.H.V.	Rescue08
PH-BSU	Ce208B	Paracentrum Texel	arr
PH-FVD	R44	Rotarywings	
PH-LLN	H135	ANWB – MAA	Lifeline1
PH-OOP	H145	RAV Fryslân – MAA	Medic01
PH-PXX	AW139	Nationale Politie	NCG04
17.PH-CGN	Do228-212	Kustwacht	NCG01
PH-JBR	Ce208B	Paracentrum Texel	arr
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
19.PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
PH-RLB	Saab 91D	Vliegend Museum Seppe	
20.PH-DTS	DA42	Twinstar Beheer	
PH-MAS	P68C-TC	Miramap Aerial Surveys	
PH-RLB	Saab 91D	Vliegend Museum Seppe	
22.PH-PXE	EC135P2+	Nationale Politie	ZXP05
23.OE-XXL	R44	Heli & Co	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
PH-PXZ	AW139	Nationale Politie	NCG04
24.G-BWTG	DHC-1	Classic Wings	
PH-PXE	EC135P2+	Nationale Politie	ZXP05

Credit: Texel Airport.

Twente

04.PH-GWS	Falcon 7x	Exxaero	dep XRO472
07.CS-LTE	Ce680A	NetJets Europe	NJE493Q/911B
13.PH-GWS	Falcon 7x	Exxaero	23 XRO472/484
17.D-ICBA	Ce525A	ProAir	
25.D-ICBA	Ce525A	ProAir	
28.CS-PHI	EMB505	NetJets Europe	29 NJE840C/528N
VP-BMU	A220-300	GTLK (a/w)	dep SXI2049
29.D-HHTS	EC135P2	ADAC	CHX24

October 2020

The Airbus on the 28th departed to Maastricht for maintenance prior delivery to a new customer. The helicopter on the 29th needed some fuel.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

October 2020

01.HI1034	CRJ200ER	ACSA	
HK-5255	Lj45	SARPA	tdy 04
N389KA	Lj35A	Fundashon Mariadal	tdy 31
N5324J	Ce340A		tdy 31
07.HK-5255	Lj45	SARPA	tdy 31
09.HK-5197	B737-476(F)	AerCaribe	ACL864/5
12.HK-4411	BAe3201	SARPA	
13.N112CZ	Ce441	Oxbow Express	
17.N-110	NH90-NFH	860sq	*
22.PH-DCG	AW139	DCCG	*
30.HK-5197	B737-476(F)	AerCaribe	ACL864/5
31.PZ-TFB	Fokker 70	FlyAllways	

TUI:

PH-TFK	01, 09, 30	PH-TFM	02, 22
PH-TFL	03, 08, 10, 15, 17, 24, 31		

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 Cessna on the 13th arrived from Palm Beach and continued to Inagua airport, Bahamas. The Fokker on the 31st arrived from Port au Prince and continued to Paramaribo.

Credit: Danny de Kiewit.



Mike de Bruijn took this photo of Belgian Air Force A109BA H46 while the crew took a lunch break. The Agusta A109BA Hirundo is a version of the Agusta A109 created for the Belgian Army based on the A109C with fixed landing gear. (Texel, 4 September 2020)

Movements Belgium



Kodiak 100 N63DR was acquired by Edouard Rossillon in 2010. Besides a career in plastic surgery, he has a passion for geological expeditions for which he uses his Quest Kodiak too. (Antwerp, 26 October 2020, Jonas Evrard)

Antwerp

October 2020

01. ST42	SF260D	CC Air		OO-STE	AS350B3e	Stephex Stables	
D-IAAT	EMB500	Arcus Air		PH-CGN	Do228-212	Kustwacht	
D-IEAH	Beech C90A	Fischerwerke		10. F-HFTV	Beech 200	Aero Sotravia	11
F-GJFA	Beech B200	Aero Sotravia	tst	G-SONE	Ce525A	Centreline	11
LN-AWB	Lj45	Airwing	f/v	HB-FXM	PC-12/45	Pilatus Flugzeugwerke	f/v 11
M-ETAL	P180	GFG Aviation		OO-HCZ	AS355N	Heli & Co	11
OO-GEE	PC-12/47E	Blue Sky Aviation	03	PH-DWA	ERJ145LR	Air Charters Europe	16
OO-HMW	EC120B	Helimo		11. F-GJFA	Beech B200	Aero Sotravia	tst
02. H31	A109BA	1w		OK-PPP	Beech 400XTI	Time Air	12
ST16	SF260M+	CC Air		OO-ACC	Ce525A	Air Service Liège	
D-CAGA	EMB505	Luxaviation Germany		OO-GEE	PC-12/47E	Blue Sky Aviation	14
D-ITAN	Ce525	Transavia Flug		OO-IDE	Ce525	Air Service Liège	12
F-GJFA	Beech B200	Aero Sotravia	tst	PH-DWS	ERJ135LR	Air Charters Europe	16
I-VICC	P68B	AFOC Germany	arr	12. H38	A109BA	1w	2x
OO-ACC	Ce525A	Air Service Liège		LX-JFE	PC-12/47E	Jetfly Aviation	
OO-PCI	PC-12/47E	EAPC		OO-ACC	Ce525A	Air Service Liège	
OO-SUN	Ce510	Air Service Liège	del 17	OO-STE	AS350B3e	Stephex Stables	
PH-MFX	Ce650	JetNetherlands	dep	13. OE-FZC	Ce510	GlobeAir	
03. F-GJFA	Beech B200	Aero Sotravia	tst	PH-BBJ	Ce560XLS+	ASL	
OO-GEE	PC-12/47E	Blue Sky Aviation	08	PH-NNX	Ce750	JetNetherlands	f/v
OO-SVG	SV4B	J. de Block	16	14. CS-DXW	Ce560XLS	NetJets Europe	15
04. OO-KOR	Ce525A	Luxaviation Belgium	06	D-INCS	Ce525	Jetkontor	
05. CS-DOI	Ce525	Taespejo Portugal		F-GJFA	Beech B200	Aero Sotravia	tst
D-IAAY	EMB500	Arcus Air		HB-FWC	PC-12/47E	TAG Aviation	
OO-ACO	Ce510	Air Service Liège	06	OE-FDT	Ce510	GlobeAir	
OO-PCK	PC-12/47E	EAPC		OE-FHA	Ce510	GlobeAir	
PH-JRC	ERJ135BJ	JetNetherlands		OO-GEE	PC-12/47E	Blue Sky Aviation	15
06. CS-DXP	Ce560XLS	NetJets Europe		OO-HMW	EC120B	Helimo	2x
OO-ACO	Ce510	Air Service Liège		OO-HSA	AS355N	Heli Service Belgium	
OO-MAP	PC-24	EAPC	07	15. H38	A109BA	1w	
PH-JRC	ERJ135BJ	JetNetherlands	07	F-HNAV	Beech B200GT	DGAC	
07. CS-DXW	Ce560XLS	NetJets Europe	08	HB-FWC	PC-12/47E	TAG Aviation	16
D-AERO	ERJ135BJ	Air Hamburg		LX-JDV	Ce525 (M2)	Flying Group Luxembourg	16
F-GJFA	Beech B200	Aero Sotravia	tst	OE-FCB	Ce510	GlobeAir	17
HA-KAO	ATR72-202(F)	Fleet Air International	f/v	OO-STE	AS350B3e	Stephex Stables	
OE-FDT	Ce510	GlobeAir		PH-JRC	ERJ135BJ	JetNetherlands	
OO-HMW	EC120B	Helimo		16. H29	A109BA	1w	
OO-JOE	R44	J & G		ST41	SF260D	CC Air	
OO-VMF	Ce560XLS+	Air Service Liège	09	D-CASH	EMB505	Air Hamburg	
08. H46	A109BA	1w		LX-JDV	Ce525 (M2)	Flying Group Luxembourg	18
ST46	SF260D	CC Air		OO-ESV	SV-4B	L. Cousemant	arr
CS-LTE	Ce680A	NetJets Europe	09	PH-JRC	ERJ135BJ	JetNetherlands	17
OO-MAP	PC-24	EAPC	11	17. D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	
09. CT-01	A400M	20sq	f/v *	F-GJFA	Beech B200	Aero Sotravia	tst
CS-LTE	Ce680A	NetJets Europe	10	F-HFTV	Beech 200	Aero Sotravia	18
G-SONE	Ce525A	Centreline		G-AJHS	DH-82A	Flying Wires	
HB-VPO	EMB505	Air Glaciers		G-MERR	Ce550 Bravo	Synergy Aviation	f/v
OO-PCM	PC-12/47E	EAPC		OO-AFJ	SV-4C	F. Vuylsteke	
				OO-HSA	AS355N	Heli Service Belgium	
				OO-RKS	Ce510	Air Service Liège	del 29
				OY-TWO	PC-24	Blackbird Air Charter	BBB8P

18.9H-WIT	PC-12/47E	NextGen Aviation	19	OO-ESV	SV-4B	L. Cousement	tst
F-GJFA	Beech B200	Aero Sotravia	tst	XA-CHG	G550	Operaciones Aviadore	03
F-HEND	Ce510	Astonjet					
OK-HWL	BAe125-900XP	CTR Flight Services	f/v 19				
OO-ESV	SV-4B	L. Cousement	tst				
OO-GEE	PC-12/47E	Blue Sky Aviation	19				
OO-PKX	Ce750	Air Service Liège	19				
OO-STE	AS350B3e	Stephex Stables					
OY-TWO	PC-24	Blackbird Air Charter	04 BBB8/9P				
19.H26	A109BA	1w					
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	21				
LX-JFS	PC-12/47E	Jetfly Aviation					
OO-PKX	Ce750	Air Service Liège	20				
PH-TXA	Ce510	ASL	22				
20.H29	A109BA	1w					
F-GJFA	Beech B200	Aero Sotravia	tst				
21.H29	A109BA	1w					
D-CJMK	Ce560XLS+	Air Hamburg	f/v				
OO-ACC	Ce525A	Air Service Liège	22 2x				
PH-BBJ	Ce560XLS+	ASL					
22.S-456	AS532U2	300sq	f/v *				
9H-WIT	PC-12/47E	NextGen Aviation	23				
OO-ACC	Ce525A	Air Service Liège	23				
PH-TXA	Ce510	ASL	25				
23.H29	A109BA	1w					
FA110	F-16AM	10w	f/v *				
ST42	SF260D	CC Air					
ST46	SF260D	CC Air					
G-ERFX	ERJ135BJ	Sirio UK					
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	arr				
OE-FDT	Ce510	GlobeAir					
24.OO-ACC	Ce525A	Air Service Liège	27				
OO-STE	AS350B3e	Stephex Stables					
25.D-CMMP	EMB505	Luxaviation Germany					
N63DR	Kodiak 100	E. Rossillon	27				
OO-STE	AS350B3e	Stephex Stables					
26.CS-DOI	Ce525	Taespejo Portugal					
CS-DXX	Ce560XLS	NetJets Europe	27				
EC-MUS	G650	Gestair	f/v				
G-PRFX	ERJ135BJ	Sirio UK					
OO-IDE	Ce525	Air Service Liège	02				
PH-TXA	Ce510	ASL	27				
XA-CHG	G550	Operaciones Aviadore	dep				
27.OO-ACC	Ce525A	Air Service Liège	30 2x				
28.D-CAHO	Ce560XLS+	Air Hamburg					
D-IWAS	CeT303	MASLATON Rechtsanw. gesells.	f/v				
G-PRFX	ERJ135BJ	Sirio UK	29				
OE-FIW	DA42	De Vleminck Air Service					
29.D-CAAL	Do228-202	Arcus Air					
F-GUPM	DA42	Aeroplano					
YU-BTB	Ce550 Bravo	Air Pink					
30.LX-JFE	PC-12/47E	Jetfly Aviation					
N66RW	A75N1	B. Brackx	arr				
OE-FOE	Ce510	GlobeAir					
OO-JOE	R44	J & G					
31.F-GZJX	DA42	Aeroplano					
N717RD	Ce208B	Deliens	dep				

October was a busy month for Air Service Liège as the company took delivery of not just one but two new fleet additions. The first Cessna arrived from Dusseldorf on the 2nd of the month and the second Cessna arrived from Rotterdam on the 17th. The JetNetherlands Cessna on the 2nd departed Antwerp for the last time. The jet has been sold to a new owner in Hungary. The A400M for Luxembourg performed a low fly-by while on its ferry flight to Brussels, where it has its base now. The visit of the PC-24 on the 17th was related to a potential sale. That visit apparently went well as the jet is reportedly scheduled to be operated by Flying Group Luxembourg in the near future. On the 23rd, a Belgian F-16 performed a low fly-by. The Cessna on the 31st departed to Luxembourg after having spent some time at Antwerp.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

October 2020

01.2801	A319-115X	241.dlt	
C-215	CL-604	Esk 721	02 DAF002/ -
68/F-RAFA	Falcon 7X	ET00.060	
145-209	ERJ135LR	352 MMYP	arr
605	A319-112	MH 59. Sz.D. R	02
258	Lj45	102sq	02
MM62243	A319-115X	306° Gruppo TS	02
06	C-27J	Transporto Esk	02
L1-01	Falcon 2000EX	Slovenian Air Force	02
T.18-1/45-40	Falcon 900B	451 Esc	02
9A-CRO	CL-601-3A	Government of Croatia	02
9H-VFI	CL-605	VistaJet Malta	02
9H-VJD	Global 6000	VistaJet Malta	dep
CS-DXR	Ce56XLS	NetJets Europe	03
D-AHRN	Falcon 900EX	Heron Aviation	dep
G-KELT	A320-251N(X)	Acropolis Aviation	dep DRC001
HB-JIN	Falcon 900EX	JABJ	dep
LZ-OOI	Falcon 2000	Government of Bulgaria	02
OE-GLY	Lj75	Avcon Jet	02
OE-GWS	Ce560XLS+	Avcon Jet	02
OH-WII	CL-604	Jetflite	02
OM-BYA	A319-115X	Government of Slovakia	02
PH-WMM	Ce525	ASL	
PR-WYW	Falcon 50	Sergio Coutinho de Menezes	dep
SP-LIG	ERJ175LR	Government of Poland	02
YU-PNK	Ce560XLS+	Air Pink	02
02.2801	A319-115X	241.dlt	
15+01	A319-133X	FBS BMVg	arr
01-0015	C-40B	1st AS	SAM717
G-VJAM	A350-1041	Virgin Atlantic	VIR505/6
LX-LAA	Lj45	Luxembourg Air Rescue	
N737GG	B737-8KT	Seven Three Seven Two Avn	dep
03.CS-DIY	Ce525B	Airjetsul	
D-AHRN	Falcon 900EX	Heron Aviation	



Well-known for its distinctive grey colour, PC-24 OY-TWO is part of the Blackbird Air Charter fleet. (Antwerp, 18 October 2020, Walter Van Brempt)



This ATR72 was acquired by Fleet Air BG in January 2020. In July 2020, it was transferred to Fleet Air International as HA-KAO. (Antwerp, 7 October 2020, Walter Van Brempt)

D-BFIL	EMB545	Atlas Air Service	arr	9H-TAJ	A330-343E	Hi Fly Malta	12 HFM341P/BAF632
D-IECI	Ce500		04	CS-GLD	Global 6000	NetJets Europe	16
HZ-AR11	B787-9	Saudia	SVA3071/3070	D-IPPY	P180	AirGo	
SP-AST	Ce525	AMC Aviation	04	F-HJPF	PC-12/47E	Getonejet	12
SP-ATT	Beech 400XP	Smart Jet	05	LX-PCB	PC-24	Jetfly Aviation	13 JFA77R/75M
04.9H-JPC	ERJ135BJ	Air X Charter	05	PH-TXA	Ce510	ASL	12
G-VNEW	B787-9	Virgin Atlantic	VIR505/6	13.CS-PHK	EMB505	NetJets Europe	14 NJE3K/968L
OY-EVO	Ce550 Bravo	Flexflight		14.01-0029	C-37A	76th AS	SPAR
PH-WMM	Ce525	ASL		11-0550	C-37B	99th AS	16 SAM
05.240/F-RARF	A330-223	ET01.060	CTM1275	MM62029	Falcon 50	306° Gruppo TS	
2-JSEG	Eclipse 500	Truly Classic LP	06	102004	Tp102C	TSFE	arr SVF646
9H-VCC	CL-350	VistaJet Malta	06	CS-DVH	Ce525B	Valair	
CS-CHK	CL-350	NetJets Europe	10	D-BFIL	EMB545	Atlas Air Service	
D-IEGA	Ce525A	ProAir Aviation	06	F-HSHC	Ce525 (M2)	IxAir	
F-HVLJ	Ce525A	Valljet		G-VLUX	A350-1041	Virgin Atlantic	VIR505/6
LX-JFB	PC-12/47E	Jetfly Aviation	06	HZ-AR24	B787-10	Saudia	
N604GF	CL-604	Gafi	dep	I-MLMU	Ce525 (M2)	Italfly	
N78003	B777-224ER	United Airlines	div 06 UAL2799	N200LX	Falcon 2000LXS	Jetstream Aviation	16
OE-FGI	Ce525	Salzburg Jet Aviation		OE-EMG	TBM-930	Goldeck Flug	
06.D-AAAY	CL-604	Air Independence		OK-EAS	Beech 400XTi	Time Air	
EC-406	A400M	Airbus Military	tdy 23	15.2801	A319-115X	241.dlt	
F-HMAU	EMB500	Lei Moa	07	C-215	CL-604	Esk 721	16
HB-JIN	Falcon 900EX	JABJ	arr	68/F-RAFA	Falcon 7X	ET00.060	16
LX-JFB	PC-12/47E	Jetfly Aviation		135L-484	ERJ135BJ	352 MMYP	16
N373GG	Global 5000	ARTOC Group	arr	606	Falcon 7X	MH 59. Sz.D. R	16
OE-FHK	Ce510	GlobeAir	07	258	Lj45	102sq	16
SE-RIZ	Ce560XLS	Svenskt Industriflyg	07	MM62174	A319-115X	306° Gruppo TS	16
UR-UKR	An-148-100	Ukrayina	UKN8113	06	C-27J	Transporto Esk	16
07.HZ-AR25	B787-10	Saudia	SVA3071/3070	L1-01	Falcon 2000EX	Slovenian Air Force	
08.D-CKJM	Ce56XLS+	Air Hamburg		T.18-1/45-40	Falcon 900B	451 Esc	16
F-GPGA	BAe125-900XP	Valljet		9A-CRO	CL-601-3A	Government of Croatia	16
F-GVMA	Global 7500	LVMH Services	f/v	9H-TAJ	A330-343E	Hi Fly Malta	BAF632/HFY633PP
F-HIPE	EMB505	Pan Européenne A/S		9H-VFJ	CL-605	VistaJet Malta	16
G-ISLK	ATR72-212A	Blue Islands	arr	CS-CHD	CL-350	NetJets Europe	
I-AVND	Lj45	Avianord		CS-GLY	Global 5000	NetJets Europe	
N533DK	Eclipse 500			D-CFLY	Ce56XLS+	Air Hamburg	16
OE-FRM	Ce510	GlobeAir		EI-HEB	A330-322(F)	ASL Airl. Ireland	27 BCS6/ABR770P
PH-TXA	Ce510	ASL		F-HASJ	Ce510	Astonjet	
Z3-MKD	Lj60	Government of Macedonia		LN-AWC	Lj45	Airwing	16
09.CT01	A400M	20sq	arr BAF665	LZ-OOI	Falcon 2000	Government of Bulgaria	16
9H-CFL	Lj40	Leader		OE-FNP	Ce510	GlobeAir	16
D-CEFE	Ce525C	E-Aviation		OE-FOA	Ce525A	Avcon Jet	16
D-IFIS	Ce525A	Luxaviation Germany		OH-WII	CL-604	Jetflite	16
D-ISKO	Raytheon 390	Peak Air	11	OM-BYB	Fokker 100	Government of Slovakia	16
EI-HEC	A330-322(F)	ASL Airlines Ireland	13 BCS6/820P	YU-PNK	Ce560XLS+	Air Pink	16
G-VLUX	A350-1041	Virgin Atlantic	VIR505/6	16.2801	A319-115X	241.dlt	
LX-JFB	PC-12/47E	Jetfly Aviation	arr	L1-01	Falcon 2000EX	Slovenian Air Force	
M-ANGO	Global 5000	Waylawn	10	01-0029	C-37A	76th AS	17 SPAR
OE-FOE	Ce510	GlobeAir		4K-AZ101	IL-76TD-90	Silk Way Airlines	
S5-CEG	Ce525	United Eagle	10	9H-VCG	CL-350	VistaJet Malta	17
10.D-CGGG	Lj31A	Jetcall		D-CAPB	Ce560 Encore+	Aerowest	
G-ISLK	ATR72-212A	Blue Islands	dep	G-VJAM	A350-1041	Virgin Atlantic	VIR505/6
HZ-AR11	B787-9	Saudia		HB-LYY	Ce414A	Travelwork	
OE-FCB	Ce510	GlobeAir		17.D-BEAM	CL-300	Aero-Dienst	
OO-NGI	ERJ190BJ	Flying Group	dep	D-ISKO	Raytheon 390	Peak Air	
SX-FDK	Ce650	Lifeline Aviation	11 LLK501	F-HALG	Falcon 2000LXS	IxAir	
11.020	PC-12M	16.TrAB	12	G-VWOO	B787-9	Virgin Atlantic	VIR505/6

HZ-ARD	B787-9	Saudia	
OE-FOE	Ce510	GlobeAir	18
18.9H-VCF	CL-350	VistaJet Malta	19
CS-CHA	CL-350	NetJets Europe	19
OE-FXM	Ce525A	Speedwings	
19.F-GPGA	BAe125-900XP	Valljet	20
F-HJFP	PC-12/47E	Getonejet	
OE-FDT	Ce510	GlobeAir	20
20.F-GVMA	Global 7500	LVMH Services	
N551SW	Global Express		
N604GF	CL-604	Gafi	arr
21.701	A319-132(X)	Government of Armenia	
D-CQAJ	Lj35A	Quick Air	
EI-HEA	A330-322(F)	ASL Airlines Ireland	08 ABR33/770
F-HJPH	Ce510	Mustang	
F-HSBL	EMB500	Pan Européenne A/S	
G-VJAM	A350-1041	Virgin Atlantic	VIR505/6
HZ-AR24	B787-10	Saudia	
OM-BYK	A319-115X	Government of Slovakia	
SP-RKU	B737-800	Ryanair Sun	div RYS8413/0084
22.CS-GLD	Global 6000	NetJets Europe	
F-HSTB	ERJ135BJ	Valljet	VLJ614V/726W
G-VYGM	A330-243	Air Tanker (a/w)	AWC811
TC-DAP	G550	Government of Turkey	
23.68/F-RAFA	Falcon 7X	ET00.060	arr
D-CXLS	Ce56XLS+	Air Hamburg	24
G-VPOP	A350-1041	Virgin Atlantic	VIR505/6
LX-JFF	PC-12/47E	Jetfly Aviation	
LX-PCA	PC-24	Jetfly Aviation	
24.CS-DLG	Falcon 2000EX	NetJets Europe	
CS-LTM	Ce680A	NetJets Europe	25
HZ-ARD	B787-9	Saudia	
N373GG	Global 5000	ARTOC Group	arr
OE-FZD	Ce510	GlobeAir	
25.CS-DIY	Ce525B	Airjetsul	26
G-CLAA	B747-446F	CargoLogicAir	CLU5172/3
LX-JFU	PC-12/47E	Jetfly Aviation	
26.F-HMAU	EMB500	Lei Moa	
M-TINK	Falcon 8X	TAG Aviation (UK)	dep
OE-FBD	Ce510	GlobeAir	
27.D-CWAY	Lj55	MHS Aviation	
F-HBDX	EMB505	Jetkey Invest	
N820HB	G-V	Executive Fliteways	dep
OE-FHK	Ce510	GlobeAir	29
PH-TXA	Ce510	ASL	28
28.CS-DIY	Ce525B	Airjetsul	30
G-TGPG	B737-3Y0	2Excel Aviation	29 BRO20P/20
LX-JFX	PC-12/47E	Jetfly Aviation	29
N117QS	Global 5000	NetJets	
N264CE	Ce525B	Fly Invest	
N820HB	G-V	Executive Fliteways	arr
OE-FNP	Ce510	GlobeAir	
PH-TXA	Ce510	ASL	30
29.LX-PCD	PC-24	Jetfly Aviation	30
N828AX	B777-2U8ER	Omni Air Int'l	CMB543
OE-FZE	Ce510	GlobeAir	
OO-SSD	A319-112	Brussels Airlines	dep BEL9903

YU-BRZ	Lj31A	Government of Serbia	
30.D-CBBS	EMB505	PAD Avn Service	PVD772V/434L
F-HPEB	Lj40XR	ADD	
LX-PCD	PC-24	Jetfly Aviation	31
N604GF	CL-604	Gafi	arr
31.7T-VNM	Ce560XLS+	Star Aviation	
CS-DIY	Ce525B	Airjetsul	01
CS-LAS	Ce680A	NetJets Europe	01
CS-PHL	EMB505	NetJets Europe	
D-CKHG	Ce560XLS	Windrose Air	
F-HVYC	Ce560XLS+	Lyreco	2x
HZ-AR12	B787-9	Saudia	
LX-PCD	PC-24	Jetfly Aviation	01
OE-FGC	Ce525 (M2)	Fly Tyrol	
OE-FZA	Ce510	GlobeAir	

While en route from Frankfurt to New York, the United Boeing on the 5th diverted to Brussels. The Ukraine Government An-148 visited Brussels again on the 6th. Also on the 6th, the Airbus A400 demonstrator arrived at Brussels. The aircraft was used for training purposes and returned to Spain on the 23rd. On the 9th the sole Luxembourg A400M arrived at its base. Also on the 9th was the arrival for maintenance of the first ASL Ireland A330 freighter. The second one arrived on the 15th and the third arrived on the 21st, almost a week after it had been returned from a lease to Air Hong Kong as B-LDO. Also on the 21st, a Ryanair Sun flight diverting while on its way from Budapest to 'Paris'-Beauvais. The Air Tanker Airbus on the 22nd operated a flight for Titan from London to Frankfurt via Brussels. On the 28th, 2Excel Aviation operated a charter for Tottenham Hotspur. The Brussels Airlines Airbus on the 29th performed a local test flight as BEL9901 before it departed to Tarbes on return to its lessor.

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

Kleine Brogel

October 2020

01.CH07	C-130H	20sq	*
CH09	C-130H	20sq	*
H26	A10B9A	17sq	*
ST42	SF260D	CC Air	grey c/s *
02.CH09	C-130H	20sq	*
H31	A109BA	17sq	*
D-HCBR	H145M	Airbus Helicopters	dep *
05.H38	A109BA	17sq	*
H46	A109BA	17sq	*
06.CH09	C-130H	20sq	*
CH11	C-130H	20sq	*
FB15	F-16BM	2w	
ST43	SF260D	CC Air	grey c/s *
08-8197	C-17A	62nd AW	08
07.CH11	C-130H	20sq	*
H38	A109BA	17sq	*
S-456	AS532U2	300sq	*



OO-SUN was one of two Citations that were added to the Air Service Liège fleet this month. The Cessna 510 Mustang was previously registered as D-IUNQ. (Antwerp, 17 October 2020, Paul Soons)



Another recent repaint took place after FlyBe ceased operations. ATR72 G-ISLK had been operating for FlyBe since October 2016. It was painted in Blue Islands colours in July 2020. (Brussels, 8 October 2020, Paul Sanders)

08.H38	A109BA	17sq	*	23.H29	A109BA	17sq (demo c/s)	
09.EC-406	A400M	Airbus Military	*	26.FB17	F-16BM	10w/OCU	*
12.H38	A109BA	17sq	*	27.FA116	F-16AM	10w (spec mks)	*
J-509	F-16AM	322sq	*	FB23	F-16BM	10w/OCU	2x *
EC-406	A400M	Airbus Military	*				
13.ST43	SF260D	CC Air	grey c/s *				
14.ST43	SF260D	CC Air	grey c/s *				
21.CH13	C-130H	20sq	*				
22.S-456	AS532U2	300sq	*				
EC-406	A400M	Airbus Military	*				
23.CH01	C-130H	20sq	*				
ST42	SF260D	CC Air	grey c/s *				
ST46	SF260D	CC Air	grey c/s *				
N4109C	T-6G		*				
26.CH11	C-130H	20sq	*				
FA70	F-16AM	2w	*				
ST06	SF260M+	CC Air	Red Devils c/s *				
27.FB15	F-16BM	2w					
28.ST32	SF260M+	CC Air	yellow c/s *				
84-00156	C-12U-3	E/1-214th AVN					
29.FB15	F-16BM	2w					

The Airbus Helicopters H145M on the 2nd departed Kleine Brogel after trials at the nearby Pampa Range. The Airbus Military A400M that could be seen on the 9th, 12th and 22nd, crossed the base on its way to the heath at Hechtel for para dropping. On the 21st, local F-16AM FA116 made its first flight with a new special-coloured tail for the celebration of 45 Years Multi National Fighter Program. On the 23rd, SF260D ST42 flew in formation with the T-6G overhead the base. A nice visitor for Kleine Brogel was the US Army C-12 on the 28th, as its last visit noted was in August 2007.

Credits: Toon Cox, Edwin Huskens, Jos Schoofs.

Koksijde

October 2020			
02.ST41	SF260D	CC air	2x *
07.FA101	F-16AM	2w (demo c/s)	*
FB15	F-16BM	2w	*
08.H46	A109BA	17sq	*
09.ST43	SF260D	CC Air	*
12.FA121	F-16AM	2w	*
FA130	F-16AM	2w	*
14.H38	A109BA	17sq	*
ST43	SF260D	CC Air	*
ST46	SF260D	CC Air	5x *
15.FA69	F-16AM	10w	*
FA106	F-16AM	10w	*
FA126	F-16AM	10w	*
H26	A109BA	17sq	*
H38	A109BA	17sq	*
16.ST46	SF260D	CC Air	4x *
19.H26	A109BA	17sq	*
ST43	SF260D	CC Air	2x *
20.H29	A109BA	17sq (demo c/s)	

The visitors of Koksijde in October 2020 stick to three types; F-16s from 2w and 10w, A109BAs from 17sq and Marchetti trainers from the Competence Center Air. On 27 October, the latest special tail F-16AM of 31sq from Kleine Brogel visited, showing its 45 years F-16 decoration.

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

Liège

Additions		September 2020	
26.G-NPTB	B737-83N(F)	West Atlantic	dep NPT738P
27.SE-RLI	B737-83N(F)	West Air Sweden	del SWN654P/4654
		October 2020	
01.9H-VFD	CL-605	VistaJet Malta	02
M-ETAL	P180	GFG Aviation	02
SP-ESC	B737-8AS	Enter Air	dep ENT67BP
UR-11819	An-12BP	Motor Sich	
02.D-CCCB	Lj35A	DRF	AMB360
HA-LSA	A320-232	Wizz Air	dep WZZ9002
PH-NNX	Ce750	ASL	dep
03.OE-IFK	B747-4KZF	ASL Airl. Belgium (a/w)	del TAY917E
04.UR-CAJ	An-12BK	Meridian	arr
06.OE-FWF	Ce510	GlobeAir	
UR-CAJ	An-12BK	Meridian	dep
08.D-IOHL	Ce525A	Excellent Air	
G-MSFX	EMB550	Flexjet	
10.G-NPTD	B737-83N(F)	FedEx	dep NPT738P
11.SE-RLK	B737-83N(F)	West Air Sweden	del SWN769P
14.F-HUNK	P180	Oyonnair	
15.280	PC-12/47E	104sq	
CS-DIY	Ce525B	Airjetsul	16 AJU521
D-CJPG	Lj35A	Quick Air	
OE-EPM	PC-12/47E	Goldeck-Flug	
PP-BLO	ERJ135BJ	Hahn Participacoes Eireli	18
18.3A-MSR	Ce525	Aviarent	
CS-DIY	Ce525B	Airjetsul	AJU521
OE-EPM	PC-12/47E	Goldeck-Flug	
19.PH-CJM	Ce680	ASL	
20.OE-IRX	Global 7500	ART Aviation	f/v
VQ-BWS	B747-467F	Longtail Aviation	f/v LGT1475/6603
21.D-IRIZ	Ce510	Euro-Tour	arr
G-KION	Ce525	Book-A-Jet	
G-POWN	A321-211	Titan Airways	22 AWC791/2
22.283	PC-12/47E	104sq	2x
D-IDAHA	Beech 250	Anton Häring	23
D-ITAN	Ce525	E-Aviation	2x
OK-RLV	G280	Avcon Jet	23 2x
VQ-BWS	B747-467F	Longtail Aviation	LGT6604/3
23.EI-EFO	B737-8AS	Ryanair	div RYR5268/0052

24.F-HIBF	Ce510	Astonjet	
OK-PCC	PC-12/47E	T-Air	
OK-RLV	G280	Avcon Jet	arr
UR-CAJ	An-12BK	Meridian	
VP-BHM	B757-222(F)	E-Cargo (a/w)	25 ERF9405/7
VQ-BWS	B747-467F	Longtail Aviation	27 LGT6604/7701
25.D-IRIZ	Ce510	Euro-Tour	dep
G-KION	Ce525	Book-A-Jet	
OE-IFM	B747-4KZF	ASL Airl. Belgium (a/w)	del TAY918E
UR-CAJ	An-12BK	Meridian	dep
27.EW-485TI	An-12BP	Ruby Star	
SE-RLM	B737-83N(F)	West Air Sweden	del SWN632P/4632
UR-CAJ	An-12BK	Meridian	
28.OO-TUX	B737-86N	TUI Belgium	JAF910F/9120
29.ES-NSG	Saab 340B(F)	NyxAir	
UR-CAJ	An-12BK	Meridian	
VQ-BWS	B747-467F	Longtail Aviation	LGT7704/6603
30.OO-TUX	B737-86N	TUI Belgium	JAF9130/914F
31.UR-CGW	An-12BP	Meridian	
VQ-BWS	B747-467F	Longtail Aviation	01 LGT6604/7701

Ural Airlines operated several cargo flights with Airbus equipment almost on a daily schedule, but due to missing information these flights have been omitted in this month's list. Several West Atlantic Boeing 737s have been transferred to West Air Sweden. Last month we forgot to mention two related flights and this month more are mentioned. We also welcome two new fleet additions for ASL Airlines Belgium this month. The arrival of both aircraft is related to ASL Airlines Belgium entering into an agreement with Nippon Cargo Airlines. This tie-up will see ASL Belgium operate two of NCA's B747s, while the Japan-based carrier will have access to capacity on the flights. The sole Boeing 747 operated by Longtail Aviation also visited Belgium for the first time this month. TUI Belgium operated football charters for Standard Liège.

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

Ostend-Bruges

October 2020

01.D-IEMO	Raytheon 390	Exxaero	dep
ER-BAM	B747-409(F)	Aerotrans Cargo	dep ATG2241
ER-BBJ	B747-412F	Aerotrans Cargo	ATG6632/6651
HA-TVJ	Saab 340A	Fleet Air International	FRF402/400
PH-JCV	PC-12/47E	NextGen Aviation	dep
PH-JCV	PC-12/47E	NextGen Aviation	
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	dep SMF101
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/3574
02.G-MFAB	PA-46-500TP	Andrew Brakewell	
OY-NPF	SA227DC	North Flying	NFA115/115P
03.CS-TFQ	Lj45XR	Airjetsul Aviation	AJU451
D-CAWK	Ce680A	Aerowest	
UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/3574
04.T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	05 SMF103/1

UK-67001	B767-33PER(F)	Uzbekistan Cargo	UZB3573/3574
05.2-JEZA	Eclipse 500	ChannelJets	
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG8818
PH-NNX	Ce750	ASL	06 2x
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	07 SMF103/1
06.EC-NIR	SA227AC	Flightline	f/v 07 FTL622/631
07.D-ASBG	Falcon 900EX	Airservice Bremgarten	
EC-NIR	SA227AC	Flightline	08 FTL632/641
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG8819
G-JOTD	BAe146-300(QT)	Jota Aviation (a/w)	ENZ373/374P
G-JOTD	BAe146-300(QT)	Jota Aviation (a/w)	08 ENZ374/375P
OE-FGB	Ce525A	Jet Pool Networks	08
OE-GRR	Lj55	Goldeck Flug	
08.D-IATE	CeF406	Air-Taxi Europe	TWG211/111
EC-GJM	SA227BC	Flightline	FTL932/941
G-JOTD	BAe146-300(QT)	Jota Aviation (a/w)	09 ENZ375P/376F
N707CK	B747-4B5(F)	Kalitta Air	CMB543
UK-67002	B767-33PER(F)	Uzbekistan Cargo	UZB3573/3574
09.D-ASBG	Falcon 900EX	Airservice Bremgarten	
D-CAWB	Ce680A	Aerowest	
D-ITAN	Ce525	Transavia Fluggesellschaft	
SP-KPE	Saab 340A	SprintAir	12 SRN190/123
10.UK-67002	B767-33PER(F)	Uzbekistan Cargo	UZB3573/3574
UR-EMC	ERJ190STD	Ukraine Int' Airlines	AUI32711/3276
11.G-RANE	CL-605	Saxonair	SXN65C
UK-67002	B767-33PER(F)	Uzbekistan Cargo	12 UZB3573/3574
12.EC-GPS	SA227AC	Flightline	dep FTL811
EC-NIR	SA227AC	Flightline	13 FTL612/621
PH-NNX	Ce750	ASL	
13.17403	Falcon 50	Esq504	AFP37
OK-JFA	Nextant 400XT	Time Air	TIE734J
PH-NNX	Ce750	ASL	14
YL-RAG	Saab 340A	RAF-Avia	14 MTL677P/677C
14.D-FUNC	Ce208B	Itzehoer Airservice	FNK2
PH-CPI	EMB500	NextGen Aviation	15
PH-NNX	Ce750	ASL	15
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	15 SMF602/101
15.EC-NIR	SA227AC	Flightline	FTL931/641
ES-NSG	Saab 340B(F)	Nyxair	f/v 16 NYX239C/241P
RA-89118	RRJ-95B	Severstal	f/v SSF9625/9626
16.LX-RSQ	Lj45XR	Luxemb. Air Ambulance	LRQ538H
RA-89118	RRJ-95B	Severstal	SSF9658/9659
17.SP-KPR	Saab 340A	SprintAir	SRN176/177
18.OO-WEG	CL-350	Luxaviation Belgium	AAB726
19.EC-GJM	SA227BC	Flightline	20 FTL912/921
PH-NNX	Ce750	ASL	22
OO-SSR	A319-112	Brussels Airlines	BEL9931/1153
20.HA-KAO	ATR72-202(F)	Fleet Air International	21 FRF900/901
PH-JCV	PC-12/47E	NextGen Aviation	21
SU-GES	B787-9	EgyptAir	MSR520/521
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	21 SMF602/101
21.LY-JMS	B737-522	KlasJet	f/v KLJ9740/9741
OO-SSR	A319-112	Brussels Airlines	BEL1154/9932
PH-JCV	PC-12/47E	NextGen Aviation	arr
22.ES-NSG	Saab 340B(F)	Nyxair	26 NYX245C/245T
HA-KAM	ATR42-320(F)	Fleet Air International	FRF801/800
M-CLAB	CL-300	Shamrock Trading	31



Airbus A319 with serial 701, operated by the Government of Armenia, has recently been repainted. (Brussels, 21 October 2020, Paul Sanders)



Although unfortunately still all white, OE-IFK is one of a pair of Boeing 747-4KZF freighters new to the ASL Airlines Belgium fleet. Both aircraft (this one and OE-IFM) were originally destined for Nippon Cargo Airlines but not taken up by them. (Liège, 31 October 2020, Jochem Jottier)

YL-RAG	Saab 340A(F)	RAF-Avia	MTL686C/680P	ES-LSC	Saab 340A(F)	Airest	AEG258
23. D-ITTT	CeF406	Air-Taxi Europe	TWG255/156	G-FIND	CeF406	RVL Aviation	REV673/673P
EC-GPS	SA227AC	Flightline	FTL841/851	N165SL	P180	Supair	dep
ES-NSA	Saab 340B(F)	Nyxair	NYX246C/246T	UR-CAJ	An-12BK	Meridian	MEM3004/3051
HA-KAM	ATR42-320(F)	Fleet Air Int'l	26 FRF801/800	<u>EgyptAir Cargo:</u>			
LY-JMS	B737-522	Klasjet	KLJ9742/	SU-GCE	01	SU-GCJ	04, 10, 11, 15, 25, 29
SE-KXP	ATP(F)	West Air Europe	SWN328/329	SU-GCF	08, 13, 14, 19, 22 ²		
TF-BBH	B737-4Y0(SF)	Bluebird Cargo	BBD257/258	<u>TUI Belgium:</u>			
24. A7-BFM	B777-FDZ	Qatar Airways Cargo	25 QTR8148	OO-JEM	29	OO-TUV	20 ¹⁰
D-IPCG	Ce425	Aerowest		OO-TEA	21 ² , 22 ² , 23 ² , 24 ² , 25 ³ , 27 ⁴ , 31		
N702CK	B747-4B5(F)	Kalitta Air	CKS563	OO-TNC	02 ³ , 04 ² , 05, 06 ² , 07 ⁴ , 11 ² , 13 ² , 14 ⁴ , 18 ³		
OY-NPG	SA227DC	North Flying	25 NFA106P/107P	Ostend traffic for October 2020 starts on the 6th with a first visit of a Flightline Metroliner. This 'flying cigar' was previously known as EC-IXL with Aeronova and was acquired by Flightline after the demise of Aeronova. Severstal operated two ship crew charters with their Sukhoi Regional Jet and on 19 October, Club Brugge chartered the Brussels Airlines A319 for their match against Zenith St. Petersburg. On 21 October, the KlasJet B737 brought AA Gent to Czechia for their game against Liberec. On 27 October, the first visit of a type and operator where combined when the first Luxembourg A400M visited Ostend on a training flight. On that same date, Lazio Roma arrived in the Bulgarian B737 for their match against Club Brugge. The following day, various Dornier turboprops arrived for the football match between AA Gent and Hoffenheim. This month saw a noticeable decrease of Qatar Airways Cargo flights compared to previous months. On the other hand, this month also saw an increase of smaller turboprop freighter movements with ATR and Saab 340 aircraft. The Canadian helicopter on the 30th also carried TEIAS (Türkiye Elektrik İletim Anonim Sirketi) stickers. It departed Ostend on 3 November for the port of Zeebrugge, to be dismantled and shipped back to Canada.			
UR-CQD	An-26B	Vulkan Air	26 VKA161/155	<u>Credits:</u> Replo.be, Nik Deblauwe, Andre Deblauwe.			
26. D-FALK	Ce208	Businesswings	JMP212/				
HA-TAB	Saab 340A(F)	Fleet Air International	FRF101				
HA-TAG	Saab 340A(F)	Fleet Air Int'l	27 FRF301/300				
PH-NNX	Ce750	ASL	29				
27. CT01	A400M	20sq	f/v BAF675				
062/64-IF	CN235M-200	ET01.062	CTM1300				
A7-BFN	B777-FDZ	Qatar Airways Cargo	28 QTR8148				
D-CAWR	Ce560	Aerowest Flugcharter					
D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ3451				
HA-TAD	Saab 340A(F)	Fleet Air International	FRF200/201				
LZ-BON	B737-31S	Tarayan Jet	f/v 29 TJB201/401				
TF-BBH	B737-4Y0(SF)	Bluebird Cargo	BBD257/258				
YL-RAG	Saab 340A(F)	RAF-Avia	MTL687C/682P				
28. D-CIRJ	Do328-110	Rhein Neckar Air (a/w)	29 MHV1899				
D-CMHB	Do328-110	Rhein Neckar Air	29 MHV1898				
D-CULT	Do228-212	Businesswings	JMP633/800				
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	29 SMF602/101				
YL-RAG	Saab 340A(F)	RAF-Avia	MTL689C/688P				
29. D-CKJE	EMB505	Air Hamburg	dep AHO289K				
G-JOTD	BAe146-300(QT)	Jota Aviation	ENZ389A/389B				
PH-CPI	EMB500	NextGen Aviation					
SP-KPU	Saab 340A(F)	SprintAir	SRN152/153				
30. C-GSHC	Bell 212	Ascent Helicopters	03				
D-FALK	Ce208	Busineswings	JMP252/253				
D-FAST	Ce208	Businesswings	JMP352/353				
D-ICCC	CeF406	Air-Taxi Europe	TWG200/201c/258D				



Previously operated by Aeronova as EC-IXL, this SA227AC Metroliner has been added to the Flightline fleet as EC-NIR. (Ostend, 7 October 2020, Nik Deblauwe)

Military Movements Elsewhere



No less than ten AMI fighters and their C-130J support arrived at Nörvenich on 28 September, for a deployment of two-and-a-half weeks. The fighter contingent consisted of two AMXs, two Eurofighters and six Tornados. While the first two types did quite some shuttling between Italy and Germany, the Tornados stayed, apart from one being swapped. Wim Sonneveld caught MM7062/6-74 entering the runway for a mission on 13 October 2020.

Germany

Geilenkirchen

			October 2020
01.D-HEGZ	AS332L1	Bundespolizei	* BPO15
F-GZTD	B737-73V	ASL Airlines France	TAY521
02.D-HLTK	EC155B1	Bundespolizei	* BPO22
06.D-HLTP	EC155B1	Bundespolizei	* BPO22
07.10+24	A310-304MRJT	FBS BMVg	* GAF802
D-HEGA	AS332L1	Bundespolizei	* BPO512
08.D-HEGA	AS332L1	Bundespolizei	* BPO15
13.D-HEGZ	AS332L1	Bundespolizei	* BPO13
14.D-HLTK	EC155	Bundespolizei	* BPO13
15.D-HLTL	EC155	Bundespolizei	* BPO18
16.91-00507	C-26E	nn	R10507
19.D-AOLH	Fokker 100	Avanti Air	TAY653/5013
OO-TNO	B737-49R	ASL Airlines Belgium	TAY502/5114
20.84-00165	C-12U-3	E/1-214th AVN	Duke64
F-GJFG	PC12/45	DEGEDl Management	
21.D-HLTK	EC155	Bundespolizei	* BPO6
F-GZTP	B737-73S	ASL Airlines France	TAY581/5015
OO-TNO	B737-49R	ASL Airlines Belgium	TAY502/5077
22.84-00157	C-12U-3	E/1-214th AVN	Duke15
10-20311	UH-60M	A/1-214th AVN	Duke03
D-HEGL	AS332L1	Bundespolizei	* BPO16
23.D-AOLH	Fokker 100	Avanti Air	TAY5014/633
OO-TNO	B737-49R	ASL Airlines Belgium	TAY5115/501
26.D-HEGL	AS332L1	Bundespolizei	* BPO13
28.D-HEGL	AS332L1	Bundespolizei	* BPO24
29.D-HEGL	AS332L1	Bundespolizei	* BPO24
D-HLTH	EC155B	Bundespolizei	* BPO13

Credits: Rolf Flinzner, Scramble messageboard.

Nürnberg

			October 2020
01.77+02	H-145M	THR30	* Joker17
14+06	Global 6000	FBS BMVg	GAF689
84-00157	C-12U-3	E/1-214th AVN	Duke24
84-00165	C-12U-3	E/1-214th AVN	Duke18
02.10+25	A310-MRJT	FBS BMVg	GAF838
54+05	A400M	LTG62	* DASA06
606	Falcon 7X	MH 59. Sz.D. REB.	HUAF640
05.84-00165	C-12U-3	E/1-214th AVN	Duke56
99-00102	UC-35A	E/1-214th AVN	Duke21
06.79+15	NH90-TTH	THR30	* Sonic20
07-20091	UH-60M	5-101st AVN	* Army20091
07.54+30	A400M	LTG62	* GAF680
14-20697	HH-60M	C/6-101st AVN	* Army20697
08.84-00156	C-12U-3	E/1-214th AVN	Duke56

11.08-8601/RS	C-130J-30	37th AS	Herky680
12.99-00102	UC-35A	E/1-214th AVN	Duke21
14.84-00156	C-12U-3	E/1-214th AVN	Duke24
97-00102	UC-35A	E/1-214th AVN	Duke58
15.84-00165	C-12U-3	E/1-214th AVN	Duke24
16.15-20759	HH-60M	C/6-101st AVN	* Army20759
17.10+23	A310-304	FBS BMVg	GAF554
18.ZM417/417	Atlas C1	24/70sq	RRR4128/29
19.79+38	NH90-TTH	THR10	* GAMG16
97-00102	UC-35A	E/1-214th AVN	Duke06
20.09-72106	UH-72A	JMRC	* Army72106
21.16+01	A340-313X	FBS BMVg	GAF903
22.10+24	A310-304MRJT	FBS BMVg	GAF805
99-00102	UC-35A	E/1-214th AVN	Duke63
09-72106	UH-72A	JMRC	* Army72106
23.84-00157	C-12U-3	E/1-214th AVN	Duke11
10+25	A310-304MRJT	FBS BMVg	GAF820
24.84-00165	C-12U-3	E/1-214th AVN	Duke72
26.072/64-IF	CN235M-200	ET03.064	CTM1300
54+16	A400M	LTG62	GAF626
76+01	H-145M	HSG64	* GAF904
76+02	H-145M	HSG64	* GAF912
76+08	H-145M	HSG64	* GAF908
76+14	H-145M	HSG64	* GAF909
76+15	H-145M	HSG64	* GAF902
28.14+03	Global 5000	FBS BMVg	GAF614
72+35	UH-1D	THR30	* Limit02
29.54+10	A400M	LTG62	GAF698
30.54+10	A400M	LTG62	GAF756
T-751	CL-604	LTDB	SUI751

Credits: MAR, Scramble messageboard.

Ramstein

			October 2020
01.84-0060	C-5M	60th AMW	02 RCH858
84-0061	C-5M	436th AW	02 RCH840
87-0028	C-5M	60th AMW	dep RCH147
87-0028	C-5M	60th AMW	04 RCH147
94-0070	C-17A	167th AS WV ANG	02 RCH815
96-0005	C-17A	137th AS NY ANG	dep RCH643
00-0171/AK	C-17A	144th AS AK ANG	02 RCH980
00-0176	C-17A	155th AS TN ANG	02 RCH861
00-0180	C-17A	758th AS AFRC	dep RCH975
02-1100	C-17A	155th AS TN ANG	dep RCH864
02-1112	C-17A	183rd AS MS ANG	02 RCH860
03-3119	C-17A	183rd AS MS ANG	RCH835
04-4130	C-17A	305th AMW	dep RCH531

06-6160	C-17A	60th AMW	dep RCH819	06-6165	C-17A	436th AW	09 RCH680
16-5851	C-130J-30	19th AW	02 RCH197	07-7174	C-17A	436th AW	09 RCH161
57-2605/D	KC-135R	351st ARS	02 Evac10E2	08-8192	C-17A	62nd AW	09 RCH974
11-9355	E-11A	430th EECS	02 Velcro4	10-0215	C-17A	437th AW	dep RCH846
02.85-0007	C-5M	436th AW	03 RCH148	99-6143	C-32B	150th SOS NJ ANG	RCH589
86-0025	C-5M	436th AW	03 RCH882	16-5856	C-130J-30	del to 37th AS	RCH327
87-0032	C-5M	60th AMW	03 RCH596	04-08709	CH-47F	B/1-168th AVN OR NG	
84-00165	C-12U-3	E/1-214th AVN	Duke64	09-72105	UH-72A	JMRC	Army72105
94-0066	C-17A	62nd AW	04 RCH889	09.01	C-17A	HAW	10 Bartok50
98-0057	C-17A	137th AS NY ANG	03 RCH973	85-0005	C-5M	436th AW	10 RCH808/825
03-3124	C-17A	437th AW	03 RCH648	85-0007	C-5M	436th AW	10 RCH201
03-3127	C-17A	62nd AW	04 RCH565	00-0180	C-17A	758th AS AFRC	10 RCH609
04-4130	C-17A	305th AMW	03 RCH531	03-3124	C-17A	437th AW	19 RCH648
06-6160	C-17A	60th AMW	03 RCH819	06-6157	C-17A	60th AMW	10 RCH404
07-7186	C-17A	437th AW	03 RCH883	07-7182	C-17A	437th AW	RCH810
17-46030	KC-46A	22nd ARW	03 RCH046	93-26486	UH-60L	A/6-101st AVN	Army26486
59-1513/D	KC-135T	351st ARS	Quid89/51	10.01	C-17A	HAW	11 Bartok50
90-26294	UH-60L	A/6-101st AVN	Army26294	87-0028	C-5M	60th AMW	12 RCH147
03.Z21122/TS-MTL	C-130J-30	21sq	TUN64	96-0005	C-17A	137th AS NY ANG	11 RCH135/825
86-0018	C-5M	337th AS AFRC	dep RCH818	97-0047	C-17A	437th AW	11 RCH155
83-0499	C-12D	USE Budapest	Duna95	98-0056/AK	C-17A	144th AS AK ANG	11 RCH174
97-0042	C-17A	155th AS TN ANG	04 RCH316	00-0177	C-17A	137th AS NY ANG	11 RCH223
00-0176	C-17A	155th AS TN ANG	05 RCH861/971	01-0189	C-17A	155th AS TN ANG	12 RCH811/880
03-3119	C-17A	183rd AS MS ANG	04 RCH835	01-0193	C-17A	437th AW	11 RCH107
03-3123	C-17A	167th AS WV ANG	04 RCH967	06-6161	C-17A	60th AMW	11 RCH715
06-6162	C-17A	60th AMW	04 RCH157	06-6168	C-17A	436th AW	dep RCH648
07-7173	C-17A	436th AW	04 RCH102	10-0221	C-17A	437th AW	12 RCH179
08-8192	C-17A	62nd AW	05 RCH974	02-4452	C-32B	150th SOS NJ ANG	12 Envy70
12-9506	E-11A	430th EECS	Velcro5	08-6201	MC-130J	27th SOW	12 RCH1032
04.87-0028	C-5M	60th AMW	09 RCH147	11.00-0174/AK	C-17A	144th AS AK ANG	RCH748
94-0066	C-17A	62nd AW	06 RCH889	00-0184	C-17A	758th AS AFRC	RCH220
00-0180	C-17A	758th AS AFRC	05 RCH145	06-6165	C-17A	436th AW	RCH680
05-5153/HH	C-17A	535th AS HI ANG	05 RCH260	10-0215	C-17A	437th AW	RCH846/292
09-9206	C-17A	437th AW	05 RCH1818	02-0203	C-40C	201st AS DC ANG	Boxer40
09-9211	C-17A	62nd AW	06 RCH863	12.95/XH	TBM-700A	CEAM	CTM3820
05.85-0007	C-5M	436th AW	06 RCH805	85-0007	C-5M	436th AW	RCH201
87-0031	C-5M	337th AS AFRC	06 RCH747	00-0177	C-17A	137th AS NY ANG	13 RCH223
97-0048	C-17A	89th AS AFRC	06 RCH399	05-5140	C-17A	729th AS AFRC	13 RCH983
99-0169	C-17A	437th AW	RCH395	06-6161	C-17A	60th AMW	13 RCH715
03-3123	C-17A	167th AS WV ANG	07 RCH967	06-6168	C-17A	436th AW	25 RCH648/661
07-7173	C-17A	436th AW	06 RCH102	08-8193	C-17A	62nd AW	13 RCH881
07-7174	C-17A	436th AW	07 RCH161	10-0214	C-17A	437th AW	13 RCH296
99-26831	UH-60L	A/6-101st AVN	06 Army26831	10-0215	C-17A	437th AW	13 RCH292/648
10-20335	UH-60M	5-101st AVN	Army20335	09-08784	CH-47F	B/1-168th AVN OR NG	19
15-20736	UH-60M	5-101st AVN	Army20736	13.85-0005	C-5M	436th AW	14 RCH540
900531	C-26D	AOD Naples	CNV6205	86-0025	C-5M	436th AW	21 RCH615
165810/BH	KC-130J	VMGR-252	Bronco32/31	96-0005	C-17A	137th AS NY ANG	14 RCH825
06.87-0036	C-5M	436th AW	07 RCH613	01-0189	C-17A	155th AS TN ANG	15 RCH880
97-0042	C-17A	155th AS TN ANG	07 RCH316	10-0221	C-17A	437th AW	RCH179
97-0048	C-17A	89th AS AFRC	07 RCH399	14.131/XQ	TBM-700A	ET00.041	CTM3824
00-0176	C-17A	155th AS TN ANG	08 RCH971	85-0003	C-5M	436th AW	28 RCH970
03-3127	C-17A	62nd AW	RCH565	98-0056/AK	C-17A	144th AS AK ANG	15 RCH174
04-4133	C-17A	305th AMW	07 RCH822	00-0178	C-17A	89th AS AFRC	15 RCH936
06-6162	C-17A	60th AMW	07 RCH888	04-4133	C-17A	305th AMW	15 RCH610
07-1782	C-17A	437th AW	08 RCH810	05-5140	C-17A	729th AS AFRC	15 RCH983
02-4452	C-32B	150th SOS NJ ANG	07 Envy70	07-7173	C-17A	436th AW	RCH290
05-4613	C-40C	73rd AS AFRC	07 Avalon30	07-7189	C-17A	437th AW	15 RCH981
75-0558/OK	E-3G	552nd ACW	dep Brolly3	08-8192	C-17A	62nd AW	15 RCH816
17-08238	CH-47F	B/6-101st AVN	Army08238	10-0215	C-17A	437th AW	24 RCH648/177
09-20183	UH-60M	5-101st AVN	Army20183	10-0216	C-17A	62nd AW	RCH865
10-20335	UH-60M	5-101st AVN	Army20335	05-0932	C-40C	73rd AS AFRC	Avalon31
169036	C-40A	VR-61	07 CNV4144	900531	C-26D	AOD Naples	CNV6214
07.00-0174/AK	C-17A	144th AS AK ANG	10 RCH622	168981	C-40A	VR-61	CNV6614
03-3118	C-17A	183rd AS MS ANG	08 RCH803	15.85-0001	C-5M	436th AW	16 RCH295
05-5142	C-17A	729th AS AFRC	08 RCH839	98-0057	C-17A	137th AS NY ANG	16 RCH534/303
05-5153/HH	C-17A	535th AS HI ANG	08 RCH258	00-0182	C-17A	167th AS WV ANG	16 RCH242
09-9211	C-17A	62nd AW	RCH863	02-1100	C-17A	155th AS TN ANG	16 RCH862
10-0221	C-17A	437th AW	08 RCH179	08-8194	C-17A	62nd AW	16 RCH818
17-46037	KC-46A	22nd ARW	08 RCH200	10-0221	C-17A	437th AW	16 RCH179
08-6205	MC-130J	67th SOS	Wind41	91-00507	C-26E	USAPAT V ANG	16 Army10507
08.92-3293	C-17A	156th AS NC ANG	10 RCH879	17-08238	CH-47F	B/6-101st AVN	Army08238
98-0057	C-17A	137th AS NY ANG	09 RCH823	900528	C-26D	AOD Sigonella	16 CNV6315
00-0180	C-17A	758th AS AFRC	09 RCH609	16.86-0015	C-5M	60th AMW	17 RCH809
01-0189	C-17A	155th AS TN ANG	09 RCH811/Bndg71	98-0057	C-17A	137th AS NY ANG	17 RCH303
03-3118	C-17A	183rd AS MS ANG	09 RCH803	01-0193	C-17A	437th AW	17 RCH1815
06-6157	C-17A	60th AMW	09 RCH404	01-0196	C-17A	167th AS WV ANG	17 RCH106



C-21A 84-0137 is seen arriving at Andrews AFB (MD) from its home base Scott AFB, also functioning as MidAmerica Airport, near St. Louis in Illinois. Using callsign Spar83, the aircraft was showing off its new tail flash, featuring St. Louis' famous Gateway Arch. The sleek Lear is in its 15th year with 458th AS. (6 November 2020, Tim Wolfe)

03-3116	C-17A	183rd AS MS ANG	17 RCH300	09-9205	C-17A	437th AW	23 RCH648
04-4133	C-17A	305th AMW	17 RCH610	02-5001	C-32B	150th SOS NJ ANG	RCH587
06-6161	C-17A	60th AMW	17 RCH870	96-0083/SP+1	F-16CM	480th FS	* Warhawk01
08-8192	C-17A	62nd AW	17 RCH816	23.01	C-17A	HAW	Bartok51
08-08774	CH-47F	B/1-168th AVN OR NG	dep	87-0032	C-5M	60th AMW	24 RCH529
99-26832	UH-60L	A/6-101st AVN	Army26832	98-0056/AK	C-17A	144th AS AK ANG	24 RCH875
166695	C-40A	VR-61	19 CNV4282	00-0172	C-17A	156th AS NC ANG	RCH557
17.97-0048	C-17A	89th AS AFRC	18 RCH815	00-0176	C-17A	155th AS TN ANG	24 RCH335
00-0178	C-17A	89th AS AFRC	RCH936	05-5142	C-17A	729th AS AFRC	24 RCH565/817
01-0193	C-17A	437th AW	19 RCH1815	05-5152/HH	C-17A	535th AS HI ANG	24 RCH360/804
01-0196	C-17A	167th AS WV ANG	18 RCH106	08-8202	C-17A	62nd AW	26 RCH842/535
02-1100	C-17A	155th AS TN ANG	19 RCH862/850	09-9205	C-17A	437th AW	24 RCH648
18.85-0001	C-5M	436th AW	22 RCH295/423	900530	C-26D	AOD Sigonella	CNV6423
85-0004	C-5M	436th AW	20 RCH146/195	02-0042	C-40B	1st AS	25 SAM580
03-3116	C-17A	183rd AS MS ANG	RCH300	24.01	C-17A	HAW	25 Bartok51
07-7188	C-17A	437th AW	RCH140	85-0004	C-5M	436th AW	25 RCH814
19.86-0015	C-5M	60th AMW	24 RCH809	00-0172	C-17A	156th AS NC ANG	25 RCH557
04-4134	C-17A	305th AMW	22 RCH830	00-0178	C-17A	89th AS AFRC	25 RCH749
06-6162	C-17A	60th AMW	20 RCH826	01-0189	C-17A	155th AS TN ANG	26 RCH845/890
08-08776	CH-47F	B/1-168th AVN OR NG		04-4133	C-17A	305th AMW	26 RCH664/525
10-08820	CH-47F	B/1-168th AVN OR NG		07-7188	C-17A	437th AW	26 RCH140
93-26477	UH-60L	A/6-101st AVN	Army26477	08-8194	C-17A	62nd AW	RCH428
09-72107	UH-72A	JMRC	Army72107	09-9209	C-17A	62nd AW	25 RCH982
20.00-0184	C-17A	758th AS AFRC	21 RCH551	09-9211	C-17A	62nd AW	25 RCH295
02-1100	C-17A	155th AS TN ANG	22 RCH850	10-0215	C-17A	437th AW	29 RCH177/956
900528	C-26D	AOD Sigonella	CNV6320	16-5873/LI	HC-130J	102nd RQS NY ANG	02 King11
02-5001	C-32B	150th SOS NJ ANG	22 RCH587	910502	C-26D	AOD Naples	CNV6124
02-0042	C-40B	1st AS	SAM580	25.90-0535	C-17A	89th AS AFRC	27 RCH807
13-08436	CH-47F	B/1-214th AVN	Grit23	01-0192	C-17A	137th AS NY ANG	26 RCH979
08-20183	UH-60M	5-101st AVN	Army20183	08-8194	C-17A	62nd AW	RCH428
21.54+29	A400M	LTG62	22 GAF022	09-9205	C-17A	437th AW	RCH648
87-0036	C-5M	436th AW	RCH647	10-0218	C-17A	62nd AW	27 RCH279/844
00-0171/AK	C-17A	144th AS AK ANG	22 RCH982	10-0221	C-17A	437th AW	26 RCH500
00-0181	C-17A	167th AS WV ANG	22 RCH421	164762/JW	C-130T	VR-62	27 CNV3285
04-4128	C-17A	305th AMW	dep RCH822	26.43/bk	M28-205	1. Eskadrill	EEF43
10-0218	C-17A	62nd AW	23 RCH422/279	072/64-IF	CN235M-200	ET03.064	CTM1300
22.CH13	C-130H	20sq	23 BAF635	5601	C-130J-30	335Skv	NOW335C
B-536	C-130J-30	Esk721	DAF8844	ZZ331	Voyager KC2	10/101sq	RRR2638/39
54+29	A400M	LTG62	GAF022	98-0056/AK	C-17A	144th AS AK ANG	27 RCH883
G-781	C-130H	336sq	NAF75	01-0193	C-17A	437th AW	28 RCH1815
85-0004	C-5M	436th AW	RCH614	05-5152/HH	C-17A	535th AS HI ANG	27 RCH804/360
93-0603	C-17A	89th AS AFRC	23 RCH980	07-7186	C-17A	437th AW	27 RCH260
00-0178	C-17A	89th AS AFRC	23 RCH749	09-9205	C-17A	437th AW	27 RCH648
01-0189	C-17A	155th AS TN ANG	23 RCH845	09-9209	C-17A	62nd AW	27 RCH982
01-0192	C-17A	137th AS NY ANG	23 RCH887	02-4452	C-32B	150th SOS NJ ANG	27 Crisp72
04-4128	C-17A	305th AMW	27 Bandage01/RCH664	27.00-0177	C-17A	137th AS NY ANG	28 RCH455
04-4133	C-17A	305th AMW	23 RCH560/664	01-0189	C-17A	155th AS TN ANG	29 RCH890
08-8204	C-17A	437th AW	RCH501	07-7179	C-17A	60th AMW	RCH150

02-4452	C-32B	150th SOS NJ ANG	28 Crisp72
05-4613	C-40C	73rd AS AFRC	28 Avalon32
28.00-0178	C-17A	89th AS AFRC	29 RCH860
03-3123	C-17A	167th AS WV ANG	29 RCH196
03-3124	C-17A	437th AW	29 RCH424
07-7169	C-17A	436th AW	29 RCH805
07-7179	C-17A	60th AMW	RCH150
07-7186	C-17A	437th AW	RCH260
08-0790	U-28A	34th SOS	02 RCH1022
29.018	C-295M	13.ELTr	PLF280
02-1100	C-17A	155th AS TN ANG	31 RCH880/811
02-1111	C-17A	62nd AW	01 RCH409
04-4128	C-17A	305th AMW	01 RCH411
07-7176	C-17A	436th AW	01 RCH410
07-7179	C-17A	60th AMW	01 RCH412
10-0218	C-17A	62nd AW	02 RCH844/983
10-0221	C-17A	437th AW	RCH500
92-1453	C-130H	181st AS TX ANG	30 RCH166
92-1454	C-130H	181st AS TX ANG	31 RCH146
93-1455	C-130H	181st AS TX ANG	01 RCH167
93-1459	C-130H	181st AS TX ANG	30 RCH168
14-20700	HH-60H	C/6-101st AVN	Army20700
900528	C-26D	AOD Sigonella	CNV6329
30.5607	C-130J-30	335Skv	NOW335C
90-0535	C-17A	89th AS AFRC	31 RCH851
00-0178	C-17A	89th AS AFRC	31 RCH860
00-0182	C-17A	167th AS WV ANG	01 RCH972
08-8191	C-17A	437th AW	RCH899
10-0215	C-17A	437th AW	01 RCH956/882
05-0409	U-28A	34th SOS	02 RCH1020
07-0838	U-28A	34th SOS	02 RCH1018
07-0840	U-28A	34th SOS	02 RCH1016
31.86-0015	C-5M	60th AMW	02 RCH155
86-0024	C-5M	60th AMW	01 RCH843
02-1108	C-17A	62nd AW	arr RCH886
07-7173	C-17A	436th AW	RCH658
07-7177	C-17A	436th AW	01 RCH805
08-8192	C-17A	62nd AW	arr RCH707
10-0216	C-17A	62nd AW	01 RCH869
900530	C-26D	AOD Sigonella	CNV6331

Credits: MAR, Scramble messageboard.

Spangdhalen

01.86-0025	C-5M
02.01-0187	C-17A
03.97-0048	C-17A
00-0184	C-17A
04-4133	C-17A
04.63-7981	KC-135R
05.92-3293	C-17A
00-0172	C-17A
05-5142	C-17A
15-5822/RS	C-130J-30
06.85-0005	C-5M
15-5822/RS	C-130J-30
12.018	C-295M
022	C-295M
4069	F-16C
4071	F-16C
4075	F-16C
15.FB18	F-16BM
16.LX-N90459	E-3A
012	C-295M
024	C-295M
30+52	EF-2000
17.00-0176	C-17A
09-9211	C-17A
10-0216	C-17A
19.LX-N90447	E-3A
87-0044	C-5M
84-00165	C-12U-3
00-0171/AK	C-17A
07-8614/RS	C-130J-30
20.LX-N90445	E-3A
21.FB15	F-16BM
LX-N90448	E-3A
99-0060	C-17A
06-6158	C-17A
22.84-00157	C-12U-3
23.03-3123	C-17A
24.00-0177	C-17A
25.84-0062	C-5M
06-6165	C-17A
26.87-0035	C-5M

September 2020

436th AW	dep RCH882
62nd AW	RCH851
89th AS AFRC	04 RCH834
758th AS AFRC	04 RCH220
305th AMW	04 RCH966
108th ARS IL ANG	05 RCH890
156th AS NC ANG	06 RCH625
156th AS NC ANG	06 RCH345
729th AS AFRC	06 RCH839
37th AS	* Jump31
436th AW	07 RCH807
37th AS	Herky759
13.ELTr	PLF048
13.ELTr	PLF044
10.Eit	16 PLF340
10.Eit	16 PLF341
10.Eit	16 PLF342
2W	* BAF245
NAEW&CF	* Nato40
13.ELTr	PLF044
13.ELTr	PLF048
TLG31	* Hammer
155th AS TN ANG	21 RCH335
62nd AW	18 RCH294
62nd AW	18 RCH878
NAEW&CF	* Nato40
60th AMW	20 RCH695
E/1-214th AVN	Duke15
144th AS AK ANG	20 RCH982
37th AS	* Herky81
NAEW&CF	* Nato40
2Wg	* BAF281
NAEW&CF	* Nato40
62nd AW	23 RCH525
60th AMW	22 RCH813
E/1-214th AVN	Duke15
167th AS WV ANG	24 RCH558
137th AS NY ANG	25 RCH455
60th AMW	26 RCH681
436th AW	26 RCH833
436th AW	arr RCH888



The Jura Mountains provide a scenic backdrop for Falcon 2000 L1-01, even if the sun chose to hide as it was landing. Based at Ljubljana, the bizzar entered government service in August 2009, as S5-ABR. Since March 2013, it resides with 152.LEESK, after receiving its military serial. Despite this change, It wears no military markings, but simply the "Republic of Slovenia" titles and the state's coat of arms. (Geneva, 25 October 2020, Robert Erenstein)



Already operated by the US Army as N8184S since July 2011, this Beech 350i was converted into an MC-12S in 2016 and taken on strength as 11-00285 in December of that year. Most of the aeriels and sensors visible in this shot were already present with its less conspicuous identity, so it is safe to say its Intelligence, Surveillance & Reconnaissance (ISR) role did not start just then. Frank Schuchardt caught the sneaky Beech at a cloudy Wiesbaden on 12 November 2020.

03-3123	C-17A	167th AS WV ANG	27 RCH558
28.84-0085	C-21A	76th AS	Falcon03
29.84-0061	C-5M	436th AW	30 RCH800
30.86-0015	C-5M	60th AMW	31 RCH155
31.00-0176	C-17A	155th AS TN ANG	arr RCH792

Credits: MAR, Scramble messageboard.

Wiesbaden

01.14+07	Global 6000	FBS BMVg	
02.07-7186	C-17A	437th AW	
11-00287	MC-12S	15th MI Bn	dep
07.11-00283	MC-12S	15th MI Bn	15
16.13-00282	MC-12S	15th MI Bn	arr
84-00488	C-12U-3	MFO Sinai	19
21.81-00181	C-12U-3	D/204th MI Bn	
28.84-00181	C-12U-3	D/204th MI Bn	

Credits: MAR, Scramble messageboard.

Portugal

01.MM62194	C-130J-30	50°Gr TM	dep IAM4682
02.4144	C-130E	PakAF	03 PAAF124
87-9288	AC-130W	nn	RCH1035
08-8601/RS	C-130J-30	37th AS	03 Herky38
165833	C-40A	VR-59	03 CNV4481
169534/BH	KC-130J	VMGR-252	Otis81
03.08-8601/RS	C-130J-30	37th AS	04 Herky38
04.1280/SU-BAL	C-130H	4sq/16sq	05 EGY1122
06.03	C-17A	HAW	Bartok30
4144	C-130E	6sq/21sq	07 PAAF124
ZM412/412	Atlas C1	24/70sq	RRR4100
58-0100/D	KC-135R	351st ARS	* Quid35
165832	C-40A	VR-58	CNV4082
06.ZM412/412	Atlas C1	24/70sq	RRR4101
09.1280/SU-BAL	C-130H	4sq/16sq	11 EGY1122
12.165833	C-40A	VR-59	13 CNV4703
168853/RD	P-8A	VP-47	tdy 18 Omni04
168758/RD	P-8A	VP-47	tdy 18 Omni07
14.168848/LK	P-8A	VP-26	tdy 22 Omni12
168857/LK	P-8A	VP-26	tdy 19 Omni11
15.58-0113/D	KC-135R	351st ARS	* Quid44
165833	C-40A	VR-59	16 CNV4703
18.1291/SU-BEX	C-130H	4sq/16sq	19 EGY1123
16-5871/LI	HC-130J	102nd RQS NY ANG	19 King11
05-0597	U-28A	34th SOS	19 RCH1019

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04-0688	U-28A	34th SOS	19 RCH1021
05-0446	U-28A	34th SOS	19 RCH1017
19.90-1794	C-130H	180th AS MO ANG	RCH181
93-1562	C-130H	158th AS GA ANG	RCH183
94-6707	C-130H	158th AS GA ANG	RCH184
94-7321	C-130H	158th AS GA ANG	RCH182
20.07-8614/RS	C-130J-30	37th AS	25 Herky37
166695	C-40A	VR-61	CNV4282
21.MM62194	C-130J-30	50°Gr TM	22 IAM4682
79-1712	KC-10A	305th AMW	22 Blue22
83-0081	KC-10A	305th AMW	Blue42
86-0030	KC-10A	305th AMW	23 Blue32
09-9211	C-17A	62nd AW	22 RCH295
14-5097/HL	F-35A	421st FS	23 Trend81
14-5106/HL	F-35A	421st FS	23 Trend83
15-5122/HL	F-35A	421st FS	23 Trend84
15-5124/HL	F-35A	421st FS	23 Trend73
15-5126/HL	F-35A	421st FS	23 Trend72
15-5133/HL	F-35A	421st FS	23 Trend71
15-5140/HL	F-35A	421st FS	23 Trend74
15-5197/HL	F-35A	421st FS	23 Trend82
164762/JW	C-130T	VR-62	22 CNV3522
22.83-0081	KC-10A	305th AMW	23 Blue42
84-0186	KC-10A	305th AMW	23 Blue24
59-1512	KC-135T	171st ARS MI ANG	23 Blue43
59-1516	KC-135R	126th ARS WI ANG	23 Blue33
59-1448	KC-135R	153rd ARS MS ANG	23 Blue23
14-5104/HL	F-35A	421st FS	23 Trend94
15-5178/HL	F-35A	421st FS	23 Trend91
15-5181/HL	F-35A	421st FS	23 Trend92
15-5192/HL	F-35A	421st FS	23 Trend93
169331/RD	P-8A	VP-47	Sword05
23.01-1935	EC-130J	193rd SOS PA ANG	RCH1024
07-8608/RS	C-130J-30	37th AS	24 Herky38
1291/SU-BEX	C-130H	4sq/16sq	25 EGY1123
24.130617	CC-130J-30	436sq	CFC4278
25.00-0181	C-17A	167th AS WV ANG	RCH358
26.169793	C-40A	VR-57	CNV4002
28.01-0029	C-37A	76th AS	Valor29
166694	C-40A	VR-56	29 CNV4142
169793	C-40A	VR-57	CNV4002
29.4159	C-130E	6sq/21sq	30 PAAF136
30.165834	C-40A	VR-61	CNV4142

Credits: MAR, Scramble messageboard.

19.ZM301	Prefect T1	3 FTS	* CWL68
ZM314	Prefect T1	3 FTS	* BKH95
G-BYWF	Tutor T1	6 FTS	* WIT51Y
20.ZM305	Prefect T1	3 FTS	BKH89
G-BYXE	Tutor T1	6 FTS	* WIT52
22.ZJ230	Apache AH1	3/4Regiment	Nemesis1
ZK016/G	Hawk T2	4sq	Poison/VYT50
ZK020/K	Hawk T2	4sq	arr Poison
ZK330	Typhoon FGR4	29sq	* Typhoon317
ZK428	Typhoon FGR4	29sq	* Typhoon318
G-BYWF	Tutor T1	6 FTS	* WIT50
23.ZK373	Typhoon FGR4	29sq	* Typhoon120
26.G-BYWH	Tutor T1	6 FTS	* WIT51
27.1x	Typhoon FGR4	nn	* Rampage21
28.ZK437	Typhoon FGR4	29sq	Typhoon08
29.ZK330	Typhoon FGR4	29sq	Typhoon321

Credits: MAR, Scramble messageboard.

Mildenhall

01.LX-N90450	E-3A	NAEW&CF	* NATO06
ZM333	Phenom T1	45sq	* CWL36
ZM337	Phenom T1	45sq	* CWL31
62-4126/OF	RC-135W	55th Wg	02 Olive57
62-4125/OF	RC-135W	55th Wg	dep Olive56
61-0267	KC-135R	92nd/141st ARW	02 RCH984
57-1430	KC-135R	92nd/141st ARW	02 RCH248
61-0264	KC-135R	121st ARW OH ANG	05 Clean62
58-0065	KC-135T	22nd ARW	Clean72
03.79-1949	KC-10A	305th AMW	07 Clean61/Blue31
83-0082	KC-10A	305th AMW	07 Clean71/Blue32
86-0028	KC-10A	305th AMW	06 Clean81
58-0120	KC-135R	153rd ARS MS ANG	06 Clean82
61-0264	KC-135R	121st ARW OH ANG	04 Clean62
62-3506	KC-135R	117th ARS KS ANG	05 RCH968
62-3515	KC-135R	108th ARS IL ANG	04 RCH809
58-0065	KC-135T	22nd ARW	04 Clean72
64-14848/OF	RC-135V	55th Wg	06 Olive58
900528	C-26D	AOD Naples	CNV6405
06.86-0028	KC-10A	305th AMW	11 Clean81
04-4134	C-17A	305th AMW	07 RCH286
97-1353	C-130J-30	815th AS AFRC	08 RCH655/685
900528	C-26D	AOD Naples	07 CNV6405
58-0120	KC-135R	153rd ARS MS ANG	07 Clean82
07.91-0318/LN	F-15E	492nd FS	08 Dawg21
91-0331/LN	F-15E	492nd FS	08 Dawg22
91-0303/LN	F-15E	494th FS	08 Pyro41
01-2004/LN	F-15E	494th FS	08 Pyro42
05-8156	C-130J-30	815th AS AFRC	10 RCH845
09.62-3533	KC-135R	328th ARS AFRC	10 RCH895
64-14839	KC-135R	108th ARS IL ANG	11 RCH210
10.79-1949	KC-10A	305th AMW	Olive55
11.62-4125/OF	RC-135W	55th Wg	15 RCH899
14.58-0073	KC-135R	106th ARS AL ANG	16 RCH605
61-0311	KC-135R	92nd/141st ARW	16 Olive58
64-14849/OF	RC-135U	55th Wg	17 RCH848
15.58-0052	KC-135R	336th ARS AFRC	16 Blue71
85-0030	KC-10A	305th AMW	16 RCH824
62-3580	KC-135R	328th ARS AFRC	* RRR820
16.ZZ173/173	C-17A	99sq	RCH809
86-0015	C-5M	337th AS AFRC	Blue81
84-0189	KC-10A	305th AMW	18 RCH802
17.58-0050	KC-135T	6th ARW	* RRR812/824
19.ZZ171/171	C-17A	99sq	21 RCH821
20.57-2603	KC-135R	336th ARS AFRC	RCH551
21.00-0184	C-17A	758th AS AFRC	02 RCH1038
88-1301	AC-130W	16th SOS	23 RCH470/102
06-6165	C-17A	436th AW	* RRR812
22.ZZ174/174	C-17A	99sq	RCH565
23.05-5142	C-17A	729th AS AFRC	25 Bronco51
23.169533/BH	KC-130J	VMGR-252	30 RCH651
24.87-0031	C-5M	337th AS AFRC	29 RCH912
28.57-1468	KC-135R	336th ARS AFRC	29 RCH550
60-0318	KC-135R	92nd/141st ARW	* RRR840
29.ZZ171/171	C-17A	99sq	* Valor11
30.84-0085	C-21A	76th AS	31 Bronco38
165810/BH	KC-130J	VMGR-252	

Credits: MAR, Scramble messageboard.

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Northolt

07.ZH899	Chinook HC5	27sq
ZJ955	Puma HC2	Benson Wg
ZJ956	Puma HC2	Benson Wg
ZZ408	Wildcat AH1	652sq
900528	C-26D	nn
08.ZA681	Chinook HC6A	27sq
16.ZJ956	Puma HC2	Benson Wg
29.ZK557	Chinook HC6	7sq
ZK562	Chinook HC6	7sq

Credits: MAR, Scramble messageboard.

Prestwick

01.KAF343	C-17A	41sq
T-054	KC-30M	MMF
1224	C-17A	UAE AF
ZK017/H	Hawk T2	4sq
ZZ338	Voyager KC3	10/101sq
02.240/F-RARF	A330-223	ET01.060
3	ATL2	23F
16	ATL2	23F
ZH867/867	Hercules C4	24/47sq
ZH872/872	Hercules C4	24/47sq
ZZ512	Wildcat AH1	847NAS
ZZ521	Wildcat AH1	847NAS
16-5851	C-130J-30	61st AS
11-00287	MC-12S	B/15th MI Bn
16981	C-40A	VR-61
03.177701	CC-177	429sq
ZJ164	AS365N2	FOST
ZH862	Merlin HM2	814NAS
17-46027	KC-46A	22nd ARW
168981	C-40A	VR-61
04.1224	C-17A	UAE AF
ZM405/405	Atlas C1	24/70sq
ZZ331	Voyager KC2	10/101sq
07-7188	C-17A	437th AW
98-0002	C-32A	1st AS
16-00590	RO-6A	US Army/Dynamic Avtion
05.177701	CC-177	429sq
ZM402/402	Atlas C1	24/70sq
ZM326/326	Texan T1	72sq
ZZ334	Voyager KC3	10/101sq
ZZ338	Voyager KC3	10/101sq
168981	C-40A	VR-61
N291AS	Beech 350	Lasai AVN
06.ZZ334	Voyager KC3	10/101sq
168981	C-40A	VR-61
07.ZZ334	Voyager KC3	10/101sq
ZJ191	Apache AH1	3/4Regt
ZJ197	Apache AH1	3/4Regt
ZH862	Merlin HM2	814NAS
09-0624	MC-12W	185th SOS OK ANG
168981	C-40A	VR-61
08.240/F-RARF	A330-223	ET01.060
65	EMB121AN	28F
14+02	Global 5000	FBS BMVg
ZJ197	Apache AH1	3/4Regiment
ZH867/867	Hercules C4	24/47sq
ZZ334	Voyager KC3	10/101sq
09.T-054	KC-30M	MMF
ZG998	Defender R2	651sq
ZM325	Texan T1	72sq
ZZ336	Voyager KC3	10/101sq
ZZ338	Voyager KC3	10/101sq
63-8036	KC-135R	197th ARS AZ ANG
11-00283	MC-12S	B/15th MI Bn
11.140112	CP-140	407sq
12.ZJ164	AS365N2	FOST
ZG998	Defender R2	651sq
ZK320	Typhoon FGR4	1sq
ZZ334	Voyager KC3	10/101sq
05-5153/HH	C-17A	535th AS HI ANG
N8200J	RO-6	Dynamic AVN
13.ZM417	Atlas C1	24/70sq
14.177705	CC-177	429sq

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RFR31R/SHF441	
KRF31R/Warlock	
KRF31R/Warlock	
Polecat07	
CNV6405	
2x SHF442	
SHF343	
Lifter1/2	
Lifter1/2	

October 2020

02 KAF3225	
Multi99	
02 UAF1230	
* VYT13	
RRR801/802	
CTM1276	
10 FNY5620	
15 FNY5115	
dep RRR249	
dep RRR250	
Marine11	
Marine11	
RCH197	
Omni64	
CNV6501	
CFC4004	
Broadway04	
Excalibur86	
04 RCH451	
CNV6603	
06 UAF1230	
* RRR485	
05 RRR2301	
RCH821	
SAM634	
05 Polar90	
06 CFC4004	
* Comet460	
VYT06	
Madras19	
RRR801/802	
CNV6505	
06	
Madras29	
CNV6606	
Madras39	
Machete	
Machete	
Tiger02	
08 JM10	
CNV6607	
CTM1276	
FNY5761	
* GAF685	
Machete1	
* Comet121	
Madras49	
MMF99	
* AAC523	
VYT06	
Madras59	
RRR2825	
12 RCH800	
Ronin26	
15 CFC0611	
Broadway04	
* AAC528	
* Lossie68	
Madras19	
RCH785	
Fenix77	
* RRR483	
CFC4044	

ZM403/403	Atlas C1	24/70sq	RRR462
15.177703	CC-177	429sq	CFC4001
140113	CP-140	14th Wg	dep CFC0467
ZJ164	AS365N3	FOST	Braodway04
ZZ343	Voyager KC2	10/101sq	RRR815/816
ZZ512	Wildcat AH1	847NAS	Marine11
13-00282	MC-12S	B/15th MI Bn	16 Ronin31
16.ZZ333	Voyage KC3	10/101sq	RRR816/817
ZZ521	Wildcat AH1	847NAS	Marine11
168981	C-40A	VR-61	CNV6616
17.130617	CC-130J-30	436sq	CFC4278
18.165158/CW	C-130T	VR-54	CNV6518
19.ZM336	Phenom T1	45sq	CWL49
20.ZH847/66	Merlin HM2	814NAS	dep Tiger70
08-0047	CV-22B	7th SOS	Knife73
11-0052	CV-22B	7th SOS	Knife73
84-00488	C-12T	A/52nd AVN	R840488
21.272	KC-707	120sq	IAF270
ZH101/01	Sentry AEW1	8/23sq	NATO31
22.130614	CC-130J-30	436sq	UN mks 24 CFC4225
16+01	A340-313X	FBS BMVg	* GAF896
ZH002	Defender R2	651sq	* AAC538
ZM335	Phenom T1	45sq	CWL42
N8200H	RO-6	Dynamic AVN	Grizzly24
23.ZK030/FF	Hawk T2	25sq	VYT26
06-6158	C-17A	60th AMW	24 RCH813
24.ZZ333	Voyager KC3	10/101sq	RRR2849
26.177701	CC-177	429sq	27 CFC4079
KAF343	C-17A	41sq	27 KAF3219
ZH875/875	Hercules C4	24/47sq	* RRR172
27.14+02	Global 5000	FBS BMVg	* GAF685
30.130601	CC-130J-30	436sq	01 CFC4228
ZM414	Atlas C1	24/70sq	* Comet455
ZM416	Atlas C1	24/70sq	* Hairpin56
ZZ171	C-17A	99sq	* RRR814
ZH845	Merlin HM2	814NAS	RedClaw
31.KAF343	C-17A	41sq	KAF3219

Credits: MAR, Scramble messageboard.

Stansted

04. A6-HRM	B747-422	Gvmt of Dubai
06. A7-MHH	A319-115CJ	Gvmt of Qatar
08. A7-MBK	A320-232CJ	Gvmt of Qatar
10. 99-0003	C-32A	1st AS
12. 99-0003	C-32A	1st AS
13. A7-AAH	A340-313	Gvmt of Qatar
16. 97-0400	C-37A	99th AS
22. Y1-ASF	B-737-81Z	Gvmt of Iraq
23. 15003	CC150	437sq
25. A9C-HAK	B747-4F6	Gvmt of Bahrain
26. A7-MBK	A320-232CJ	Gvmt of Qatar

Credits: MAR, Scramble messageboard.

Waddington

02. ZK562	Chinook HC6	7sq	SHF397
ZM333	Phenom T1	45sq	* CWL32
05. ZK310/310	Typhoon FGR4	3sq	Typhoon07
12. ZM309	Prefect T1	3FTS	* BKH89
14. XW213	Puma HC2	Benson Wg	SHF230
ZK330/330	Typhoon FGR4	29sq	* Gunfighter42
G-BYXM	Tutor T1	6 FTS	* WIT42
15. G-FPLD	Beech B200	Cobham	Calibrator627
XX278	Hawk T1	RAFAT	* Red11
19. 62-3551/D	KC-135R	351st ARS	* Quid282
G-BYWX	Tutor T1	6 FTS	* WIT59
20. ZZ171/171	C-17A	99sq	* RRR820
21. ZH875/875	Hercules C4	24/47sq	* RRR159
ZZ174/174	C-17A	99sq	* RRR813
22. ZZ174/174	C-17A	99sq	* RRR813
ZM146/012	F-35B	Marham Wg	* Bolt11
ZM151/017	F-35B	Marham Wg	* Bolt12
26. 090/ZF	EMB121AA	EAT00.319	CTM1764
ZM140/006	F-35B	Marham Wg	* Bolt11
ZM142/008	F-35B	Marham Wg	* Bolt12
27. G-BYUO	Tutor T1	6 FTS	* UAH87
29. G-BYVG	Tutor T1	6 FTS	* WIT45
ZK428/428	Typhoon FGR4	29sq	* Typhoon311
30. G-FLYK	Beech B200	Fly Wales	Calibrator634

Credits: MAR, Scramble messageboard.



A rather rare visitor to the BeNeLux countries is Bulgarian PC-12M O20. The bizprop was converted by Pilatus from a model/45 into this version, before being delivered to the 16 Transportna Aviacionna Basa (16.TrAB) at Sofia. The unit badge is visible on the nose. (Brussels, 11 October 2020, Kenny Peeters)



Civil News

After a grounding of more than twenty months, the US FAA finally announced that it has approved Boeing's modifications to the Boeing 737 MAX and that the aircraft was cleared to fly again. Aviation authorities in other countries will probably follow the FAA in the coming months, so Boeing can prepare itself for a busy 2021! All 737 MAX aircraft that have been in storage must undergo a comprehensive activation process before they can be considered ready for return to service. After each airplane is prepared, it will be thoroughly inspected against a robust set of criteria defined by the FAA. There are more than 800 737 MAX airplanes built so far. Just over half of them have not yet been delivered and are still at various Boeing sites in the US. The others were delivered and are in airline fleets around the world. (Boeing)

Manufacturers News

Boeing

B737MAX

On 18 November 2020, the US Federal Aviation Administration (FAA) announced it has approved Boeing's modifications and that the B737MAX is cleared to fly again, a move coming twenty months after regulators grounded the jet. The B737MAX was banned from flying after two fatal accidents. On 29 October 2018 Lion Air flight 610 (PK-LQP, msn **43000**) crashed and on 10 March 2019 Ethiopian Airlines flight 302 (ET-AVJ, msn **62450**). Both crashes claimed the lives of a total of 346 people, prompting the world-wide grounding and review of the type. During the investigation faults to the type's so-called Maneuvering Characteristics Augmentation System (MCAS) came to light and that these problems should have been spotted during the certification-programme of the B737MAX.

On 18 November the FAA rescinded its 13 March 2019 "Emergency Order of Prohibition" – the document barring US airlines from operating the B737MAX. "The design and certification of this aircraft included an unprecedented level of collaborative and independent reviews by aviation authorities around the world. Those regulators have indicated that Boeing's design changes, together with the changes to crew procedures and training enhancements, will give them the confidence to validate the aircraft as safe to fly in their respective countries and regions," according to the FAA. This decision means that all airlines that are under the FAA's jurisdiction, can now operate the B737MAX again and that Boeing can start delivering the aircraft again - but only after the jets receive specific modifications, and only by pilots who complete new training related to the MCAS.

In addition to revoking the grounding order, the FAA also published on the same date an airworthiness directive (AD) laying out required changes to the jets. It requires various updates, including notable changes to MCAS, the flight control system that played a central role in the two crashes. MCAS will now receive input from both the jet's angle-of-attack (AoA) indicators, and flight control computers will disable MCAS if the AoA data disagrees, according to the AD. MCAS activates based partly on AoA data and previously

also received input from only one sensor. Also, MCAS now can activate only once per "sensed high AoA event" – not multiple times, as happened during the accidents when the nose of each aircraft was repeatedly forced down. In addition, pilots will always be able to override MCAS by pulling back on the control column. The AD also mandates that the jets have cockpit AoA disagree alerts. Boeing has also updated software to prevent "a theoretical combination of faults that could lead to a runaway stabiliser" – a condition when the trim system makes uncommanded stabiliser adjustments. Likewise, new software prevents the "remote possibility" of autopilot disengagement. Additionally, horizontal stabiliser wires must be separated to ensure they meet FAA requirements. And all B737MAX aircraft will be checked for foreign object debris, Boeing says. Additionally, B737MAX pilots must complete new MCAS-specific training and experience MCAS activation in simulators. New training also addresses manual trim issues and runaway stabiliser events.

With this clearance the end is near for the grounding of the B737MAX, which has lasted for a little over twenty months. In its statement the FAA said that airlines that have parked their B737MAXs need to make the necessary modifications and updates before they are allowed to return to duty. In the US, the FAA will conduct a full review of each US-based airline training programme and will also inspect each airframe built after the grounding order, in order to issue a new airworthiness certificate. The lifting of the ban by the FAA is only valid for the US and it is now up to all other civil aviation authorities to decide if they will follow.

The European Aviation Safety Agency (EASA) expects to publish a final airworthiness directive on modification of the B737MAX in mid-January next year, which will mark the formal revocation of the grounding order imposed on the twinjet. China – one of the biggest markets for the B737MAX and the first country to ground the aircraft – has as of late November not announced any date for a lifting of the ban.

COMAC

ARJ21-700F

After our reports about the ARJ21-700 VIP version, a third version of the ARJ21-700 has been confirmed on 23 Novem-

ber 2020. The ARJ21-700F freighter has been confirmed by COMAC as the Henan Civil Aviation Development Investment Co. (HCADICO) signed a memorandum of understanding (MoU) agreement for 25 freighters and an option for another 25. HCADICO is known from owning and operating Longhao Airlines, currently operating various models B737 freighters. The timeline for the first delivery has not been released yet however late 2022 seems reasonable.

The ARJ21-700F will be configured for 10-ton cargo segment, being able to hold five LD7 containers and carry its freight up to 1,800 nautical miles (3,100 kilometres) at an average speed of Mach 0.78. This capacity can be compared to the BAe146 freighter.

On the other hand troubles can be lurking on COMAC as on 25 November 2020 the US Department of Commerce reported to Reuters that they are planning to impose sanctions on a total of 89 Chinese aerospace firms, including COMAC. This could affect the ARJ21 and C919 programme as the ARJ21 is powered by General Electric CF34-10A turbofan engines and the C919 by CFM LEAP-1C engines. These sanctions can become effective by mid-December and most likely result in export permit requests for every US-based manufacturer trying to ship its hardware overseas.

Mahindra Aerospace

GA8

India based Mahindra Aerospace has recently announced it has stopped manufacturing the GippsAero GA8 Airvan. Furthermore they have also halted development of the GA10, a single-engine turboprop aircraft derived from the GA8. The GA10 had already been flown as far back as 2012 and as of yet no commercial deliveries have been made. Mahindra had acquired a majority stake in GippsAero back in December 2009.

The GA8 production line has been put up for sale, but Mahindra has committed to support the fleet still in service. Designed as a utility aircraft focussing on ruggedness, relatively few aircraft have been manufactured. GippsAero has produced a little over 250 aircraft over the last twenty years, with deliveries mainly going to skydiving companies and law enforcement agencies.

Pilatus

PC-24

On 11 November 2020 EASA and the FAA certified the PC-24

for 10-seat 'commuter' configuration operations. Since the launch Pilatus always branded the PC-24 versatile jet as an eight passenger super midsize business jet and now the number of seats has been increased to ten. Fully loaded the twinjet will carry its passengers up to 1,400 nautical miles (2,590 kilometres). The first delivery of the 'high density' configuration is expected later this year, heading towards the United States.

Stratos Aircraft

Stratos 716X

Redmond (OR) based manufacturer Stratos Aircraft is opening its order book for their single-pilot single-engine very light jet, designated the Stratos 716X series. This lightweight all carbon-fibre jet will seat up to six passengers cruising at 400 knots (740km/h) with a range of 1,500 nautical miles (2,775 kilometres) and incorporate short field capabilities. The airplane will come in two versions, the 716X kit version and 716 - certified factory completed version. The kit version will be propelled by a Pratt & Whitney JT15D-5 engine, known from the Cessna 500 series, while the factory version will be featuring the improved PW535E turbofan engine, known from the Cessna 550/560 and Embraer 505, aka Phenom 300. Stratos is aiming to compete with the Cirrus SF50, offering multiple cabin configurations varying from six individual seats up to two business seats and a sofa or a lavatory. If you have some time and money to spare, the 716X becomes available from \$2.5 million while the factory production version starts at \$3.5 million.

UAC/Irkut

MC-21-310

Russian manufacturer Irkut, part of United Aircraft Corporation, rolled-out their first MC-21-310 on 11 November 2020. Slightly deviating from the previous four MC-21-300 prototypes the -310 is the designation for the MC-21 build with domestic-built Aviadvigatel PD-14 turbofan engines. This is the Russian build alternative to the Pratt & Whitney PW1400G engines. During the roll-out the airframe was bare metal without any markings however the airframe should be msn **MC.0012**, according to the Soviets Transports database. The airplane has been handed over to the flight-test division and will undergo ground manoeuvring and engine testing prior to the first flight in December 2020.



Tayaran Jet is a Sofia-based airline, established in December 2017 by Malta based Tayaran Holding Ltd, a company established by Sicilian entrepreneurs. Tayaran Jet applied for initial certification to Bulgaria's General Directorate of the Transport Ministry in February 2018 and launched revenue services under an ACMI (aircraft, crew, maintenance and insurance) contract with Air Moldova, on 19 May 2018. It operates most of its flights in and out of Italy. The airline operates a fleet of three Boeing 737-300 aircraft. One of them is LZ-TYR, which was painted in this special "Società Sportiva Lazio" colours at Shannon early November. (12 November 2020, Malcolm Nason)



After the “Siegerflieger” (B747-8 D-ABYI) and the “Mannschaftsflieger” (A321 D-AISQ), Lufthansa introduced a third “Flieger” in October, the “Hauptstadtflieger”. The reason for these titles is of course the opening of the new Berlin-Brandenburg Airport (IATA code BER). Airbus A320 D-AINZ is the lucky aircraft to wear these titles. It was delivered to Lufthansa on 4 August and is also the first Lufthansa A320neo to wear the Zorro mask. Lufthansa’s Hauptstadtflieger” is seen here on finals at Munich after a flight from (of course) Berlin-Brandenburg Airport on 14 November 2020. (Martin Bach)

Europe

Belarus

Transaviaexport Airlines is going to expend the fleet next year with two additional aircraft. The airline is planning to acquire a B747-400F as well as a B767-300ER(BCF). Currently the company operates a fleet of one B747-300SF and six Il-76TDs. The B767 is planned as a replacement of the Il-76 in the 50-tonnes cargo category, although the airline is not planning to retire the Il-76 yet as it can be deployed for certain operations in difficult areas like UN-missions in Africa. The additional Jumbo is for expanding the heavier cargo-operations and also to secure continuity as crew and spares for their B747-300SF are not always easy to secure. Transaviaexport also looked into the B747-8F and B777F, but both types were too expensive for the airline at this moment in time.

Bosnia

FlyBosnia is looking to restart flying in Q1-2021 and has signed a lease-agreement with lessor GA Telesis for two A320s. The first of the two will be c/n 487, which is former N419UA of United Airlines. Both aircraft are expected to arrive before the end of this year. The airline is also considering adding two more A320s once operations are up and running and COVID-19 is a less dominant factor in the aviation world. Previously, FlyBosnia retired their last of two A319s in June and continued to wet-lease an A320 from GetJet until September when the airline ceased all operations. The airline is backed by Saudi-investor Al Shiddi Group.

Czech Republic

Smartwings has decided to cancel one B737MAX it had on order with Boeing.

Finland

As part of its post-COVID strategy, Finnair and Airbus agreed about the deferral of the airline’s remaining three A350-900s on order. Originally the planes were scheduled to be delivered between Q2-2021 and Q2-2022, but this will now be Q2-2023 and Q2-2024. Finnair originally ordered 19 A350s of which sixteen have so far been delivered.

Germany

On 31 October, Berlin’s new Brandenburger Airport was finally opened. For the occasion Lufthansa and easyJet carried out a parallel landing at the airport. To commemorate this highlight, Lufthansa has renamed A320neo D-AINZ into the “Hauptstadtflieger” and gave it additional large “BER”-

stickers at the rear of the fuselage. Brandenburger Airport is located at the old Schönefeld Airport. It uses one of the old runways, which got extended, and a newly constructed runway. The old SXF-terminal is now Terminal 5 of the new airport. Originally Brandenburger was scheduled to open in November 2011, but severe setbacks during its construction prevented it. Issues with fire safety, automatic doors, air circulation and neighbouring housing noise-isolation proved to be big challenges to overcome. It took billions of euros and nine years extra to solve the problems and finish the airport. The new airport has a capacity of 30 million passengers per year, which could be increased to 50 million in the coming years if needed.

On 8 November the last flight departed Berlin-Tegel, ending 72 years of service to Germany’s capital. The last flight was carried out by Air France A320 F-GKXP, which left Tegel for Paris-Charles de Gaulle as AF1235 at 15:39. It got a water-salute from the airport fire brigade, as well as a fly-by of three Bundespolizei helicopters. Berlin-Tegel started out as a rocket test-site in 1930 and became an airport in 1948 when a runway was constructed during the Soviet blockade of Berlin. On 5 November 1948 the first aircraft landed at Tegel and on 1 December it was officially opened as the second West-Berlin airport, next to Tempelhof. It took, however, until 2 January 1960 to scheduled flights to start using Tegel. The airport was very well known for its hexagon-shaped terminal and was originally scheduled to close on 3 June 2012 when the new Berlin-Brandenburg was to open. As we all know, Brandenburger Airport was severely delayed and was opened last week, which meant the closure of Tegel was also postponed until today.

Ireland

Lessors AerCap and CDB Aviation both cancelled B737MAXs with Boeing. AerCap scrapped 24 orders and CDB four. CDB Aviation announced an order two A330-300P2Fs. The two airplanes will undergo cargo conversion at EFW in Dresden and will be ready for delivery to a CDB-customer in 2022. The two A330-300s will come from CDB’s own portfolio, which consists of 33 A330s. According to the lessor the move is a natural evolution of their business and reflecting current changes in the aviation industry.

Norway

Due to the ongoing Corona-pandemic, passenger demand is still on a very slow recovery and due to this Norwegian

has asked the Norwegian government for another round of support. This time, however, the Norwegian government announced on 9 November that it has declined the request, stating that more investment would not be “a sound use of taxpayer’s money”. The CEO of Norwegian has expressed that this decision comes as a “slap in the face”, especially as competitors all around Europe receive state-aid and brings a lot of uncertainty for the survival of the airline. So far, the airline has managed to survive thanks to a previous support package from the Norwegian government, which totalled around USD 2 billion. It also reached an agreement with the lessors of their aircraft, which ended in the lessors acquiring large part of the airline’s shares. However, it’s good to note that Norwegian was already in a very bad financial shape before the Corona-crisis. Norwegian will now need to develop a second restructuring package, which will be much harder to do with limited assets, a large debt and no government support.

Portugal

HiFly has announced that it will retire their sole A380, 9H-MIP, at the end of this year. Due to the Corona-pandemic the need for ACMI-operations is much lower, so also for the A380. As the lease-contract is set to expire at December, HiFly has decided not to extend the lease. The ACMI-specialist took delivery of the giant aircraft on 4 July 2018. It’s painted in a special “save the coral reefs”-livery. Originally, this A380 was delivered to Singapore Airlines as 9V-SKC on 11 March 2008.

Russia

Following a runway excursion at Novosibirsk on 13 November by An-124 RA-82042, Volga-Dnepr has announced it has pro-actively decided to ground its total fleet of eleven remaining An-124s. The airline has taken this decision as it wants to demonstrate clearly that they are a “safety first”-airline. Volga-Dnepr hasn’t received any directions from the civil aviation authorities and wants to make sure the type is safe before continuing operations with it. Volga-Dnepr’s eleven-strong An-124 fleet is on average 26 years old and offer a unique cargo carrying capability. Some of it can be fulfilled by the B747s in the Group, but there will be for sure revenue last due to this decision.

Africa

Congo

CAA - Compagnie Africaine d’Aviation, or FlyCAA, from Congo is about to take delivery of their first widebody aircraft.

The plane involved is former Air Europa A330-200 EC-LQO. It arrived at Palma de Mallorca from Abu Dhabi on 29 October after maintenance and painting. It’s seen here taking-off from Palma on 9 November on a pre-delivery testflight. Actual delivery is said to be planned for later this month. Currently, CAA’s fleet consists of six aircraft; four Fokker 50s (slated for retirement) and two ATR-72s. In the past the airline also operated the A320 and A321, so they have some experience in flying with Airbuses.

Egypt

The Egyptian government is planning to expand its civil aviation presence in Africa using Egyptair Holding as a vehicle. Over the last few weeks Egyptair Holding has signed agreements with the governments of Cameroon, Ghana, Sudan and South Sudan to support those countries in (re)starting their national carriers. In Cameroon, Egyptair will support troubled Camair-co with aircraft and technical support. In return, Egyptair will get a large block of the shares in the airline. Ghana also signed an agreement with Egyptair and here the plan is that Egyptair will own up to 70% of the new national carrier Ghana Airways. It will supply the new company with eight aircraft; four widebodies and four narrowbodies. In Sudan, Egyptair Holding is eyeing a stake of 49% in Sudan Airways and will supply the carrier with four narrowbody aircraft. In neighbouring South Sudan, Egyptair Holding will deploy Air Cairo, which is expected to sign a strategic partnership with South Sudan Supreme Airlines. Again, the idea is to support the airline with aircraft and expertise.

Egyptair Holding is also looking in an ambitious expansion plan for Air Cairo, which is now planning to grow its fleet of A320neos to 19 by 2024. So far, the airline has signed lease-agreements for three, which will all be delivered between now and November next year. Air Cairo has also added a single A320 this month and will also add four ERJ170s from mother Egyptair. The new aircraft will be used on an increased route network out of secondary airports in Egypt to destinations in Africa, Europe and the Middle East.

South Africa

Airlink has introduced a new corporate image. The airline has decided to relaunch itself as an independent airline after ending its franchise contract with South African Airways. The first aircraft painted in the new livery is ERJ190 ZS-YAB. It was unveiled to the world by the company on 12 November. Currently, the airline has a fleet of more than 40 planes, consisting of the Cessna 208, the ERJ135/145, ERJ170 and



Qatar Airways Boeing 777-300ER A7-BEB was painted in special “FIFA World Cup Qatar 2020” colours early November. The Triple Seven features a distinctive FIFA World Cup 2020 branding to commemorate the airline’s relationship with FIFA. It is the first aircraft in Qatar’s fleet to wear these colours as more aircraft will follow. The Boeing made its first flight in these colours on 21 November 2020, exactly two years before the kick-off of the tournament in Qatar on 21 November 2022. The inaugural flight of the aircraft in these special colours was between Doha and Zurich, reiterating the airline’s commitment to the FIFA by flying to the home of FIFA in Switzerland. Three days later Bjorn van der Velpen was able to picture the aircraft during landing at Maastricht, while operating a cargo flight.



Frederick K. Larkin spent some time at the threshold of runway 15 at Toronto-Downsview (ON) on Wednesday 4 November 2020. His patience was rewarded as he caught the arrival of Biman Bangladesh's new DHC-8-402 in beautiful light conditions. Serial number 4622, which was completing its first flight, is wearing test registration C-GNMO. The aircraft was delivered to Biman late November (with a stop at Rotterdam-The Hague Airport on 22 November) and now wears the registration S2-AKD.

ERJ190. Airlink is also considering increasing its capacity and scale by adding larger aircraft and is looking at either the A320 or the B737.

A new airline in South Africa is slowly taking shape. The company, called Lift, is busy introducing itself to the public and also asked the public for help in deciding on their livery. Lift is planning to operate three A320s on flights between Cape Town, George and Johannesburg and is expected to conduct its first flight on 10 December. The airline has been launched by the former Comair CEO and Kulala founder and held a competition to decide on its name. It will use the AOC of Global Aviation, an ACMI-carrier in South Africa, which will also provide the planes. Global Aviation currently has a fleet of ten planes, consisting of seven A320s and three A340-500. Lift is hoping to take advantage of the difficulties at South African Airways, which is running very limited operations due to financial constraints.

Asia

China

Earlier we reported that China Express signed a firm order for 100 aircraft with COMAC. The order was for 50 ARJ21s and 50 ARJ21s or C919s (or a combination) depending on the airline's need. Now, the first ARJ21 has already been delivered. On 10 November, B-650P was flown from Shanghai-Pudong to Chongqing-International. The airline is now the seventh airline to operate the ARJ21, of which so far around 40 have been built. The type flew for the first time on 28 November 2008.

The South China Morning Post has reported that China Southern announced it has acquired eleven additional aircraft; two A319neos and nine A321neos. If the planes are really new orders, or part of previously unannounced Chinese orders is yet unknown. Interesting is that the A319neo is already spotted at Hamburg-Finkenwerder. China Southern is back in expansion mode and is reporting a full domestic recovery post-COVID. These new planes will support this expansion and are also to cover for the grounding and delayed deliveries of the B737MAX.

The Henan Civil Aviation Development Investment Co. (HCADICO) has signed a MOU with COMAC for 25 ARJ21-

700Fs, with an option on another 25 aircraft. The deal makes them the first customer to order the freighter-variant of the ARJ21. HCADICO owns and operates Zhengzhou-Xinzheng International Airport, which is home for HCADICO's cargo airline Longhao Airlines. Currently, Longhao Airlines operates a fleet of five B737-300Fs and one B737-400Fs and is in the process of acquiring three B737-800BCFs. COMAC and HCADICO also agreed in the MOU that both companies will work closely together in developing maintenance and support chains for the ARJ21-700F. They will also work on promoting the freighter.

Japan

Following in the footsteps of ANA, Japan Airlines also announced accelerated fleet-retirements after posting a loss for the first half of 2020. The plan of the airline is to remove all B777s from domestic operations by 2023 and all B777-200ERs from international operations by March next year. In total the airline will dispose 24 of its 35 B777s in the coming three years, leaving only nine B777-300ERs. The airline will also not extend leases on five B737-800s, which are expected to leave the fleet in the first months of 2022. Currently, JAL operates 48 B737-800s. Just like ANA, JAL expects that private travellers will be more cost-conscious and is therefore also contemplating about adding more B787s to its new ZIPAIR-subsidary to boost this airline and not lose out on this market segment.

StarFlyer has signed a lease-agreement with SMBC Aviation Capital for the lease of three A320neos. The airline also took an option on an additional A320neos. The first two are set to arrive in January 2023 and September 2024. The third is expected to be delivered in June 2025. Should the airline firm the options, those would also set to be delivered in 2025. StarFlyer is based at Tokyo-Haneda and Kitakyushu and currently operates a fleet of thirteen A320s on eight routes. Seven of these are domestic, while one is international to Taiwan.

Singapore

As part of its post-COVID strategy, Singapore Airlines Group has announced the accelerated retirement of 26 aircraft. Slated for phase-out are two A319s and five A320s from Silk Air, four A320s from Scoot and seven A380s, four B777-200ERs and the four B777-300s from Singapore Airlines. To

reduce future capital expenditure, Singapore Airlines also reached an agreement with Airbus to defer orders. A specific break-down and timeline hasn't been provided by both companies. The airline has outstanding orders with Airbus for the A320neo, A321neo and A350. Singapore Airlines is also in advanced negotiations with Boeing to defer orders it has with the US manufacturer. It has B737-8s, B787s and B777-9s on order.

South Korea

The owner of Korean Air, Hanjin KAL Corporation, has announced it has agreed to buy rival Asian Airlines in a transaction worth USD 1.6 billion. The deal is supported by the, state-owned, Korean Development Bank. Asiana Airlines is financially struggling, especially after a previous planned take-over by Hyundai Development Company and Mirae Asset Daewoo fell through in September. Due to the deal collapsing, state-owned banks Korean Development Bank and Export-Import Bank of Korea invested in the airline to keep it afloat, but also ended up as major stakeholders. Both Korean airlines have been heavily impacted by the Corona-pandemic and currently operate a fraction of their normal network. Korean Air has around 60 planes of its 170-strong fleet parked, while Asiana has parked more than 20 of its 80 aircraft. Hanjin KAL has said that having two full-size airlines didn't make sense for the size of the country and that it gave a big disadvantage in competing with countries like Singapore, Germany and France. With this take-over, Korean Air will increase its competitiveness due to the coming expansion of routes, capacity and fleet. Looking at the wording of the press-statement from Hanjin KAL, it seems Korean Air will be the remaining brand, but this hasn't been confirmed so far. The deal will now be brought to the Korea Fair Trade Commission for approval, which is expected to give its opinion in the coming months.

Thailand

Thai Airways is offering 34 aircraft for sale, 32 widebodies and two narrowbodies. The sale is part of the airline's restructuring programme. Most notable is that Thai is offering all their remaining B747-400s for sale, marking another airline ending operations with the Queen of the Sky. The exact breakdown is one A300-600, two B737-400s, three A340-500s, six A340-600s, ten B747-400s, six B777-200ERs and six B777-300s.

Vietnam

Newcomer Vietravel has officially applied for their AOC from the Vietnamese authorities. The airline, which is owned by the country's largest tour-operator, is planning to start operations by mid-December. Vietravel will initially begin with two A321s and one A321neoLR. The two A321s are already painted at Shannon and are **6376** (currently registered OE-IDP and former G-TCDP of Thomas Cook) and **6979** (currently registered OE-IDQ and former D-ATCE of Condor). The A321neoLR is **8830**, which is former Arkia 4X-AGN and currently stored at Tucson-International (AZ). The airline will be based at Phu Bai International Airport in the central province of Thua Thien-Hue and will initially serve domestic destinations in their first year. By the fifth year, Vietravel wants to fly eight aircraft and also fly to international destinations.

Latin America

Argentina

Following in the footsteps of Amazon, Latin-American e-tailer Mercado Libre is securing dedicated cargo capacity from third party carriers in order to speed up deliveries to their customers. Previously, Mercado Libre solely relied on belly-cargo with scheduled carriers. The company has founded logistic platform Meli Air, which will contract other carriers to carry out the operations. The first airline that has been contracted is Brazilian carrier Sideral Linhas Aéreas,

which will operate four of their B737-400SFs for Meli Air in Brazil. A first one, PR-SDM, has now been painted in a bright Mercado Livre-livery. Meli Air's plan is to sign contracts for other Latin-American countries in the coming months, with Mexico expected to follow next.

Middle East

Oman

Oman Air has cancelled three B737MAXs it had on order with Boeing.

Qatar

Qatar Airways has unveiled a special FIFA World Cup 2022-livery. The first aircraft that has received the livery is B777-300ER A7-BEB, which has been painted at Shannon. It was ferried back to Doha after painting on 12 November. A350-900 A7-ALL has taken-over the spot in Shannon on 13 November and will be the second aircraft to wear this special livery.

United Arab Emirates

Etihad Airways has announced its intention to downsize to a mid-sized carrier, focusing on a widebody-fleet. The plan is part of the airline's post-COVID strategy and subsequent shake-up of the airline. The idea is to streamline its fleet, making it "simpler and leaner", built around the B787 and B777. The plan, however, didn't specify the airline's intention with their narrowbody-fleet, which consists of 20 A320s and ten A321s. Etihad also has an outstanding order with Airbus for 26 A321neos. Earlier the airline already said it would park its ten A380s until at least 2021, but it now looks like they will not return to the fleet. This will also probably be the case for their five A350-1000s, of which four have been delivered, but parked at Bordeaux. Currently, their Boeing long-haul fleet consists of 19 B777-300ERs, six B777Fs, 30 B787-9s and nine B787-10s. They also have open orders for eight B777-8s and seventeen B777-9s.

North America

Canada

After presenting its 2020 third quarter results, which showed a significant loss, Air Canada announced it has further reduced its future capital expenditure by cancelling ten additional B737-8s as well as twelve A220-300s. In March, the airline cancelled eleven B737-9s it had on order and now added another ten B737-8s. As a result, Air Canada now has a backlog of sixteen B737-8s with Boeing, with 24 B737-8s already delivered. Originally, Air Canada ordered 61 B737MAXs in 2013, but will now only have a fleet of 40 B737-8s and not a single B737-9. The remaining sixteen B737-8s are expected now for delivery between 2021 and 2023. Air Canada has also amended its A220-300 order with Airbus. First it reached an agreement to defer the delivery of eighteen A220s and re-scheduling these between 2021 and 2022. The airline also cancelled twelve A220-300s, reducing the total planned A220-fleet from 45 to 33. So far eleven A220-300s have been delivered, with five more to follow this year.

United States of America

Lessor Air Lease Corporation has cancelled fourteen B737MAXs it had on order with Boeing.

Alaska Airlines has signed a lease-agreement with Air Lease Corporation in which they will sell ten A320s to ALC and in return lease thirteen B737-9s from the lessor. The new MAXs will be delivered between the end of 2021 and 2022. The thirteen airplanes are additional to the 32 B737-9s the airline has directly on order with Boeing. The first five of these are expected to be delivered before summer next year and Alaska Airlines is gearing up to start flying the MAX in March. With the sale of these ten A320s, Alaska Airlines now has an Airbus-fleet of 39 A320s and ten A321neos. The airline also operates 166 B737s; fourteen -700s, 61 -800s and 91 -900s.



This Bermuda registered Boeing 747-400F VQ-BWS belongs to Longtail Aviation. This former VIP charter specialist, and Bermuda's only holder of an AOC (air operator certificate), has expanded its operations to include ad hoc cargo uplift services, following the acquisition of this ex-Cathay and ex-Cargolux Boeing 747-400F freighter. Longtail already operated a Boeing 737BBJ before this Jumbo was delivered last summer. The freighter flew for Cathay between 1995 and 2015, after which the aircraft was transferred to Cargolux, who just put titles and logos on the aircraft without a repaint. Cargolux operated the aircraft until December 2019 after which the aircraft was picked up by Longtail, who also did not want to spend any money on a decent paintjob, so the aircraft still sports the basic Cathay colours. In November Longtail added a second Boeing 747-400 freighter to their fleet, VQ-BWT, a former Martinair 747-400BCF aircraft. (Liège, 27 October 2020, Laurent Gary)

Oceania

Australia

On 16 November, Qantas became the third airline to join select group of 100-year-old airlines, with KLM and Avianca preceding them. Despite the difficult times, Qantas commemorated the moment by conducting a flypast over Sydney in the evening. It used their specially painted B787-9 VH-ZNJ. Qantas was founded in 1920 and is an acronym for Queensland and Northern Territory Aerial Services Limited and grown over the years to a strong airline group. Nowadays, it not only operates the Qantas-brand, but also fully owns Jetstar Airways, Qantas Freight, Jetconnect, Eastern Australia Airlines, Sunstate Airlines (both operating as QantasLink), Network Aviation and Express Freighters Australia. The Group also holds shares in Jetstar Asia (based in Singapore), Jetstar Japan, Fiji Airways and Alliance Airlines. It recently sold its shares in Jetstar Pacific to Vietnam Airlines, which is in the process of rebranding the airline into Pacific Airlines. Currently, Qantas Airways has a fleet of 133 aircraft, of which around 60 are only operational. The rest is parked due to the Corona-pandemic and the airline not flying any international and limited domestic flights.

Aircraft orders

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

Airbus 2020 firm orders

AerCap	25	A320neo
	25	A321neo
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
Air Senegal	8	A220-300
Avolon	8	A320neo
	1	A321neo
BOC Aviation	20	A320neo
CALC	40	A321neo

Jetliners

A319	-111	2245	2-ACSL	Aero Capital Solutions, ex G-EZEN of easyJet. Registered in the Guernsey register on 29 October. Aircraft has been stored at St Athan since 17 August 2020.
	-112	3436	2-ACSE	Aero Capital Solutions, ex OK-NEN of CSA Czech Airlines. Registered in the Guernsey register on 21 October. Aircraft has been stored at Kemble 14 March 2020.
	-115 (ACJ)	3632	P4-LTI	Liza Transport International, ex LX-LIZ of Global Jet Luxembourg. Delivered on 21 November.
	-112	3660	2-ACSF	Aero Capital Solutions, ex OK-NEP of CSA Czech Airlines. Registered in the Guernsey register on 21 October. Aircraft has been stored at St Athan since 17 September 2020.

Cebu Aviation	5	A320neo
	10	A321neo
<u>Comlux</u>	2	<u>A220-100</u>
Lufthansa Technik (for Luftwaffe)	2	A321neo
<u>Private</u>	4	<u>A220-100</u>
	2	<u>ACJ320neo</u> (+1)
<u>SKY Greece</u>	2	<u>A320neo</u>
Spirit Airlines	47	A319neo
	33	A320neo
	20	A321neo
<u>Unidentified</u>	2	A320neo
	2	<u>A321neo</u>
	10	A350-900
Total	381	(+11)

Boeing 2020 firm orders

Air Lease Corporation	3	B787-9
All Nippon Airways	1	B787-9
	11	B787-10
Enter Air	2	B737-8
EVA Air	3	B777F
FedEx	4	B767-300F
Oman Air	4	B787-9
Republic of Korea Air Force	6	P-8A
Royal New Zealand Air Force	4	P-8A
Unidentified	3	B737-8
	5	B767-300F
	2	B777F
	3	B787-9
UPS	1	B747-8F
US Navy	8	P-8A
	7	B787-10
Total	67	

ATR 2020 firm orders

Lessor Aviation	2	ATR72-600
PNG Air	3	ATR42-600S
Total	5	

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



Early November, Amazon started its European Amazon Prime Air operations with two converted ex Ryanair Boeing 737-800BCF freighter aircraft. The aircraft are operated by ASL Airlines Ireland, the operator of scheduled freight services. ASL Airlines is the first carrier in Europe to operate its jets painted in the blue Amazon Prime Air livery and the newest airline-partner of the American e-Commerce giant. The aircraft is registered as EI-DAD and flew with this same registration for Ryanair from December 2002 until December 2019. Then, the almost 18-year-old passenger aircraft was ferried to Yinan in China for conversion. It was delivered to ASL Airlines on 26 October. Former Ryanair EI-DAC was delivered to ASL after conversion a week later and EI-DAF will follow in the near future. ASL Airlines signed a Memorandum of Understanding for twenty Boeing 737-800BCFs, which included ten firm orders with ten purchase rights. At the time the order was made, different media sources speculated that the measure was taken in order to be poised for closer cooperation with Amazon Prime Air, as the e-retail giant was building its air network in Europe. Paul Nelhams was present at Shannon to picture the aircraft on its arrival on 26 October.

A320	-214	936	OE-IRI	WNG Capital LLC, ex ES-SAO of SmartLynx Estonia. Registered in Ireland on 9 November. Aircraft has been stored at Kaunas since 18 September.
	-214	2656	9H-LMT	Lauda Europe, ex OE-LMT of LaudaMotion. Registered in Malta on 23 November.
	-214	2902	EC-MYB	Vueling Airlines, ex OE-LVR of LEVEL. Transferred on 10 November.
	-232	2984	9H-LOM	Lauda Europe, ex OE-LOM of LaudaMotion. Registered in Malta on 5 November.
	-216	3145	EC-KDT	Vueling Airlines, ex OE-LVS of LEVEL. Transferred on 16 November.
	-214	3063	9H-LMC	Lauda Europe, ex OE-LMC of LaudaMotion. Registered in Malta on 5 November.
	-233	3577	OE-IOB	Alterna Capital Partners, ex ER-00003 of FlyOne. Registered in Austria on 30 October. Aircraft has been stored at Ciudad Real since 30 September.
	-232	3581	OE-IOC	Alterna Capital Partners, ex ER-00001 of FlyOne. Registered in Austria on 2 November. Aircraft has been stored at Ciudad Real since 30 September.
	-214	5152	OE-IPB	GECAS, ex T7-MRB of MEA - Middle East Airlines. Registered in Austria on 19 November. Aircraft has been stored at Plovdiv since 21 September.
	-214	5253	OE-IPD	GECAS, ex T7-MRC of MEA - Middle East Airlines. Registered in Austria on 20 November. Aircraft was ferried to Sofia for storage on 12 November.
	-216	5887	F-HZFM	Air France, ex F-HZFM of Air Corsica. Delivered on 24 November.
	-214	6680	G-EZOT	easyJet, ex OE-ICC of easyJet Europe. Registered in the UK on 27 October.
	-214	8604	SU-BUJ	Air Cairo, ex OE-IES of ICBC Leasing. Delivered on 15 November. Former EI-LIX of Ernest Airlines.
	-251N	10033	CS-TVH	TAP Air Portugal, Delivered on 18 November. Test registration was F-WWIF.
	-251N	10087	9K-AKP	Kuwait Airways. Delivered on 21 November. Test registration was F-WWBI.
	-251N	10106	9H-NED	Air Malta. Delivered on 20 November. Test registration was F-WWIV.
A321	-231	4311	VP-BVA	Ural Airlines, ex VN-A322 of Vietnam Airlines. Delivered on 11 November.
	-211	6454	EC-NLV	Vueling Airlines, ex OE-LCN of LEVEL. Transferred on 4 November.
	-211	6629	EC-NLX	Vueling Airlines, ex OE-LCP of LEVEL. Transferred on 4 November.
	-211	6719	EC-NLY	Vueling Airlines, ex OE-LCR of LEVEL. Transferred on 4 November.
	-253N	7694	LZ-HEH	Holiday Europe, ex TC-OED of Onur Air. Delivered on 10 November.
	-253N	8085	LZ-HEI	Holiday Europe, ex TC-OEE of Holiday Europe. Delivered on 12 November.
	-271NX	9432	P4-KGD	Air Astana. Delivered on 7 November. Test registration was D-AVZR.
	-271NX	9452	TC-LSZ	Turkish Airlines. Delivered on 30 October. Test registration was D-AVXI.
	-271NX	9567	TC-LTA	Turkish Airlines. Delivered on 28 October. Test registration was D-AVZP.
	-271NX	10042	C-GOIM	Air Transat. Delivered on 11 November. Test registration was D-AVYB.
	-271NX	9575	SX-NAB	Aegean Airlines. Delivered on 21 November. Test registration was D-AVZD.
	-253NX	10074	CS-TSI	Azores Airlines. Delivered on 30 October. Test registration was D-AYAK.
	-271NX	10115	HB-JPB	Swiss. Delivered on 6 November. Test registration was D-AZAN.
A330	-243	461	OE-IRD	Avolon, ex EC-LVL of Air Europa. Registered in Austria on 9 November. Aircraft was ferried to Hondo (TX) for storage on 3 November.
	-343E	1779	2-HHLL	AC Finance, ex ZS-SXL of South African Airways. Registered in the Guernsey register on 13 October. Aircraft has been stored at Woensdrecht since 16 July 2020.
	-941	1924	PR-ANX	Azul Linhas Aéreas Brasileiras. Delivered on 16 November. Test registration was F-WWCK.
	-941	1934	PR-ANW	Azul Linhas Aéreas Brasileiras. Delivered on 5 November. Test registration was F-WWYF.
	-941	1962	N408DX	Delta Air Lines. Delivered at Nagoya – probably to avoid the US import tariffs – on 29 October. Test registration was F-WWCQ.
	-841	1964	9K-APF	Kuwait Airways. Delivered on 29 October. Test registration was F-WWYU.
	-841	1969	9K-APG	Kuwait Airways. Delivered on 29 October. Test registration was F-WWCL.

A340	-642	768	9H-EAC	Maleth-Aero, ex 2-EALK of European Aviation Group. Transferred to Malta in November. Aircraft has been stored at Bournemouth since 21 August.
A350	-941	412	ET-AYB	Ethiopian Airlines. Delivered on 7 November. Test registration was F-WZGS.
	-941	431	ET-AYA	Ethiopian Airlines. Delivered on 7 November. Test registration was F-WZNT.
	-941	427	D-AIXQ	Lufthansa. Delivered on 30 October. Test registration was F-WZHG.
BAe146	-RJ85	E2346	N377AC	Bank of Utah, ex EI-RJI of Aer Lingus. Registered on 26 October. Parked at Marana (AZ) and destined for Aero Flite.
B737	-300QT	E3151	VH-SQR	Pionair, ex EC-LMR of ASL Airlines Spain (D-AMGL, WDL Aviation NTU). Delivered on 10 November.
	-4B3SF	24751	TF-BBN	Bluebird Nordic, ex C-GKFD of Regency Aero Lease Inc. Delivered on 15 November.
	-406SF	24959	EC-NMK	Swift Air, ex G-JMCX of West Atlantic. Delivered on 8 November.
	-8Z9	28178	TC-SOT	SunExpress, ex D-ASXA of SunExpress Germany. Transferred in September.
	-8ASBCF	29938	EI-DAC	Prime Air, ex N541CC of NAS Investments 10 LLC. Operated by ASL Airlines Ireland, per 6 November.
	-8Z9	30420	TC-SOU	SunExpress, ex D-ASXB of SunExpress Germany. Transferred in September.
	-85F	30477	9H-HLY	Bluebird Airways, ex EI-FFW of Air Italy. Delivered on 31 October.
	-809	30664	N364AV	TVPX Aircraft Solutions, ex OK-TSV of Smartwings. Registered on 30 October. Parked at Tarbes-Lourdes.
	-8Q8	30665	VP-BCC	SmartAvia, ex HL8287 of Jeju Air. Delivered on 2 November.
	-76N	32684	VQ-BIP	Yakutia Air, ex SE-RJS of SAS Scandinavian Airlines. Delivered on 5 November.
	-8AS	34985	TC-SPD	SunExpress, ex D-ASXY of SunExpress Germany. Transferred in September.
	-8HC	36530	TC-SPE	SunExpress, ex D-ASXW of SunExpress Germany. Transferred in September.
	-86J	37741	N37741	Bank of Utah, ex VP-BUG of S7 Airlines. Registered on 30 October. Parked at Marana (AZ).
B747	-79V(BBJ1)	61040	T7-RTX	Knowledge Profits Ltd, ex B-09590 of Ruentex Group. Delivered in November.
	-412BCF	24975	VQ-BWT	Longtail Aviation, ex EW-511TQ of Ruby Star Airways. Delivered on 4 November.
	-412BCF	27217	N702CA	National Airlines, ex N926BA of Boeing Aircraft Holding Co. Delivered on 16 November. Former B-KAI of Cathay Pacific. Aircraft has been stored at Marana (AZ) since May 2013.
B757	-443	30885	N483MC	Atlas Air, ex G-VROS of Virgin Atlantic Airways. Delivered on 30 October.
	-8F	63784	UPS	UPS - United Parcel Service. Delivered on 16 November. Line # 1558.
	-28ASF	25622	OE-LFE	ASL Airlines Belgium, ex N757AS of Bank of Utah. Delivered on 8 November. Is converted to freighter. Flew as OO-TFA with ASL Airlines Belgium earlier.
B767	-2K2	26330	N263AR	Bank of Utah, ex G-TCSX of TAG Aviation UK. Registered on 26 October. Stored at Marana (AZ).
	-204	28836	N28836	Bank of Utah, ex G-BYAY of TUI Airways. Registered on 19 November. Stored at Marana (AZ).
	-306ER	27612	RA-73034	Azur Air, ex VQ-BSX of the same company. Reregistered in October.
	-316ERBDSF	29227	C-GOCJ	Cargojet Airways, ex N544LA of LATAM Cargo Colombia. Delivered on 6 November.
	-36NER	30843	N486AX	Omni Air International, ex CN-RNT of Royal Air Maroc. Delivered on 10 November.
	-300F	63119	N188FE	FedEx Express. Delivered on 17 November. Line # 1222.
	-300F	66809	N373UP	UPS - United Parcel Service. Delivered on 29 October. Line # 1221.
B777	-36NER	33862	OE-ILT	GECAS, ex A6-EBG of Emirates. Registered on behalf of the lessor on 12 August.
	-367ER	35300	VQ-BZF	Azur Air, ex B-KPG of Cathay Pacific Airways. Delivered on 10 November.
	-F	66087	N775CK	Kalitta Air. Delivered in DHL colours on 30 October. Line # 1673.
	-F	66088	D-AALQ	AeroLogic. Delivered in DHL colours on 20 November. Line # 1676.
	-300ER	66583	G-STBN	British Airways. Delivered on 5 November. Line # 1671.
ERJ	135ER	145198	G-CGMC	Eastern Airways, ex 5N-BSN of Bristow Helicopters Nigeria. Back with Eastern Airways and registered on 18 November.
	145LR	145526	F-HYOG	Amelia International, ex CE03 of Belgische Luchtmacht. Delivered on 18 November.
	135BJ	145686	RA-02757	Dexter Air Taxi, ex M-NJSS of Heritage Tech. Delivered on 31 October.
	135BJ	14500991	OE-LAK	Avcon Jet, ex M-OLEG of Hermitage Air. Per 12 November.
	190LR	19000435	VH-SEF	Pionair, ex HB-JVR of Helvetic Airways. Delivered on 21 November as HB-JVR.
	190E2STD	19020043	HB-AZF	Helvetic Airways. Delivered on 12 November.

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

Commuters

ATR72	-211F	147	G-CLNK	West Atlantic, ex EC-JQF of Swiftair. Registered on 2 November.
	-202F	229	C-FTMN	Morningstar Air Express, ex EI-FXH of ASL Airlines Ireland. Registered on 20 November. Is operated for FedEx Express.
	-212A	917	RA-67610	KrasAvia, ex SE-MDH of BRA - Braathens Regional Airlines. Delivered on 13 November.
	-212A	930	RA-67611	KrasAvia, ex SE-MDI of BRA - Braathens Regional Airlines. Delivered on 9 November.
DHC-8	-402	4231	VH-IYV	Cobham Aviation Services Australia, ex OE-IMO of Deutsche Lufthansa Aktiengesellschaft. This former LGW aircraft (D-ABQC) is delivered on 30 October and registered on 6 November.
Saab 340	B	167	PH-CUA	JetNetherlands, ex SE-LJX of Idun 167 AB. Delivered on 4 November. Will be operated for CU Air.

Credits: Airfleets, Planespotters and Skyliner.

Propliners

DHC	2	736	C-FDUW	Tintina Air, exported to the USA on 20 November but has no new number assigned yet.
	2	950	N77KZ	MW Renfo of Bethel (AK), was involved in a mishap during take-off on 22 September 2019 (see Dustpan & Brush in issue 485). The Beaver has now been rebuilt and repainted. Was first noted as such on 10 August 2020, and was redelivered from Napaskiak to Bethel on 12 November. This Beaver is ex S-1 of the Koninklijke Luchtmacht (Royal Netherlands Air Force), and was operational from 1956 until 1974!
	2	1613	N83VR	AG Nicolas of Kila (MT), ex C-GJWU. Exported to USA 17 November 2020.
	C7A	125	N98NC	Gogo Aviation, registered 4 November 2020;
	C7A	217	N91NC	Gogo Aviation, registered 4 November 2020. These are two of the Caribous that were taken from a Tucson (AZ) scrapyard last month. Gogo Aviation is registered on the same address as Turks Air and Conquest Air Cargo at Miami-Opa Locka Airport (FL). We can assume these will be the two airframes to be reactivated.
Douglas	6AC	45497	G-APSA	Was bought by the South Wales Aviation Museum in early 2019. In November 2020 they contracted GJD to move the DC-6 from Coventry to the museum location at St. Athan. The company will also move G-SIXC (45550) to St. Athan in Cardiff.



For the first time since many years, a Saab 340 is registered again in the Dutch civil register. PH-CUA is registered by the ASL group. The aircraft will be used to support the development of ASL Group Charter Flights and Incentives, which were initiated with the two Embraer ERJs (135 and 145) currently chartered under the commercial identify of Air Charters Europe (ACE). The Saab 340 will be a great complimentary tool for this kind of activities next to the ERJs for the European network. The aircraft will be operated under the AOC of JetNetherlands, but from a sales perspective it will be offered to the charter market in partnership with the company Cargo Union, under the commercial brand "CU Air" (hence PH-CUA). Flights will be operated on an ad-hoc basis from all the company's home bases, but the aircraft will initially have Antwerp Airport as its fixed home base. The aircraft is more than 31-years old and flew with Finnavigation, Finnair, Golden Air, TUS Airways and Loganair before being registered in the Netherlands. (Antwerp, 4 November 2020, Walter van Brempt)

Lockheed	L-12-A	1222	N18125	Registered per 10 November 2020 on a temporary certificate. Ex C-FLKD.
	C-130H	4338	N132CG	Coulson Air Tanker. Tanker 132 was presented to the public in new colours late October 2020. During the test flight programme it flew with both the civil reg and its former Norwegian Air Force serial 956, plus Coulson Air Force titles.

The Kenyan airport authorities have published a notice to owners of aircraft parked on Kenyan airports of a disposal of uncollected goods. The list was published in the national gazette under Notice number 5870 and includes over 100 aircraft parked at various airports around the country. The list includes about ten aircraft types we cover in this Propliners section. We try to keep you updated on the outcome.

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

Fokker News

F27	C-31A	10668	N27FF	Stichting Vliegend Nederlands Cultureel Erfgoed, ex 85-01608 US Army. Arrived 3 November at Lelystad in US Army Golden Knights colours, the parachute team of the Army. The VNCE will provide the interested public an opportunity to fly as a passenger on the Troopship (as it was known in the US forces), which is otherwise practically impossible nowadays.
F28	-0100	11303	VH-FZH	Virgin Australia Regional Airlines. Operated again for VARA between 16 October and 5 November, due to one of the A320s being in heavy maintenance. Operated last flight on 5 November as VA9248 back to Perth (WA). Ferried from Perth (WA) to Singapore-Seletar 11-12 November as VA9940. Will be scrapped there and engines sold back to VARA for use as spare parts.
	-0100	11360	VH-FNN	Virgin Australia Regional Airlines. Scrapped and broken up at Singapore-Seletar, on 19 November. Arrived there earlier this year, on 6 March as VA9940.
	-0070	11560	VH-NUY	Alliance Airlines, ex OE-LFP Austrian Airlines. Left Bratislava on 5 November as SXI2014, on delivery to Australia, where it arrived at Brisbane on 10 November. Was already registered in May 2019 and ready for delivery since May this year, but due to the current pandemic plans changed and it is only now being delivered.

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	258392	258392	M-VNES	Vivines, ex C-FMIO. Registered on 3 November.
Beech	400XT	RK-317	OK-NTU	This ex G-FXRS of Flairjet was sold to Flight Options, but is operated by Time Air s.r.o.
	400XT	RK-327	OK-NTD	Also this ex G-FXMR of Flairjet was sold to Flight Options, but is operated by Time Air s.r.o.
	400XT	RK-368	OK-PFY	And another one, this ex G-FXRJ of Flairjet was sold to Flight Options, but is operated by Time Air s.r.o.
Cessna	525	0117	M-YSPC	M YSPC, ex N26QB. Registered on 28 October.
	525	0429	G-LILE	Sovereign Business Jets, re-registered from G-SOVI on 19 November.
	525	0499	CS-DEY	Noted Malaga on 26 September, ex D-IBAK.
	525B	0081	D-CGER	Excellent Air, ex N525EE. Noted at Düsseldorf on 28 October.
	550	1007	9H-SAL	Hyperion Aviation, ex LZ-BPP. Noted at Pisa on 7 November.
	550	1136	YU-TUU	Air Pink, ex YU-TUC. Registered on 27 October.
	560XL	5157	N560MC	N560MC, ex OE-GCA. Registered on 3 August.
	560XLS+	6073	D-CJJK	Windrose Air Jetcharter, ex VP-BJR. Noted at Mönchengladbach on 2 October.
	560XLS+	6291	OE-GZF	Avcon Jet, registered in November.
	680	0051	N362TX	Textron Aviation, re-registered from N362QS on 18 August.
	680	0067	N1QE	APF Development, ex OY-WET. Registered on 24 August.
	680	0127	N111YL	Ingram Industries, re-registered from N111Y on 19 August.

	680	0211	N938JS	Schiff Farms, re-registered from N402SF on 20 August.
	680	0310	N824HH	Hilltop Holdings, re-registered from N622PC on 19 August.
	750	0201	N907TX	Textron Aviation, re-registered from N907TX on 28 August.
	750	0206	N906TX	Textron Aviation, re-registered from N906QS on 28 August.
	750	0208	N992TX	Textron Aviation, re-registered from N997QS on 28 July.
Challenger	300	20003	N417HC	HC Logistics, re-registered from N303CZ on 27 August.
	350	20635	N119DT	Tennthom Aviation, re-registered from N131KC on 24 August.
	350	20851	N457AY	Bombardier Aerospace, registered on 13 August.
	350	20857	N857HA	Bombardier Aerospace, registered on 26 August.
	601-3A	5011	N411JE	Aviation Trust Company, re-registered from N999MK on 30 July.
	601-3A	5030	N8HZ	Herzog Contracting, re-registered from N1HZ on 30 July.
	601-3R	5093	N640GR	Dodson International Parts, ex C-GRIF. Registered on 7 August.
	604	5316	N29CU	RSHC Air 2, re-registered from N484CR on 3 August.
	604	5346	T7-STJ	Star Jet, ex HZ-HSH. Noted at Almaty on 17 November.
	605	5726	EJ-ROXY	Sonas Aviation, ex T7-UMT. First noted at Farnborough on 20 July.
	605	5736	N605DF	Bank of Utah, ex LV-GVH. Registered on 6 August.
	650	6109	N777QX	Quexco, re-registered from N777QY on 30 July.
Cirrus	SF50	0216	2-DRDR	Delivered to North Weald on 26 October.
Eclipse	EA500	000097	PS-AME	Delivered to Brazil in November. Ex N502TS, which was exported on 4 November.
	EA500	550-0282	N826ES	Registration cancelled on 24 October.
Embraer	505	50500561	D-CMXM	This factory fresh Phenom was sold to Air Hamburg in September.
	550	55000011	PH-LGD	Ex N500GX of GIT Aviation 657 LLC was sold to Air Service Liege / JetNetherlands in November. Delivered to Eindhoven on 7 November.
Falcon	7X	83	N963RS	RSH Enterprises, ex VQ-BSP. Registered on 18 August.
	8X	410	N410F	TVPX Aircraft Solutions, ex VT-FCN. Registered on 3 August.
	20F	382	G-FRSB	Cobham Aviation Services, ex N459SB. Registered on 4 November.
	50EX	315	N315EX	TVPX Aircraft Solutions, ex S5-TSV. Registered on 24 August.
	50EX	343	N29B	Battelle Memorial Institute, re-registered from N733M on 17 August.
	900B	106	RP-C9968	Delivered to Manila on 14 November, ex LX-FFL.
	900EX	130	M-AKKA	FBO Karlstad, ex HB-JTJ. Registered on 6 November.
	900LX	270	9H-FLX	Hyperion Aviation, ex T7-BCS. Noted at Malta on 15 November.
	900DX	605	N115TB	Business Jet Services, re-registered from N89FC on 17 August.
	2000	56	N365TX	Falcon N784BX, re-registered from N784BX on 31 July.
	2000	60	T7-LVM	Griffin Asset Holdings, ex N898CT. Noted at Lanseria on 14 November.
	2000LX	128	N789JC	Majjec Holdings, ex M-OHEM. Registered on 3 August.
	2000LX	140	F-HHDB	OO-DFG was cancelled to F-HHDB on 15 April.
	2000LX	140	VH-EWB	Flight Options, ex F-HHDB. Registered on 19 November.
	2000S	745	N745S	Dassault Falcon Jet, ex F-WWGS. Registered on 3 September.
Global	Express	9014	N599SR	Reregistered from N700GX on 5 November.
	Express	9103	TC-	Cancelled from the USA register on 6 November, exported to Turkey. Ex N430BN.
	XRS	9252	LX-DID	Registration changed from LX-FLY (which became a Global 6000) in October.
	XRS	9254	N3262T	Registered on 3 November, ex VQ-BGS of Macsteel Jet Services.
	XRS	9327	TC-CAN	Cancelled from the the USA on 28 October as N118WT, to Turkey on 5 November.
	5000	9157	OE-IXG	Delivered to AVAG Air on 28 July, ex T7-MSK, which was cancelled in June.
	5000	9879	N959RX	Delivered to Bombardier on 12 November, ex C-GTIE.
	6000	9549	N468TN	Registered on 3 November, ex G-MAZS of Gama Aviation.
	6000	9708	N6192B	Registered on 2 October to Glacier Aviation, ex M-INER.
	6000	60019	LX-FLY	Delivered to Global Jet Luxembourg on 16 November, ex C-GKPE.



C-31A Troopship 85-01608 of the United States Army Parachute Team "Golden Knights", is seen here shortly after touch down at Lelystad Airport, the Netherlands, on 3 November 2020. As you can see it already has N27FF applied, and under the nose carries the titles and logos of the various sponsors, that made the ferry possible. Dennis van der Wiel caught the Troopship in the fading daylight hours. VNCE, Stichting Vliegend Nederlands Cultureel Erfgoed, will offer people to fly with the 36-year old Fokker.

	6500	60021	N606TD	Delivered to Bombardier on 17 November, ex C-GKSC.
	6500	60036	C-GNQC	Delivered to Bombardier on 27 October.
	6500	60037	C-GOMN	Delivered to Bombardier on 6 November.
	6500	60038	C-GORP	Delivered to Bombardier on 19 November.
	7500	70008	N51TR	Delivered to Bombardier on 6 November, ex C-FXAW.
	7500	70020	F-GVMA	Delivered to LVMH Services on 14 September, ex C-FZLW.
	7500	70033	OE-IRX	Delivered to ART Aviation on 10 September, ex C-GDUX.
	7500	70038	VP-BLU	Delivered to Bayham Ltd. On 9 September, ex C-GFJE.
	7500	70040	T7-BBK	Operating as TAG10 since 19 November, ex C-GFHY.
	7500	70070	C-GPHC	Delivered to Bombardier on 3 September.
	7500	70071	C-GPYN	Delivered to Bombardier on 5 October.
	7500	70072	C-GPYU	Delivered to Bombardier on 8 October.
	7500	70073	C-GPYX	Delivered to Bombardier on 15 October.
	7500	70074	C-GRMT	Delivered to Bombardier on 12 November.
	7500	70075	C-GRNI	Delivered to Bombardier on 4 November.
	7500	70076	C-GRNP	Delivered to Bombardier on 10 November.
Gulfstream	II	78	N892QM	Iran Medina, ex HP-1691. Registered on 4 September.
	III	429	N721CF	Calspan, re-registered from N77HG on 28 July.
	IV	1146	N146BG	Aircraft Holdings, re-registered from N970SY on 18 August.
	IV	1180	N964MD	TVPX Aircraft Solutions, ex XA-ASI. Registered on 23 July.
IVSP		1304	7Q-MAG	Noted at London-Stansted on 9 November, ex N526EE.
IVSP		1373	N405JS	flyExclusive, re-registered from N595PB on 17 August.
G450		4137	N222ZZ	Missaglia Aviation, re-registered from N519HC on 27 August.
G450		4216	N13J	Holdacacha Management, re-registered from N961RF on 30 July.
V		548	N166AA	Epsilon International, ex XA-AHC. Registered on 6 August.
G550		5023	N550GP	N550LK, ex B-8135. Registered on 5 August.
G550		5049	N550VR	TVPX Aircraft Solutions, re-registered from N89NC on 24 July.
G550		5075	PS-FSR	Luis Fernando Assessoria Esportiva, ex N518QS.
G550		5084	N808ME	1st Avenue Gulf 550, ex VP-BSI. Registered on 11 August.
G550		5268	N261PW	Perryair, re-registered from N261BW on 28 July.
G550		5610	N550RD	Gulfstream Aerospace, re-registered from N510GA in July. Registered to Bank of Utah on 4 August.
G550		5610	PS-TAR	Yamandu Empreendimentos e Participações, ex N550RD. Delivered on 27 October.
G650		6146	T7-AEG	ACASS Canada, ex 9H-DTY. Was already noted at London-Stansted on 9 August 2019.
G650ER		6409	9H-DAO	Emperor Aviation, ex N609GA. Noted at Malta on 11 November.
G650ER		6424	N711RH	RH, delivered to Bozeman (MT) on 12 November. Test registration N623GA.
G500		72022	N144S	Bank of Utah, re-registered from N939ML on 28 August.
G500		72052	N308EL	Eli Lilly, ex N552GS. Registered on 22 August.
G500		72058	OE-LUB	Bairline Flug, ex N558GD. Registered in October.
G600		73020	N70EL	Enterprise Holdings, ex N620GS. Registered on 21 July.
G600		73018	N415P	Gulfstream Aerospace, ex N618GD. Registered in July and then registered to Gee 6 on 5 August.
G600		73022	N48RT	Raytheon Technologies, ex N622GD. Registered on 20 July.
G600		73027	N660P	Wilmington Trust, ex N627GD. Registered on 25 September.
G600		73032	T7-YBH	TAG Aviation San Marino, ex N632GD. First noted at Minneapolis-St. Paul (MN) on 23 September.
IAI	1124	263	N918SS	Registration expired on 31 October.
	1124A	376	H4-ZYH	Ex VH-ZYH, cancelled from Australia on 3 August.
	G150	229	N518KH	Reregistered from N8841C on 29 October.
	G200	66	N723RH	Reregistered from N70HQ on 12 November.
	G200	100	C-GRGK	Delivered to Chartright Air on 20 November, ex N290LT of Life Time.
	G200	202	N500ND	Reregistered from N682GA on 16 November.
Learjet	75	45-529	M-JPEB	Former N800KD of Learjet Inc. was sold to ADD SARL in France.



Seen here arriving on its delivery flight at Eindhoven is Legacy 500 PH-LGD. This is the first Legacy 500 to enter the Dutch register and flies on the AOC of Air Service Liège. It replaces Cessna 525B PH-FJK, which was previously based at Eindhoven. (7 November 2020, Toon Cox)



OE-FAA is the first HA-420 on the Austrian register and is operated by The Flying Bulls. The HondaJet Elite carries the titles of the AlphaTauri F1 team, Red Bull Racing's sister team which was formerly known as Toro Rosso. (Munich, 4 October 2020)

Pilatus	PC-24	188	D-CTLM	Former HB-VSG of Pilatus Flugzeugwerke was sold to a yet unknown operator in Germany.
	PC-24	190	HB-VSH	Registered to Pilatus Flugzeugwerke in September, later sold as:
	PC-24	190	N24SV	to Pilatus Business Aircraft Ltd. in October.
	PC-24	196	N196AH	Former HB-VSM was registered to Pilatus Business Aircraft Ltd. in October.
	PC-24	198	HB-VSO	Registered to Pilatus Flugzeugwerke in September.
	PC-24	199	HB-VSP	Registered to Pilatus Flugzeugwerke in October.
	PC-24	203	HB-VSR	Registered to Pilatus Flugzeugwerke in September.

Bizprops

Beech	E90	LW-136	LZ-HKA	Former G-ORTH of Stroyproject Ltd. was re-registered into the Bulgarian register.
	350	FL-473	T7-CAL	This ex D-CFMD of FCS-Flight Calibration Services GmbH was sold to ACAM Flight Calibration in Indonesia.
Cessna	208B EX	5265	F-HFTS	Finist'air, ex D-FROG. Registered on 1 September.
Piaggio	P180	1012	N411AW	Reregistered from N812LF on 6 November.
Pilatus	PC-12/45	406	OH-ACT	Former F-GRAJ of SA Laval Distribution / SA Nicodis was sold to an unknown operator in Finland.
	PC-12/47NGX	2038	OK-PVN	Ex HB-FQE of Pilatus Flugzeugwerke was sold to OK Aviation Sales s.r.o., but is operated by Gumarny Zubri in the Czech republic.
	PC-12/47NGX	2040	HB-FUU	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2041	HB-FQH	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2041	N41GX	Pilatus Business Aircraft Ltd. in the US in October.
	PC-12/47NGX	2042	HB-FQI	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2042	N12XN	Pilatus Business Aircraft Ltd. in the US in October.
	PC-12/47NGX	2042	HB-FQI	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2043	HB-FQJ	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2044	HB-FQK	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2045	HB-FQL	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2047	HB-FQN	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2047	N247CU	Pilatus Business Aircraft Ltd. in the US in November.
	PC-12/47NGX	2049	HB-FQP	Registered to Pilatus Flugzeugwerke in September.
	PC-12/47NGX	2050	HB-FQQ	Registered to Pilatus Flugzeugwerke in September, later sold to:
	PC-12/47NGX	2050	N399PG	Pilatus Business Aircraft Ltd. in the US in November.
Piper	42-1000	5527022	N93PP	Emmair, ex OK-OKS. Registered on 5 August.
	46-500TP	4697283	N13WJ	Aircraft Guaranty, ex OK-NEC. Registered on 15 August.
	46-500TP	4697378	F-HNMB	Speedfly 2, ex OK-FLT. Registered on 6 November.
SOCATA	TBM-850	658	N91WT	Former F-HFMC from Voyage'air was sold to a yet unknown operator in the US
	TBM-940	1336	F-HTMC	Voyage'Air, ex Daher Aerospace per September.

Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes et cetera. To get the most from this extensive database (some 140,000 records) consider using the advanced search options.

Near the bottom of the same page (Soviet Transport database on www.scramble.nl) is a link to the Soviet Transports downloads page at the new and expanding [AirHistory.net](https://www.airhistory.net) website (<https://www.airhistory.net/info/soviet.php>). On the 'reference' tab on this site there you can find a sub-page 'Soviet Transport Data Files' and there you can find;

- free downloadable known production lists of the almost 250 types included in the 'Soviet Transports' database,
- these productions lists also include all known military transport aircraft and all known military Kamov and Mil helicopters,
- 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 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.



Although the logo on the tail reads Department of Energy, N2316 is one of three King Air 350i's operated by the National Nuclear Security Administration. This government agency is part of the Department of Energy and is responsible for national security by means of nuclear science. (Andrews AFB (MD), 22 October 2020, Tim Wolfe)

This free service replaces an eventual new edition of the Soviet Transports book which nowadays would simply be too expensive to produce. This as a total rundown of all files in early 2019 shows a new book would equate over 1,800 pages, where it to be published in the same format, A4 with a small letter type.

Ae-270	00 09	'OK-AMY'		photo	12sep20	in the Air Park at Zruc with a fake reg
An-2TP	1G37-07	CCCP-91730	AFL/West Siberia	w/o	05nov74	when ripped off moorings during a storm at Aleandrovskoye
An-2R	1G203-32	RA-17771	AeroGeo	w/o	07feb12	in a hangar fire at Kyzyl airport
An-2	---	RA-3085G	Polyarnaya Avialinii	Omm	03oct20	with extreme large wheels not titles but badge o the tail
An-2	---	RF-3648K	yellow c/s	Omm	03oct20	fuselage only
An-2	---	RF-90516	Russian Air Force	Che	sep18	coded "09 yellow; in bright green c/s with 'VKS Rossii' titles
An-26	---	"56" red	Russian Air Force	Uue	01sep19	has probably been stored there since 2005
An-124-100	977305 4 0 55093	RA-82042	Volga-Dnepr	dam	13nov20	on an overweight emergency landing at OVB and overran
Be-200ChS	---	RF-88456	Russian Navy	fff	10nov20	line # 03-55; coded "21" yellow
Il-18Gr	18100 27 01	SP-LSH	LOT		end2020	sold to Czech Republic end 2020 and will be preserved
Il-62MGr	41 54 5 3 5	ex RA-86126	no titles	KZN	16nov20	flew this date for the first time in years but no registration on
Il-76TD	00934 98974	EW-505TR	Rada Airlines	trf	nov20	reported to become this registration; ex EX-62001
Il-76TD	10034 03075	UR-FSA	Fly Sky Airlines	rgd	03nov20	ex UR-COE
Il-76TD	10134 09310	UR-FSE	Fly Sky Airlines	rgd	end20	ex UR-EAB
Il-76TD	10234 12399	EK-76345	Atlantis Armenian	lsd	oct20	ex (EK)76310
Il-76MD-90	02-03	UR-FSC	Fly Sky Airlines	rgd	03nov20	ex UR-CRN
Il-76MD-90	02-03	RF-78658	Russian Air Force	fff	17mar20	h/o at ULY 19nov20; opb 235 vtap at ULY
Il-76MD-90	02-04	RF-78659	Russian Air Force	fff	26aug20	h/o at ULY 19nov20; opb 235 vtap at ULY
Il-76MD-90	02-05	--	Russian Air Force	r/o	12nov20	still in primer without registration; to become RF-78660
Il-103	---	05-022	South Korean Air Force		18oct09	seen preserved Chilgok 18oct20
Il-114-300	10338 30030	54114	Ilyushin OKB	rgd	2020	f/n ZIA 30sep20; l/n 20nov20, active
Ka-32T	---	PK-KII	Scorpion Air	photo	28oct20	at Jakarta-Pondok Cabe in red c/s, no titles
L-410UVP-E	90 24 18	TG-TJH	no titles	GUA	07nov20	ex HR-AXC
L-410UVP-E20	19 33 05	OK-JNB	Aircraft Industries	rgd	21jan20	a/w. n/t; d/d UHE/VOZ/SVX 22oct20; canx 13nov20
PS-84	184 10 12	CCCP-L3483	GVF	w/o	19aug41	shot down and crashed 2 km north-east of Yastrebovo
PS-84	184 11 14	CCCP-L3908	GVF	w/o	10sep41	at Yedrovo when airfield was attacked by the German AF
PS-84	184 12 10	CCCP-L3919(1)	GVF	dbr	08aug41	attacked by an unknown (German or Soviet) aircraft
PS-84	184 12 14	CCCP-L3923	GVF	w/o	06sep41	hit by ground fire, made a forced landing and burnt out
Li-2	184 166 09	not known	Soviet Air Force	w/o	13oct44	shot down by a night fighter of the German Air Force
Mi-2MSB	51 3839 114	not known	Ukraine Army Aviation		nov20	opb 11 obrAA at Kherson-Chornobayivka
Mi-2	52 6107 049	2151K	all-green c/s	Vor	04jul20	derelict; ex RA-23545
Mi-2	5210507 127	RA-14172	brown c/s, n/t	photo	12aug20	active crop dusting in the Krasnoyarsk region
Mi-8T	9 81 03340	RA-24703	Vityaz-Aero	photo	19nov20	at Nikolayevka-HE73 heliport
Mi-8T	9 92 57179	no reg	not known	SQQ	21aug06	for sale by ASU Baltija in 2020, with just 34 hours
Mi-8MTV-1	9 7515	RA-24522(2)	Konvers-Avia	rgd	03sep20	h/o 15sep20
Mi-8MTV-1	9 7518	RA-24537(2)	PANKh	rgd	03sep20	h/o 15sep20; f/n GAQ 20nov20
Mi-8MTV-1	9 7519	RA-24538(2)	AeroGeo	rgd	03sep20	f/n Minusinsk 02nov20
Mi-8MTV-1	9 7521	RA-24547(2)	Konvers-Avia	rgd	14sep20	
Mi-172	586C26	58652	Pakistan Army	LED	19jun19	c/n from a Russian customs declaration
Mi-172	586C27	58653	Pakistan Army	f/n	20jan16	c/n from a Russian customs declaration
Mi-172	586C28	58651	Pakistan Army	f/n	15nov17	c/n from a Russian customs declaration
Mi-8AMT	AMTS00643137390U	"231" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni
Mi-8AMT	AMTS00643137403U	"234" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni

Mi-171E	171E00643157514U	N245XX	Red Air Transport	rgd	18nov20	
Mi-8AMT	AMTS00643167639U	RF-04472	Russian Air Force	Sso	21sep19	coded "61" yellow; c/n known now
Mi-8AMT	---	"255" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni
Mi-8MTV-1	---	RA-24400(2)	Russair	h/o	02sep20	no titles
Mi-8	---	RA-24543(2)	all white, n/t	KRR	14nov20	
Mi-8MTV-1	---	RA-24553(2)	not known	h/o	19oct20	no titles
Mi-8AMTSh	---	RF-28527(2)	FSB	GDX	17oct20	
Mi-8	---	H-592	Angolan Air Force	photo	jan14	just wreck, somewhere in Angolla
Mi-171	---	LH991709	Chinese Army	photo	nov20	ex LH9127xx; opb 74th Brigade
Mi-171E	---	LH991737	Chinese Army	photo	nov20	ex LH9127xx; opb 74th Brigade
Mi-171E	---	LH993718	Chinese Army	photo	oct20	ex LH9107xx; opb 73rd Brigade
Mi-171	---	LH993755	Chinese Army	photo	nov20	ex LH9107xx; opb 73rd Brigade
Mi-8MT	---	"133" black	Ukraine Army Aviation	photo	05jul19	f/n near Odessa
Mi-8MTV	---	"652" black	Ukraine Army Aviation	photo	21nov18	f/n near Zhytomyr
Mi-8MTV	---	"654" black	Ukraine Army Aviation	photo	21nov18	f/n near Zhytomyr
Mi-8MT	---	"834" black	Ukraine Army Aviation	photo	23sep20	code only on a sheet of paper in a cabin window
Mi-24P	353243 29 27342	RF-91855	Russian Air Force	w/o	09nov20	shot down by Azerbaijani forces
Mi-24P	---	"09" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni
Mi-24P	---	"25" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni
Mi-24P	---	"41" yellow	Russian Air Force	ULY	11nov20	loaded into an An-124-100 and flown to Yerevan-Erebuni
Mi-24P	---	"19" red	Ukraine Army Aviation	DNK	13may14	
Mi-26T	34001212526	RF-17558	Rosgvardiya	Roc	07sep20	now coded "01" yellow
V-100	001-T101	RA-2919G	ASA-Aerodesign	Kub	28aug20	f/n with the registration painted on both sides of the fuselage
Yak-12	464 40 18	СССР-Х1000	MVD - Dalstroï	rgd	15feb51	became СССР-62535 AFL/Privolzhsk rgd 14may58; ntu ?
Yak-12	464 50 22	СССР-Х991	MVD - Gidroproekt	rgd	19oct50	became СССР-62536 AFL/Privolzhsk rgd 14may58
Yak-12R	03 4 11	СССР-L5805	AFL/Mosk. AG SPiVS	rgd	06oct54	became СССР-05805 rgd 17may58
Yak-12R	05 4 04	СССР-L5812	AFL/Mosk. AG SPiVS	rgd	23dec54	became СССР-07812 rgd 17may58
Yak-12R	06 4 14	СССР-L5816	AFL/Privolzhsk	rgd	19jan55	became СССР-07816 rgd 14may58
Yak-12R	07 4 04	СССР-L5821	AFL/Privolzhsk	rgd	20apr55	became СССР-07821 rgd 14may58
Yak-12R	07 4 37	СССР-L5837	AFL/Privolzhsk	rgd	28may55	became СССР-07837 rgd 14may58
Yak-12R	07 4 39	СССР-L5839	AFL/Privolzhsk	rgd	21jun55	became СССР-07839 rgd 14may58
Yak-12R	07 4 40	СССР-L5840	AFL/Privolzhsk	rgd	30may55	became СССР-07840 rgd 14may58
Yak-12M	03 5 19	СССР-L5763	AFL/Mosk. AG SPiVS	rgd	24jan56	became СССР-05763 rgd 17may58
Yak-12M	03 5 20	СССР-L5765	AFL/Mosk. AG SPiVS	rgd	17feb56	became СССР-05765 rgd 17may58
Yak-12M	03 5 23	СССР-L5762	AFL/Mosk. AG SPiVS	rgd	06feb56	became СССР-05762 rgd 17may58
Yak-12M	03 5 25	СССР-L5767	AFL/Mosk. AG SPiVS	rgd	31jan56	became СССР-05767 rgd 17may58
Yak-12M	05 5 22	СССР-L4104	AFL/Mosk. AG SPiVS	rgd	24mar56	became СССР-74104 rgd 17may58
Yak-12M	06 5 30	СССР-L4052	AFL/Mosk. AG SPiVS	rgd	18apr56	became СССР-74052 rgd 17may58
Yak-12M	07 5 10	СССР-L4116	AFL/Mosk. AG SPiVS	rgd	30may56	became СССР-74116 rgd 17may58
Yak-12M	09 5 40	СССР-L4175	AFL/Mosk. AG SPiVS	rgd	21jun56	became СССР-74175 rgd 17may58
Yak-12M	10 5 07	СССР-L4166	AFL/Far East	rgd	30aug56	became СССР-74166 rgd 20jun58
Yak-12M	10 5 10	СССР-L4190	AFL/Far East	rgd	30aug56	became СССР-14190 rgd 20jun58
Yak-12M	10 5 12	СССР-L4191	AFL/Far East	rgd	30aug56	became СССР-14191 rgd 20jun58
Yak-12M	10 5 13	СССР-L4194	AFL/Far East	rgd	06oct56	became СССР-14194 rgd 20jun58
Yak-12M	11 5 03	СССР-L4232	AFL/Far East	rgd	30aug56	became СССР-14232 rgd 20jun58
Yak-12M	11 5 05	СССР-L4238	AFL/Far East	rgd	30aug56	became СССР-14238 rgd 20jun58
Yak-12M	11 5 15	СССР-L4126	AFL/Far East	rgd	13oct56	became СССР-74126 rgd 20jun58
Yak-12M	11 5 34	СССР-L4204	AFL/Mosk. AG SPiVS	rgd	23aug56	became СССР-14204 rgd 17may58
Yak-12M	11 5 39	СССР-L4256	AFL/Far East	rgd	26jun57	became СССР-04256 rgd 20jun58
Yak-12M	13 5 13	СССР-L4330	AFL/Mosk. AG SPiVS	rgd	23aug56	became СССР-14330 rgd 17may58
Yak-12M	24 5 10	СССР-L1099	AFL/Mosk. AG SPiVS	rgd	1957	became СССР-21099 rgd 17may58
Yak-12M	5 12 7 79	СССР-L744	AFL/Privolzhsk	rgd	17sep57	became СССР-72744 rgd 14may58
Yak-12M	5 12 7 80	СССР-L745	AFL/Privolzhsk	rgd	17sep57	became СССР-72745 rgd 14may58
Yak-12M	6 12 7 95	СССР-L828	AFL/Privolzhsk	rgd	22oct57	became СССР-40828 rgd 14may58
Yak-12M	6 12 7 101	СССР-L843	AFL/Privolzhsk	rgd	22oct57	became СССР-40843 rgd 14may58
Yak-12M	6 12 7 102	СССР-L844	AFL/Privolzhsk	rgd	29oct57	became СССР-40844 rgd 14may58
Yak-12	---	'СССР-5588'	Aeroflot	photo	15nov76	displayed Exhibition of Economic Achievements in Kiev
Yak-18A	116 16 18	RA-0394G	Oleg S. Kolesnikov		09nov20	preserved in the Russian Air Force museum at Monino
Yak-40	9 63 17 48	'VN-243'	Vietnam Av Academy		07nov20	with "Let your dreams fly" titles and a fake reg; ex VN-A446
Yak-42D	452042 47 11 396	RA-42353	KrasAvia	CEK	25sep20	ferried UFA-CEK this date; CofA expired 26sep20
Yak-42D	452042 17 08 285	RA-42343	Izhavia	CEK	12sep20	ferried UFA-CEK this date
Yak-42D	452042 27 08 295	RA-42344	Saravia, n/t	RTW	may19	was to be preserved at Saratov but will now be scrapped
ARJ21-700	141	B-650P	China Express	h/o	10nov20	and ferried from PVG to CKG the same day
ARJ21-700	150	B-605T	Jiangxi Air	photo	31oct20	at Nanchang - Yaohu probably at its first flight
CJ6	---	70417	Chinese Air Force	photo	08aug19	at Shenyang Aircraft museum; carried code '47'
HKG	---	11294	Chinese Air Force	photo	sep20	8th Div/24th Reg
Y5	11 10	ex 8462	Jihua Avn Corp	photo	21oct20	seen in the Shanghai Civil Aviation College
Y7	03 7 04	'B-3456'	China Southern	photo	2020	false marks at industrial park Gaozen Station; ex B-3457
Y8C	---	55415	Chinese Air Force	CGO	15sep20	the serial was known as a Z8K before

PH register

Newly registered aircraft:

PH-BKH	Boeing 787-10	42489	15oct20	KLM.
PH-DTF	Falcon 900EX	205	21oct20	Ex M-VGAL, VT-CAP, M-TECH, F-WWFB.

PH-ENH	Lindstrand LBL 105A	844	05oct20	Ex PH-ENH.
PH-FMO	Cessna F172N	F17201955	14oct20	Ex D-EOPD.
PH-HUG	Cameron Sport-90	12400	01oct20	
PH-JVZ	Tecnam P2006T	318	23oct20	
PH-SAL	Cameron A-275	10724	09oct20	Ex PH-SAL.
PH-TOK	Piper PA-18-135	18-3604	30oct20	Ex PH-TOK, R-114, 54-2404.
PH-WYZ	Cirrus SR22	4904	30oct20	Ex N22MX.
PH-4U3	Tecnam P92 Echo Mk II	1609	22oct20	
PH-1648	Slingsby T38	791	10oct20	Ex BGA 3488.
PH-1649	Schempp-Hirth Discus-2b	105	23oct20	Ex D-5922.

Change of ownership:

PH-AMJ	Brändli BX-2 Cherry	213	07530	20oct20
PH-BAW	SOCATA TB-9	1470	05747	06oct20
PH-COW	Ultravia Pelican PL	649	06704	20oct20
PH-CWJ	Cameron Z-105	12045	09190	01oct20
PH-DGY	Mooney M20K	25-1145	05714	05oct20
PH-GLZ	Europa XS TG	615		01oct20
PH-JBC	Cessna F172M	F17200960	06868	22oct20
PH-JSH	Cameron N-105	4383	05611	16oct20
PH-MFX	Cessna 650(VI)	650-0240	06747	21oct20
PH-VSR	Cessna F172P	F17202041		30oct20
PH-WCU	Piper PA-28R-201T	28R-7703094	03923	05oct20
PH-382	Schleicher K-8B	8752	01386	21oct20
PH-1298	Schleicher ASW-24	24021	06501	07oct20

Cancelled from register:

PH-BFI	Boeing 747-406	25086	04263	14oct20	Wfu..
PH-BFL	Boeing 747-406	25356	04375	14oct20	Sold in the USA.
PH-CSL	De Havilland DH-82A	86609	02186	09oct20	More than 1 year without valid airworthiness document.
PH-ESV	Cameron O-140	10062	06040	02oct20	Wfu.
PH-FSM	Kubicek BB.30N	318		02oct20	To Ukraine.
PH-GBN	Cameron Z-133	2988	08192	02oct20	Wfu.
PH-GPI	Lindstrand LBL-120A	664	05843	02oct20	More than 1 year without valid airworthiness document.
PH-GSP	Cameron A-210	10138	06125	02oct20	More than 1 year without valid airworthiness document.
PH-HOH	Colt 105A	760	07352	09oct20	More than 1 year without valid airworthiness document.
PH-MFX	Cessna 650(VI)	650-0240	06747	26oct20	To Hungary.
PH-PBJ	Fire Balloons G	1021	06394	02oct20	More than 1 year without valid airworthiness document.
PH-RYO	Cameron A-140	2942	08583	02oct20	Wfu.
PH-VSI	Pipistrel Virus SW 121	VSW 1210029		07oct20	To G-OVSI.
PH-XRV	Boeing 737-7K2	34170	06717	22oct20	To N732CE.
PH-4N5	TL TL-3000 Sirius	16 SI 130	08680	20oct20	Wfu.
PH-8S6	Nirvana Rodeo 125	M2 7034	20985	09oct20	More than 1 year without valid airworthiness document.
PH-1142	Glasflügel H-303	38	05587	14oct20	To Germany.
PH-1434	DG-500/20 Elan	5E171W9	07395	23oct20	To Germany.

Credits: Inspectie Leefomgeving en Transport.



PH-JVZ arrived at Lelystad on delivery from Capua, Italy on 28 October 2020. This Tecnam P2006T is a Mk.II Premium Edition. The aircraft is owned by ZX Machines bv. (Lelystad, 3 November 2020, BJ Floor)



Warbirds

Since 7 August 2020, Ryan STM-2 N7779 is a new resident in the hangars of the Shuttleworth Collection, at Old Warden aerodrome, UK. What makes it special, that this trainer is a genuine former Marine Luchtvaart Dienst (Netherlands Naval Air Service) veteran which used it as S-40 (with hyphen). It was taken over by the RAAF as A50-31 and flown as such until November 1945. The Ryan was then sold as VH-AGZ but did not remain in Australia. The STM was exported to the USA in 1969 where it was flown as N288Y and later as N7779. One can only wonder about the reasons why a previous owner decided to give the machine the serial S11 (without hyphen, like the original S11), while it is in fact the S-40 (Old Warden, 26 September 2020, David Whitworth)

Netherlands

At Hoogeveen airport, the van Egmond family and their company ATN have gained fame in the restoration of historic aircraft. Hans van Egmond personally owns two interesting restoration projects. He acquired a Fairchild 24R46 Argus in July 2019. This machine is the in-line Ranger engine powered N81255 (**R46155**) which was built in 1946. Unlike many of the Fairchild F24s that have survived, it has no military history. The military versions were known as the UC-61 Forwarder (Scarab round engine version, used by the USAAF) or Argus (while in RAF service). Although the restoration of N81255 will take an estimated four to five years, van Egmond already chose its future colours. It will be finished in the colours of a 1941 Militaire Luchtvaart van het Koninklijk Nederlandsch-Indisch Leger (ML-KNIL) or Royal Netherlands East Indies Army Air Force with serial 'FAT926'.

The second project is Stinson L-5 Sentinel 42-99252 (**76-1493**) that van Egmond bought in July this year. This observation plane is a veteran of the USAAF 12th Air Force which flew operations over Italy in WW II. Declared surplus after the end of the war, it was sold to Germany and flown for many years as D-ELKO. Its registration was cancelled in 1971 and the plane was stored until 1983. It was then trucked to Stauning in Denmark where it was eventually bought by van Egmond.

Recent changes in the Dutch civil register include the re-entry of Piper L-21B PH-TOK (**18-3604**) on 30 October 2020. This Super Cub, former Koninklijke Luchtmacht (Royal Netherlands Air Force) R-114 was cancelled from the register on 12 March 2018. Unfortunately De Havilland DH82A PH-CSL (86609), former Koninklijke Luchtmacht A-2, was cancelled from the register on 9 October 2020. The CoA of this Tiger Moth, that flew as RAF PG-712 had expired more than one year ago.

France

On 6 November North American T-28B N281CM was cancelled from the US register. N281CM is a former US Navy trainer, BuNo 140035 (219-34) which has been sold to a new, yet undisclosed, French owner. After withdrawal from US Navy service BuNo 140035 was sold to M. W. Stevenson Ltd, Pasadena (CA) USA. Stevenson flew the Trojan as N281MS from

May 1989 until August 1995. It was sold to Christopher O. Miller, Carson City (NV) and the registration changed into N281CM. It was flown for a short period by DR Aviation of Helena (MT) before arriving at the current owner until now, the Edwards Group LLC of Aldie (VA) that has used this Trojan from December 2006. Remarkable is the fact that this Trojan is already the fifth of its kind that has been sold to France this year.

Saudi Arabia

We seldom receive warbird news from this country, so this section is an exception. It concerns a Mr. Robert McDonald who has obviously decided to leave Scotland. The news is that he has decided to take his two historic aircraft with him. Both Boeing Stearman A75N1 G-CIOC (**75-4961**) and CCF built Harvard 4 G-TVIJ (**CCF4-442**) flying as USAF 'TA-521' have recently been cancelled from the UK register.

United Kingdom

Last year we reported on the restoration of Douglas C-47 N308SF by Heritage Air Services, Coventry (UK) This C-47 is 42-100521 (**18984**), formerly of the USAAF 79th TCS, 436th TCG and nicknamed 'Night Fright'. It is owned by the Walker family who live at the Membury Estate. They had found out that their C-47 had actually flown from Membury Airfield on their estate during the final stages of WW II. At a certain moment in April 2019 the owners realised that their machine was not going to be ready for the D-Day commemorations of June last year. But they still had high hopes to fly their wartime veteran during the 75th anniversary of Operation Market Garden in The Netherlands in September 2019. But unfortunately 'Night Fright' was not ready in time to fly, nor is it finished yet. Not being able to participate in either commemoration, the Walker family decided last year to slow down the pace of the restoration.

It is common practice during the restoration of historic aircraft that you run into unwanted things, like hidden spots of corrosion or repairs that take much longer than expected. But it certainly argues in favour of the Walker family that they make no concessions to the quality of the restoration. Obviously the COVID-19 pandemic did not help either and it further slowed down the process during the past spring and

summer. In the past weeks however noteworthy progress has been made. Finally, after three months, the new rubber sealings for the fuel tanks have arrived and these can now be installed. The exhausts have been worked upon, and a panel with formation lights will be mounted. The major control cables still have to be installed and the tailplane attached to the fuselage. So work is done: slow but steady.

In this project the Walker family are well on their way of fulfilling their dream of restoring a C-47 aircraft that had flown from Membury airfield in World War 2. During their quest they tracked down N308SF in Walnut Ridge (AK) USA in 2012. It was the veteran C-47 they had been looking for, and so they bought it. It had not only flown from Membury during D-Day, but also served during Operations Market Garden and Varsity. Decommissioned in 1945 it became NC65384, only to return to (this time French) military service as Aeronavale (French Navy) 84 in 1963. The French disposed of the aircraft in 1985 and it became a freighter, N308SF. So the aircraft was purchased by Philip & Charlie Walker and was flown from Walnut Ridge to Punta Gorda (FL) where the wings were removed to allow for road transport to Shell Creek (FL) for refurbishment to commence. In 2016 Clive Edwards and Gordon Gray prepared the aircraft, still in an unfinished state, for containerisation and shipping to the UK, and this was completed in March 2016.

Eventually part of the original runway at Membury will be restored to allow her to operate from her original WWII airfield, the only C-47 in the World to do so. There are also exciting plans to build a museum on the Membury airfield site which will not only tell the story about 'Night Fright' but also the history surrounding Membury and the wartime role of the area.

After the cancellation of the 2020 Flying Legends Airshow, the Imperial War Museum at Duxford decided to pull the plug on their annual warbirdshow. But now there is good news. Fortunately the biggest warbird airshow in Europe, run by Duxford-based The Fighter Collection, has found a new home at Sywell, near Northampton, just 40 miles from Duxford. The 2021 edition of Flying Legends will be held there on 10 and 11 July! Since 2014 no major airshows were organised, only smaller annual events, such as Pistons & Props. The airfield also houses much of Air Leasing's warbird fleet, as well various other civilian airshow performers such as The Blades aerobatic display team. The airfield has three grass runways,

03R-21L, 05-23, and 14-32 and a parallel 1,200m hard runway 03L-21R. These generally offer better photo opportunities than Duxford where one is facing the sun most of the day. But up till now no choice for an airshow layout has been made.

The condition of Consolidated PB5-5A G-PBYA has substantially improved in the last days. As we reported in Scramble 498, page 59, Britain's sole airworthy Catalina was grounded as the result of a failure of the starboard engine on 17 October 2020. Initially thought to be caused by a faulty starter engine, the problem turned out to be more severe: a sheared accessory drive shaft. So a complete engine change was the only solution. And this was only possible after the Catalina was lifted out of the water of Loch Ness. In the past weeks the maintenance crew has carried out this task out in the open, and they were awarded by an uneventful first engine run on 19 November! So if all goes further according to plan, 'Miss Pick Up' will soon be hoisted on the surface of the lake and prepared for her flight back to Duxford so she will be safely inside before the winter. The replacement engine had, newly overhauled by Andersons in Idaho, USA, only arrived at Duxford in July this year. The engine change had already been planned but in a more convenient place at a more convenient moment. The faulty port engine which has run approx. 1,090 hours since its last overhaul has been in use with Plane Sailing since 2008. It was meant to have been changed during winter overhaul and was meant to be kept as a serviceable, but high time, emergency spare in the hangar. If all goes well, the new engine will be a reliable powerplant for the next approx. 1,000 - 1,200 hours, or 10 - 12 years, whichever comes sooner.

Air Leasing Ltd. based at Sywell aerodrome has recently registered a new restoration project, North American P-51D 44-13668 (109-27301) It was written in in the British register as G-CLRG on 5 September 2020. It cannot be ruled out that the project is a so-called dataplate restoration as the whereabouts of this Mustang were unknown. The only thing that was certain was the fact that the fighter, flown as 'CL-1' with the USAAF 338th FS/55th FG crashed on take-off from RAF Wormingford, England due to mechanical failure on 10 September 1944.

The curtain has fallen for De Havilland Sea Vixen FAW2 G-CIVX (XP924). Owner Navy Wings has recently taken the difficult decision to cease the activities aimed at returning



On the previous page we reported on the restoration project of Fairchild F24 N81255 at Hoogeveen airport, in the Netherlands. For those of you who are not aware of how such an aircraft looks like: here is a photograph from our files of another Dutch Fairchild Argus, PH-FAI. This machine is a long time resident of the Early Birds Foundation at Lelystad airport. PH-FAI was restored to airworthy condition and is flown in RAF livery with serial FS537. Its wheels are nowadays covered with spads. (Lelystad, 5 July 2008, Gert Jan Mentink)



This photo of Agusta-Bell 47G OO-LPL can cause strong M.A.S.H. sentiments. Although painted in a very 'civilian' colourscheme, it is a former military machine. It started its career flying for the ALAT (French Army) as 069. Declared surplus the helicopter became F-BHPG. In May 2019, after being testflown as F-BXXK, the machine left for Belgium. It was registered there as OO-LPL in June 2019. At the moment it is still based at Leopoldsburg, Belgium, but not for long: the chopper is said to be sold to France on 23 November 2020. (Duxford, 17 September 2020, David Whitworth)

the Sea Vixen to the air. The fighter, affectionately known as "Foxy Lady", was truly one of a kind, as it was the only airworthy Sea Vixen in the world. At least she was until 27 May 2017 when the aircraft made a wheels up landing at Yeovilton. It unavoidably resulted in considerable damage to the underside of the aircraft. In the period since then, Navy Wings have done their utmost to find funding for the repairs, which were estimated at just over GBP 2 million but unfortunately failed to get this amount together. And that is why the Board of Trustees of Navy Wings has reluctantly made the decision to stop investing vital funds into preparing her for flight. Instead Navy Wings will now focus their efforts on the Sea Fury FB11 VR930 and aim to get her flying alongside the Sea Fury T20 VX281 (G-RNHF) making a magnificent Sea Fury Pair.

United States

Fagen Fighters Restoration of Granite Falls (MN) USA experienced the next step in the completion of their Curtiss SB2C-5 Helldiver project. On 19 October 2020 the fuselage of the former US Navy dive-bomber with BuNo83393 was mated to wing section. The wreckage of the machine which had crashed into trees in Dahlgren (VA) on 24 July 1945 was recovered by the NASM, Washington DC in 1993. Parts of it were used to restore NASM's own Helldiver BuNo83479. Ron J. Fagen, founder of the Fagen Fighters Museum acquired the wreckage in 2006. It has been under long term restoration ever since. Once completed, Fagen's SB2C Helldiver will be the second of its kind. It is a truly rare warbird, for there is currently only one in flying condition. This machine, BuNo83589 (83725), is owned by the Commemorate Air Force of Midland (TX). This Helldiver, registered as N92879, made its first post-restoration flight in 1971. It was repaired after a crash landing caused by an engine failure in August 1985. And it experienced a minor snag when the SB2C tried to attack an innocent Cessna 152 at New Orleans-Lakefront LA in December 2001. (the Helldiver won)

After more than 21 years on the ground, Douglas RB-26C 44-35643 (28922) made its first post-restoration flight from Guthrie/Edmond Oklahoma Municipal Airport on 1 November 2020. Pilot in command during the flight of the aircraft registered as N626SH was Mark Novak. Generally known as "Lil Twister", it has been restored and is now operated by the local Sierra Hotel Sponsor Group, part of the Commemorative

Air Force. This Invader is the third of its kind in the inventory of the CAF. The two "brothers in arms" being A-26B N240P "Night Mission" operated by the Invader Squadron out of Fort Worth (TX) and N9682C "Lady Liberty". Flown by the USAAF until April 1954 Invader 44-35643 was passed on to the Armée de l'Air (French Air Force) which it served as an RB-26C (reconnaissance version) in Indochina. It returned to the USAF in October 1955 and stored at Clark AFB, Philippines. It was sold two years later to the Rock Island Oil & Refining Co, Wichita (KS) USA as N6841D and remained in civilian hands (later as C-GCES). The bomber was acquired by the Confederate Air Force, Harlingen (TX) in 1977 and initially flown as N8015H. Since 1984 the aircraft flew as N226RW "4435643/A Daisy Mae") The CAF became the Commemorative Air Force and the Invader became N626SH in January 1999. It has been under some form of restoration ever since.

Two English Electric Canberras B6, N30UP and N40UP, have been sold in an auction on 3 November 2020. The first of these aircraft, N30UP which was flown as WT327 during its days in British service, has been bought by an, until now, unknown aviation museum in the UK. Although the FAA register indicates that N30UP has construction number 6663, this is only true for the nose section of the aircraft. This part was transplanted from Canberra WK163. N30UP is in fact c/n 71417. The second machine, N40UP (71398) has been acquired by a private American, who has the intention of returning it to flight. This Canberra was built in 1954 and flew in British service as XH567. Both aircraft were built as Canberra B(1) Mk8 but later modified as B Mk6 research platforms. WT327 was initially used as trials aircraft by the Royal Aircraft Establishment, Pershore. From 1990 to 1995 both Canberras were used by the Defence Research Establishment, RAF Bedford UK. After their service there, they were sold to the USA in 1997. Having received British civil registrations, G-BXOD (for XH567) and G-BXMO (for WT327) both aircraft were overhauled by Delta Jets at Kemble before their ferry flight to the USA. From 1998 to 2005 N30UP and N40UP were owned by Air Power Inc., Lakeport (CA). Since September 2005 both aircraft were used by High Altitude Mapping Missions Inc. of Spokane (WA) USA. The exterior of N30UP and N40UP still reminds of their days at the Defence Research Establishment: both carry the "raspberry ripple" red, white and blue colours of the DRE.

credits: Aironline, Aviation News, Flypast, WIX.

Wrecks & Relics



The Alouette Museum Barneveld took delivery of no less than five Alouette 3s during November. They all came from the Aerozeum at Göteborg-Säve. They were exchanged for Alouette 3 parts which will help the Aerozeum restoring their remaining Alouette 3. A-208 is the first one which will be restored. It has already lost its civil SE-JCR markings. A-208 was delivered in June 1964. (11 November 2020, Alouette Museum Barneveld)

Netherlands

Baarlo

Br1150 61+11 was noted road running towards Germany in the night of 11/12 November. Destination unknown.

Barneveld

(A-208)	Alouette 3	SE-JCR, ex Göteborg	1208	nov20
(A-350)	Alouette 3	stored ex Göteborg	1350	nov20
(A-494)	Alouette 3	(SE-JEK), ex Göteborg	1494	nov20
(A-495)	Alouette 3	stored, ex Göteborg	1495	nov20
(A-500)	Alouette 3	(SE-JEL), ex Göteborg	1500	nov20

All arrived in November 2020 at the Alouette Museum Barneveld, a museum established on 31 March 2020. The first aircraft to be restored is A-208, which already lost its civil registration.

Deelen

F-84F P-172 has been scrapped. Only its vertical tailfin remains at the Deelen museum.

Lelystad

(85-1608)	C-31A	N27FF	10668	nov20
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The former U.S. Army Golden Knights F27-400M arrived on 3 November and is now based here with Stichting Vliegend Nederlands Cultureel Erfgoed.

Teuge

Former Czech MiG-23ML 2423 was noted road running on 7 November out of Teuge. It was on a truck from PS Aero so may return to Baarlo, some five years after it left Baarlo.

Czechia

Kbely

0106	L-39C	preserved	230106	oct20
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The Albatros is now with the museum and came from the military university at Vyškov.

Roudnice nad Labem

(102)	Il-18B	(SP-LSH), preserved		nov20
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The former Strumień, Poland, Il-18 is now at a restaurant at or near a hill named Říp, south east of Roudnice nad Labem.

Denmark

Værløse

AR-115	RF-35	preserved	351115	nov20
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The Draken arrived with the private collector in Hangar 1. It used to be at Östra Vemmerlöv, Sweden.

France

Mont de Marsan (40)

A99	Jaguar A	preserved, cockpit		oct20
572/4-BR	Mirage 5E	preserved, ex Istres	572	oct20
322	Mirage 2000	preserved, ex Châteaudun		oct20

All are new with the base collection (Espace Patrimonial Rozanoff).

Germany

Aachen-Merzbrück (NW)

(E.3B-615)	CASA 1131E	D-EIOO, grey c/s	2215	oct20
(41-15397)/38	PT-22	N58651	1426	oct20

Two new residents were noted here, although the PT-22 may move on as it is for sale since July 2020. The CASA was listed in EMOOS under location unknown.

Nordholz (NI)

(83+55)	Lynx	stored	350	nov20
(89+61)	Sea King Mk41	stored	WA765	nov20

These two helicopters are stored on a dispersal (N53.76366, E8.66182), together with four more Sea Kings and bits from Br1150 61+03.

Roth (BY)

72+17	UH-1D	instructional	8337	jan20
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The helicopter is in use by the 9 Kompanie des Feldjägerregiments 3, which are now at the former airfield.

Italy

Carzago della Riviera (BS)

The Harvard flying from here as FS729/I-HRVD is confirmed as T-6H-4M MM53785. This is ex I-LSBA and ex Montegaldella.

Forlì (FO)

AT-105	SF260MC	stored, dismantled	11-05	oct20
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The former Congo Kinshasa Siai is offered for sale by Millennium Jet.

Roma (RM)

MM81191/GF-125	A109A-II	stored	7312	nov20
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The ex Prática di Mare A109 is now in the Bruno Bentivoglio yard.

Schilporia (BG)

MM80162/53-94 AB47J preserved 1062 nov19
The Bell is inside the new Museo Storico Militare (N46.01780, E10.19818). It used to be at the museums owner's house at Rovetta. Also inside the museum as an unknown Esercito AB206.

Torino-Caselle (TO)

MMX602 F-2000A preserved DA3 nov20
MM6265/5-265 G91PAN preserved 31 nov20
CSX7195/51-37 AMX preserved IX107 nov20

Leonardo mentioned on their website on 25 November that they have opened a new museum at the Torino-Caselle south site. They did not mention any opening times or how to access the museum.

Poland

Krakow (MLP)

739 Mi-24V preserved 410739 oct20
741 Mi-24V preserved 410741 oct20

Both are preserved at the Muzeum Lotnictwa Polskiego. Stored outside were two SM-1s, 23 (which has not been seen for a long time) and one in primer.

Oleśnica (DLS)

4244 Su-20 preserved 6604 sep20

The cockpit of the former Kraków museum Su-20 can now be found at the Muzeum Foteli Katapultowych w Oleśnicy at N51.19684, E17.37601. Also the forward fuselage of TS-11 1209 is part of the collection.

Portugal

Belas Queluz

Instructional DC-6B 6707 at the police training camp is in the process of being dismantled. The cockpit is reported to go to the museum at Sintra for restoration. The rest will be scrapped.

Covilha

T-37C 2417 was noted road running from the Universidade da Beira Interior to Ovar for restoration. It has been preserved at the school since 1995. After restoration it will return to Covilha and then the school's G91R/4 5425 will be restored.

Lisbon

(1)9304 Alouette 3 preserved, ex Beja 1580 nov20
The Alouette was handed over on 5 November to the Museum of Combatants at the Fort of Bom Sucesso (N38.69281, W9.21785).

Sintra

15211 Alpha Jet preserved, special c/s 0037 oct20
The former Beja storage Alpha Jet should have been delivered to the museum at Sintra in October 2020.

Turkey

Ankara

EM-2128 SA318C preserved 2128 jun20

In Scramble 494 we mentioned the arrival of an unknown Alouette 2 at the new Polis Müzesi (N39.89721, E32.84522). It has now been identified.

Pinarbaşı

(74-4016)/16 NF-5B preserved, on pole 4016 jul19

An F-5 in Turkish Stars colours is preserved on the west side of town along the main D300 road (N38.71169, E36.37842). It was installed in October 2017.

Rize

66-0292 F-4E preserved 2357 jun20

A Phantom is preserved along the waterfront (N41.02971, E40.54936).

United Kingdom

Brighton, East Yorkshire

(3F-SX)/04 SAAB 91D OE-KTP 91464 nov20

Real Aeroplane Company took delivery of the Austrian Safir during late November. It arrived from Italy.

Manston, Kent

Mobile static display AB204B (MM80279)/18 can still be found living with Polar Helicopters (Nov20). It wears USMC marks.

Moreton-in-Marsh, Gloucestershire

The Defence Fire Training Unit has been established as an enclave within the National Fire Training Centre. It will replace the school at Manston, which is closing. Tornado F3 ZE165 from Manston is expected to make the move, together with a Tornado GR4 (from Boscombe Down?).

Perth, Scotland

Piper L-4H 43-30244/C-46/(G-CGIY) flew in on 10 September 2020 to take up residence. It was last heard of at Leeds East/Church Fenton.

Thorpe Wood, North Yorkshire

XZ233/636 Lynx HAS3S 010 nov20

Jet Art Aviation took delivery of a Lynx from Everett Aero on 19 November 2020.



Alouette 3 19304 was handed over to the Museum of Combatants at the Fort of Bom Sucesso in the harbour of Lisbon on 5 November. This museum also has the forward fuselage of G91R/4 5420 on outside display. (13 November 2020, Rui Ferreira)



Updating Scramble 499's info about Marghera. AB47G-2 VFM0/VF-04 is not stored, as can be seen from this picture by Hans van der Vlist on 23 September 2020, but is preserved. A more accurate location for the VVF training facility is reported as Venezia Mestre.



AB204B (MM80393)/EI-239 sits on a concrete patch at the Scuola di Fanteria di Cesano. It is visible from outside the barracks. (Cesano, 25 September 2020, Hans van der Vlist)



Former Guardia di Finanza and Prática di Mare storage AW109N MM817014/GF-313 is a recent arrival at the yard of Bruno Bentivoglio in Rome. A second one, A109A-II MM81191/GF-125, had arrived by November 2020. (25 September 2020, Hans van der Vlist)



Parked at Castellón Airport, Spain, since April 2020, this British Airways Boeing 747 G-CIVD (with OneWorld titles) caught fire when a technician was cutting an oxygen line on the flight deck and sparks from the cutting wheel were caught by insulation material. Technically, it is not being broken up yet, but given it will be broken up soon, this will go down as a write off. (Castellón Airport Twitter account)

Additions & Corrections:

07jan18 6617 Tornado IDS(R) 849/CS021/3412 w/o
See Scramble 465.

30jun20 94-0043/SW F-16CM CC-195 w/o
Turns out the previous serial was incorrect, this has now been confirmed to be the correct one by the United States Air Force Aircraft Accident Investigation Board (AAIB). The unit it belonged to was 77th FS "Gamblers".
See Scramble 495 and 497.

20oct20 168926/NG-201 F/A-18E E285 w/o
See Scramble 498.

New Accidents:

29oct20 N706MC BN-2A-26 883 dam
Hurricane Zeta paid a visit to New Orleans-Lakefront Airport (LA) where a St. Bernard Parish Government Islander was flipped over, receiving substantial damage as a result.

29oct20 N461AR G1159A 384 w/o
The wreckage of this private Gulfstream III, was found in a pond in the Laguna del Tigre National Park in Guatemala, seven kilometres south of the border with Mexico. The wrecked aircraft was found resting inverted in the water, with an extended main landing gear. The flight had been seen to disappear from radar screens of the Guatemalan Air Force on 29 October. A search operation was launched and the wreckage was found on 2 November. Needless to say this aircraft was yet another metallic victim of the narcotics trade. N416AR is a fairly certain bet as it was last tracked by FlightAware on 28 October, in southern Mexico. The colours visible on photos from the wreck match the dark grey colour scheme of N461AR.

30oct20 PR-LMP EMB500 50000094 w/o
While approaching Igaratinga-São Pedro Airport, Brazil, by night, the TRACBEL Phenom 100 crashed in a wooded area short of the airfield, bursting into flames. All four occupants (two pilots and two passengers) evacuated the cabin but the aircraft was totally destroyed by a post-crash fire. TRACBEL is a Brazilian group, which supplies heavy vehicles and equipment mainly to the mining, construction, forestry, road, agribusiness, engines, handling industry, quarries and aggregates segments.

30oct20 N517HC Ce401B 401B0048 dam

A Cessna 401B of International Air Services made an emergency landing in a field close to Toussus le Noble, France after one engine caught fire in flight. Nobody was injured but the Cessna received quite some damage.

31oct20 YI-118 AC-208B 208B2016? w/o

An al-Quwwat al-Jawwiya al-Iraqiya (Iraqi Air Force) Cessna Combat Caravan crashed during a training mission in Iraq's Salahudin province, sadly killing the pilot and co-pilot. The aircraft belongs to the 202nd Training Squadron, part of the Iraqi Air Force College at Tikrit Al-Sahra. A technical malfunction is reported as the cause of the crash which occurred over the Saiyd Mohammed area near Balad, some ninety kilometres north of Baghdad.

01nov20 N456FL Beech 400A RK-365 dam

Georgia Jet's Hawker 400 slid off the runway at Fernandina Beach Municipal Airport (FL). Passengers and crew received minor injuries. Exactly what happened is unknown.

03nov20 EC-HCA PA-34-200 34-7250191 w/o

On a flight from Reus to Ibiza (both Spain), this Aeroclub de Reus Piper Seneca went missing. It apparently crashed into the Mediterranean Sea. Search operations were being conducted. The airplane carried two pilots.

04nov20 ARC223 UH-1N 32039 dam

At Guaymaral Airport near Bogota, a UH-1N Iroquois of the Colombian Navy crashed after a training flight at low altitude, when something went wrong and the helicopter overturned. It ended up in the safety zone adjacent to the runway of Guaymaral. Emergency services of the airport and the national police, which has a large helicopter base at the airport, came to help the crew. One of the crew members had to be transferred to the military hospital. The navy has sent an investigation team to Guaymaral to investigate the accident. The helicopter is a former Colombian Army UH-1N (ex EJC-230) and operated by the Grupo Aeronaval de Transporte y Apoyo Fluvial (GATAF), a unit tasked with supporting marine corps units in riverine operations in Colombia.

05nov20 LV-VDJ SA227AC AC-729 dam

While landing at around 10:15 hours local time at Mendoza-El Plumerillo Airport's runway 18, Argentina, the Baires Fly Metro suffered a runway excursion, with the right-hand

main landing gear collapsing. None of the ten occupants were injured.

06nov20 N109EX A109S **22145** dam
An Agusta Grand of Prime Healthcare Air Transportation, delivering a transplant heart, was involved in a landing accident on the elevated helipad of the Keck Hospital of USC/ Los Angeles Co/USC Medical Center Heliport, Lincoln Heights district, Los Angeles County (CA). The helicopter came to the rest on its side, sustaining substantial damage, while the pilot received minor injuries and two other occupants were uninjured. The heart was recovered and the transplantation was successful.

08nov20 N123NC Bell 206A **610** w/o
The North Carolina State Highway Patrol lost a Bell JetRanger after it force landed on or near a road in Wake County near NCSHP Helipad, Raleigh (NC), 31 minutes into its flight from Smithfield-Johnston County Airport to Garner Road Heliport. It was close to the North Carolina State Highway Patrol's helicopter hangar near the intersection of Garner and Tryon Road. The helicopter executed a training flight and had taken off from a heli pad. During the crash the helicopter hit several trees. The pilot was the only one aboard and survived the crash without injuries. Pictures on the internet show a very messed up chopper, so will definitely not fly anymore.

08nov20 TG-SMT Kodiak 100 **100-0080** w/o
The pilot of this private Quest Kodiak, plus one passenger, was completing a cargo flight to Cobán, Zone 9, Guatemala City. After take-off from Guatemala City-La Aurora runway 02, while in the initial climb, the pilot lost control of the airplane and crashed in trees located in a garden along the 4th Avenue, about 980 metres from the end of runway 02. The aircraft was destroyed by impact forces and a post-crash fire and the pilot was killed.

09nov20 XA-VD. Sabre 65 **465-30** w/o
A Mexican Sabre was trying to land on an illegal airstrip at El Chico, Champerico, Retalhuleu, Guatemala, when the aircraft struck trees and crashed, coming to rest upside down. A load of narcotics was found on board as well as a dead body. The aircraft registration needs to be confirmed, but we are fairly certain about the construction number.

09nov20 RF-91855/02yl Mi-24P w/o
Azerbaijan accidentally downed a Russian Army Mi-24 near its border with Armenia. The attack helicopter gave Close Air Support to a Russian military convoy of the 102nd Military Base in Armenia, that moved very close to the border of Armenia and Azerbaijan. The Mi-24P flew at low level in the darkness during military activities in the Nagorno-Karabakh conflict when it was hit by a rocket fired from an Azeri Man Portable Air Defense System (MANPADS) over Armenia. Due to the altitude of the helicopter it was not seen on the radar detection zone of the Azeri air defence system so the MANPADS operator acted on visual sight only. As there were no helicopter activities in this area before, the MANPADS operator was commanded to shoot. The Mil crashed near Yerask, close to the border between Armenia and Nakhchivan, an autonomous region of Azerbaijan. Immediately after the accident, the Azerbaijani government apologised to the Russian side for this tragic incident, in which two crew were killed and a third one was badly injured.

10nov20 Mi-17 w/o
The Afghan National Army lost a Mil Mi-17 when it crashed upon take-off in the Hisarak district, Nangarhar province. Two crew members died and another two were injured.

11nov20 BAe125 w/o
A burnt BAe125 was found by Guatemalan law enforcement officers at an illegal airstrip close to the border with Mexico, in Parque Nacional Laguna del Tigre. It had been used for transporting drugs. After unloading the drugs, the twin engine plane was set on fire.

11nov20 HB-ZVN G2 **1212** dam

11nov20 HB-ZYN Bell 505 **65061** dam
A Guimbal Cabri G2 of Heli-Alpes was on a training flight near Sion when it hit a company Bell Jet Ranger X during landing. The tail of the Bell 505 was severed. Nobody was injured.

12nov20 UH-60A+ w/o
A US Army Multinational Force and Observers (MFO) Black Hawk crashed on Tiran Island, off the coast of Sharm-el-Sheikh (South Sinai governorate, Egypt). Eight occupants lost their lives in the accident, among them six US citizens, a French citizen and Czech citizen. One US MFO member sur-



The United States Air Force Aircraft Accident Investigation Board (AAIB) released the final report on the mishap involving an F-16 that crashed on 30 June 2020. We got the serial wrong one time, this month we have the official serial. It is 94-0043/SW of 77th FS "Gamblers". They cited pilot error, leadership failures and a faulty ejection seat as causes to the accident. Nate Leong captured it during take-off from Nellis AFB (NV) on 2 February 2017, for Red Flag 2017-1, when it was armed to the teeth.



Captured on Valentine's Day this year (so 14 February for the less romantic inclined) is Volga-Dnepr Antonov 124 RA-82042, coming in to land at Toronto-Lester B. Pearson International Airport (ON), as seen by Frederick K. Larkin. Almost nine months later, on 13 November, it suffered an uncontained engine failure, resulting in a crash landing at Novosibirsk-Tolmachevo Airport, Russia. It was operating flight VI4066 from Seoul-Incheon to Vienna-Schwechat, with a planned stop over at Novosibirsk. It was leaving for Vienna when the accident happened.

vived and was evacuated. The crash has been attributed to a technical failure rather than any form of foul play, including militant activity. This unit is supporting the MFO, an international peacekeeping force tasked with overseeing the peace treaty between Egypt and Israel.

13nov20 RA-82042 An-124-100 **9773054055093** w/o

An Antonov An-124 of Volga-Dnepr suffered a runway excursion after an emergency return to Novosibirsk-Tolmachevo Airport, Russia. It had left the airport minutes before, intending to complete flight VI4066 from Seoul-Incheon Airport, South Korea, to Vienna-Schwechat Airport, Austria with an en route stop at Novosibirsk-Tolmachevo. The aircraft arrived at Novosibirsk the previous night, on 12 November, at 17:39 hours local time.

The following day, Friday 13th (no comment) the aircraft (with fourteen people and 84 tons of cargo (auto parts)) was prepared for the continuing flight to Vienna. It took off from runway 25 at 12:09 hours local time but during take-off the no.2 engine (Lotarev D-18T) suffered an apparent uncontained failure. The flight crew performed a low altitude turn for a landing back on runway 25, but overran the end of the runway on landing by about 650 feet. The aircraft sustained substantial damage to wings and the landing gear, engine #2 (inboard left hand) is missing its engine inlet cowling following an uncontained failure according to photographic evidence, the inboard left wing slats as well as the left hand fuselage were penetrated by debris at multiple locations near the wing root. Engine #1 (outboard left) could not be shut down and continued to run for three hours (as video evidence showed) after landing.

Ground witnesses reported engines 3 and 4 (on the right wing) were trailing smoke on departure, communication with the aircraft was lost, the aircraft managed to return to the airport and went off the runway coming to a stop with collapsed gear. Other ground witnesses reported a part fell off the aircraft and damaged the roof of a house.

Not long after this mishap Volga decided to ground the remainder of its Antonov 124 fleet, until the investigation into the cause has been completed.

14nov20 PT-OOQ Beech 95-B55 **TC-2262** w/o

The sole person on board this private Beech Baron died after the twinprop impacted open field terrain in São Pedro, São Paulo, Brazil. He had been smuggling drugs.

14nov20 N615AS B737-790 **30344** dam

Bird hit, deer hit, cow hit, now we can add bear hit as well to the list of unfortunate animal encounters. Alaska Airlines B737 flight AS66 (from Curdova (AK) to Yakutat (AK)) landed at runway 11 when the captain felt an impact at the left hand side of the aircraft. The aircraft rolled out without further incident, turned around to backtrack the runway to the apron when the crew saw a dead brown bear on the runway. Alaska's Department of Transport airport staff had inspected and cleared the runway about ten minutes prior to landing of the flight and had not noticed any wildlife in the vicinity. However, the Boeing did hit a female brown bear, which got killed, but her cub (estimated about two years old) remained uninjured. A post flight inspection revealed impact damage to the left hand engine's inlet and cowling.

15nov20 N104VV G1159 **53** w/o

The Venezuelan National Guard found a Grumman Gulfstream II that had been set on fire on a clandestine airstrip at Caño Amarillo, Catatumbo, Venezuela. Near the aircraft several drums of jet fuel were found. The aircraft likely had been used to transport narcotics.

15nov20 B-8702 Y-5B(K) **0201** nil

Antonov 1 - Ferrari 0. A Ferrari 458 in Yiwu crashed into this private Y-5B (Chinese built Antonov 2 by Shijiazhuang), causing damage to its wings. The video showed that the Ferrari front cover was lifted and the front part of the car was almost destroyed. According to Yiwu Public Security, the accident caused no casualties.

15nov20 ZP-BOT Ce414A **414A0467** dam

15nov20 ZP-BWN Beech 58 **TH-1237** dam

About fifteen aircraft were badly damaged or destroyed during a storm as a hangar collapsed at International Airport Silvio Pettirossi, Luque, Gran Asunción, including, among others: private Beech 58 ZP-BWN (TH-1237), private Beech 58 ZP-BGB (TH-1419), private Beech 58 ZP-BHO, Aerotaxi Beech 200 ZP-BMR (BB-205), Cessna R182 ZP-BCV, Cessna 150M ZP-BJO, Cessna 172M ZP-TIZ, Cessna 182Q ZP-BST (18266445) and private Cessna 414A ZP-BOT.

16nov20 LN-OAX AS350B3 **3555** dam

While carrying external loads for a power line construction near Lysefjorden, Rogaland, Norway, this Heli-Team Ecureuil crashed, sustaining substantial damage.

16nov20 ZS-MCC Bell 407 **53766** w/o
The date and location of this mishap (involving a Bell 407 of ExecuJet Africa) were not specified, but it was written off following a forced landing to a pond in Tanzania. All occupants (amount unknown) were in OK condition.

16nov20 VT-TMM ATR72-212A **825** dam
TruJet flight 2T-543, a domestic Indian service from Belgaum to Mysore with 47 passengers and five crew, was on approach to Mysore's runway 27 when the aircraft touched down hard and went around. The crew could not retract the gear afterwards, the transponder signal was temporarily lost and recovered about fifteen minutes later. However, the aircraft no longer transmitted any altitude information. The crew diverted the aircraft to Chennai, about 210 miles east of Mysore, reaching a maximum of 180 knots over ground. It finally landed on Chennai's runway 07 but suffered the collapse of the right main gear. No injuries were reported, the aircraft sustained substantial damage.

17nov20 6672 F-16A **TA-72** w/o
A Republic of China Air Force F-16A Fighting Falcon went missing over waters off eastern Taiwan. Search and rescue operations were ongoing in which at least one Black Hawk and a Taiwanese Coast Guard vessel were involved. Two minutes after take-off from Hualien air base, the F-16 disappeared from the radar screens at 18:07 hours local time, nine miles northeast of Hualien air base.

17nov20 35032 Bell 212 **35032** w/o
A Royal Thai Army Bell 212 (of the 3rd Aviation Battalion, using callsign Raptor32, and based at Lop Buri/Sa Pran Nak), carrying the local governor, made an emergency landing in a school field (at Ban Khun Mae Yod School) at Mae Suek, Mae Chaem district, Thailand. As a result the helicopter burst into flames but luckily all occupants remained unhurt.

18nov20 PNP-253 PC-6/B2-H4 **907** dam
This Peruvian Air Force Pilatus Porter, on loan to the Peruvian Police, suffered a runway excursion at Palma Pampa, north of Ayacucho, and received quite some damage.

20nov20 LV-FQN AS350B3 **7713** w/o
The Helicopter Corporation Ecureuil crashed into a river bed near Cabra Corral reservoir, Salta, Argentina, killing both persons on board. One of them was Jorge Brito, former president of Banco Macro. It could have been because of a possible wire-strike with a Tyrolean traverse (a method of crossing through free space between two high points on a rope without a hanging cart or cart equivalent). The helicopter was flying from Las Costas farm towards Joaquín V. González.

23nov20 G-CIVD B747-436 **27349** dam
Parked at Castellón Airport, Spain, since April 2020, this British

Airways Boeing 747 (due for scrapping by eCubes) caught fire in the cockpit. A technician was cutting an oxygen line on the flight deck and sparks from the cutting wheel caught the insulation on fire, due to mixing it with oxygen. The Speedbird Queen of the Skies' fire was quickly put out by firefighters from Plana Alta, Baix Maestat and Plana Baixa, who attended with two units, and according to Aerocas sources, any other planes that were parked near the burning Jumbo Jet were removed for precautionary measures. Technically it is not been broken up yet, so for now we list it as damaged, but this will certainly speed up the scrapping process.

24nov20 4X-DGA/900 Grob G-120A-1 **85008** w/o
An Heyl Ha'Avir (Israel Air Force) Grob Snunit impacted an open field near Mishnar HaNegev, north of Beersheba, Israel, and was completely destroyed by the post-crash fire, sadly killing both occupants. The FTS (which has seventeen Grobs on strength) is based at Hazerim, so it most likely crashed after a local training flight.

24nov20 SF-260 w/o
A most likely SIAI-Marchetti SF-260 of the Zimbabwe Air Force's 6sq Aspire To Achieve, crashed at a farm near Dabuka Railway Station, near Gweru under unknown circumstances, killing both occupants. It had taken off from Thornhill Air Base, now renamed Josiah Tungamirai Air Force Base, and crashed just after 14:00 hours local time, while attempting to turn back. Military police arrived at the scene thirty minutes after the crash and cordoned off the area.

25nov20 RF-38376 Mi-8MTV-1 **96064** dam
The Mi-8 of the Russian Customs, while taxiing to the parking lot at Volgograd Airport, clipped the lighting mast with its blades. The cause of the incident was that the aircraft commander lost control of the chopper. In this case, no one of the three occupants were injured, but both the helicopter (tail boom got separated) and the lighting structure were damaged.

26nov20 UH-1H w/o
A Philippine Air Force Huey was flying to Barangay Lilitun in the municipality of Madalum, province of Lanao del Sur, Philippines, to conduct medical evacuation of military personnel who got wounded after an improvised explosive device (IED) went off at around 16:00 hours local time. The Huey crash landed shortly after take-off in Madalum town, just 350 metres from the explosion site, injuring several others, including the two Huey pilots, aircrew and a flight nurse. Sadly however, the critically wounded soldier from the IED explosion did not make it.

Credits: ASN, Aviation Herald, B3A, UK Aviation News.



Scheduled to fly Anchorage (AK) - Cordova (AK) - Yakutat (AK) - Juneau (AK) - Seattle-Tacoma (WA), on 14 November 2020, Alaska Airlines flight AS66 had to cancel the last two sectors after it hit a bear during landing at Yakutat's runway 11. While damage to Boeing 737 N615AS was limited to the engine nacelle, the mother bear did not make it, leaving her cub behind... (Yakutat (AK), 14 November 2020, Scott McCullen)

Military News & Updates



To train a rapid deployment of a small detachment of F-35s to a conflict area somewhere in the world, 322 Squadron deployed four F-35As to Volkel airbase for a period of two weeks. This exercise called "Frisian Lightning II" is part of the training syllabus of 322 Squadron to reach Initial Operational Capability (IOC) by the end of 2021. Seen here are F-35As F-009 and F-010 while lining up onto the runway. (18 November 2020, Dino van Doorn)

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

Europe

Bosnia and Herzegovina

Ministarstvo unutrašnjih poslova Republika Srpska (GV)

The Ministry of the Interior of the Republika Srpska received its first Kazan Ansat. The helicopter was delivered by the JSC Russian Helicopters as part of an order for three. Two more Ansats will be handed over to the law enforcement agencies of the Republika Srpska in 2021 and 2022.

The first Ansat is equipped with various medical equipment, a stretcher and two seats for doctors. With the delivery came five passenger seats that can be installed instead of the medical module, so in total seven passengers can be transported.

The other two Ansats, to be delivered from 2021, will be additionally equipped with searchlights, fast-rope deployment system, a winch and an external sling. The delivery contract of the three helicopters also includes the training of three technicians and two pilots in the Kazan Helicopters Aviation Training Centre. During the next two years, four more pilots and six technicians will be trained.

The Republika Srpska is one of the two entities that together comprise the state of Bosnia and Herzegovina, the other being the Federation of Bosnia and Herzegovina. Its largest city and administrative centre is Banja Luka. The entity encompasses most of the Serbs of Bosnia and Herzegovina-populated parts of Bosnia and Herzegovina situated in the north and east of the country.

Estonia

Eesti Õhuvägi (AF)

Again a photo of a 'new' L-39 was found in the colours of the Estonian Air Force. It is known that since 2007 the Estonian Air Force has leased L-39 aircraft at various times. It seems that since 2012 almost continuously one or two (with possible a third spare aircraft) L-39s were leased, mostly in two-year contracts? We have lost sight on all L-39s leased over the years, many times re-using the same registrations. So if you have any information, please send us an e-mail or an update on our database.

L-39C

12	to ES-TLU	ex temp. leased	433131	may16
14 (1)	to	ex temp. leased,		may16
14 (2)	to	ex temp. leased		jul19
14 (3)	2. Eskadrill	f/n, temp. leased	433131	

14 (3) was registered ES-TLU prior to lease.

Finland

Maavoimat (AR)

The Finnish Army Aviation is testing new camouflage schemes. Photos emerged at the Finnish Army website where new camouflage patterns for the MD500 and NH90-TTH helicopters were presented. The army is studying the effect of the new camouflage on the visibility of helicopters in the Finnish terrain, during different periods of the year and in different weather conditions.

The NH90-TTH transport helicopters will have part of the fuselage painted in a white winter scheme. This scheme resembles best the Royal Air Force aircraft when they went to Norway for winter exercises. The H500D and MD500E helicopters will be painted in overall matte black colours.

Next to the new camouflage scheme, the MD500 helicopters are in the process of a cockpit upgrade which increases their

operational performance. With the addition of night vision devices, encrypted voice communication as well as the possibility to communicate with other helicopters and ground forces will give a new boost to these small helicopters that have entered service already back in 1999. Also the flight instruments will be replaced by an electronic multifunction display, which will facilitate the training of pilots in the future when switching to the NH90.

France

Armée de l'Air et de l'Espace (AF)

LFBM = Mont de Marsan

A330-243

1657/F-UJCT on order ex N204SA 1657 nov20

This is the second former Avianca (ex PR-OCX) A330 on order. It is already fully painted in French colours at Tarbes. The first one, 1608/F-UJCS, was delivered to ET03.060 at Paris-Charles de Gaulle on 26 November 2020.

Mirage 2000N

322 pres LFBM ex 116-CP oct20

Armée de Terre (AR)

The army has put out a tender to modernize their fleet of five Pilatus PC-6s. The deadline for receiving the offers on the tender is 14 December 2020. Besides avionics updates it also includes ballistic protection kits. This would make the Turbo Porters usable for deployments overseas, the so called Opérations Extérieures (OPEX). Modifications should be carried out at Montauban.

NH90-TTH

1455/EBU Airbus as F-ZKBC 1455 oct20
/EBV Airbus on order oct20

Marine Nationale (NY)

During the Paris air show in July 2019 it was announced that the eight Falcon 50MI/MSs and five Falcon 200 Gardians will be replaced by thirteen maritime versions of the Falcon 2000LXS, named Albatros. It was not until 19 November 2020 that the Minister of Defence mentioned during a visit at a Dassault facility that the plans have passed parliament and that a contract will be signed in late December 2020. The contract will see a reduction by one aircraft, only twelve will be ordered. The money saved by this reduction will be used to buy surveillance drones. The contract will be in two phases, the one in December will be for seven aircraft. The follow on order will be made in 2025. The plan is to build the first three

aircraft in France, while other nine will be produced in India at the Dassault Reliance Aerospace Limited (DRAL) plant at Nagpur. This as part for an offset deal with India, when they ordered the Rafale. The fitting out for all of the aircraft will be done in France. The first prototype will be delivered to CEPA in 2023 for testing and delivery to the fleet will start in 2025. The first bases to receive the aircraft are Lann-Bihoué, New Caledonia and Tahiti. However it is not expected that the aircraft will be fully operational by 2030.

A second announcement a day later was more straightforward. On this day the DGA (Direction Générale de l'Armement) said that the acquisition of three E-2Ds will go ahead. The French Minister of Defence had already approved the purchase on 4 November, a deal which was already in the pencil for over a year. The aircraft will be delivered to 4F at Lann Bihoué between 2028 and 2030 and replace the E-2Cs.

Hungary

Magyar Légierő (AF)

In 2019 and 2020 there were several meetings between the Chairman and ministers from Hungary and Brazil about future cooperations in economical and political areas. One of the items during these meetings was the possible purchase of the multi-mission KC-390 aircraft for the Hungarian Air Force.

On 17 November 2020, the Hungarian government signed a contract for the purchase of two Embraer multi-mission KC-390s with air-to-air refuelling (AAR) capability. The contract includes training of pilots and technicians, other services and support to strengthen the Hungarian Defence Forces. Both aircraft are scheduled to be delivered in 2023.

In a statement, Embraer mentioned that possibilities of opening a production line or assembly line for the KC-390 Millennium in Hungary will be investigated.

In November 2019 the first two H145s were delivered to the Magyar Légierő, followed by another two in December 2019 which makes it four in total for 2019 which is exactly according to the delivery schedule. This delivery schedule mentions that there should be twelve H145s delivered in 2020 which means that one needs to be delivered in the coming month. The last four should be delivered in 2021. Serials 05 and 06 are being used as training helicopters and are supposed to be the last two that are going to be delivered.



After more than 3 years being used as donor for other F-16AMs on Volkel airbase, F-16AM J-062 was moved via a trailer in August 2019 to Woensdrecht for maintenance at LCW. This Monday it made its first flight since 2015 (note the different 313sq badge and the additional 900sq badge on top of the tail). It is still on Woensdrecht today. (23 November 2020, Joe Peartree)



From 5 October till 16 October, the Helicopter Weapons Instructor Course Special Operations Forces (HWIC SOF) exercise took place at Gilze-Rijen and Deelen airbase. Next to the Royal Netherlands Airforce's (RNLAf) own Chinook, Cougar and Apache Helicopters, also a couple of NH-90TTH and Tiger UHT helicopters of the German Army attend this SOF exercise. One of them was Tiger UHT 74+24 of KHR36 and Erik-Jan Engelen photographed this example during landing at Gilze-Rijen's runway 28. (7 October 2020)

EDPR = Donauwörth (Germany)

H145M

01	MH 86.HE	d/d 18nov19, ex D-HADI	20264
02	MH 86.HE	d/d 18nov19, ex D-HMBF	20266
03	MH 86.HE	d/d 11dec19, ex D-HBTA	20276
04	MH 86.HE	d/d 11dec19, ex D-HCBP	20278
05	o/o	EDPR as D-HADO	20284
06	o/o	EDPR as D-HCBY	20286
07	MH 86.HE	d/d 22jul20, ex D-HBTJ	20301
08	MH 86.HE	d/d 20jul20, ex D-HADM	20303
09	MH 86.HE	d/d 22jul20, ex D-HADT	20314
10	MH 86.HE	d/d 22jul20, ex D-HCBP	20316
11	MH 86.HE	d/d 20jul20, ex D-HMBB	20325
12	o/o	EDPR as D-HCBR	20320
13	o/o	EDPR as D-HCBQ	20322
14	o/o	EDPR as D-HADR	20328
15	MH 86.HE	d/d 05oct20, ex D-HCBV	20336
16	MH 86.HE	d/d 05oct20, ex D-HCUB	20339
17	MH 86.HE	d/d 13nov20, ex D-HADE	20341
18	MH 86.HE	d/d 13nov20, ex D-HCBP	20344
19	o/o	EDPR as D-HADU	20345
20	o/o	EDPR as D-HADH	20348

Italy

Aeronautica Militare (AF)

The Italian Ministry of Defence has published its latest multi-year planning document for 2020 - 2022 (Documento Programmatico Pluriennale 2020-2022) which constitutes a major boost to its defense budget. One of the priorities should be a C4ISTAR (Command, Control, Communications, Computer, Information/Intelligence, Surveillance and Targeting) platform based on the Gulfstream G550. The programme is not stating how many aircraft Italy plans to order, the budget gives the total price tag of the programme as €1.23 billion (USD1.45 billion) and states that funding will start in 2021. This new C4ISTAR platform should be equipped with modern sensors for real-time sharing of information. Not only to collect and share data and information more efficiently, but also battle management for the digital battlefield. Because wars and conflicts are no longer fought with bullets and projectiles. The Aeronautica Militare already flies two Gulfstream E-550A (Gulfstream G550) Conformal Air-

borne Early Warning (CAEW) aircraft (serials MM62293 and MM62303) it purchased from Israel's Israel Aerospace Industries in 2012 as part of a swap deal under which Israel purchased 30 M-346 trainers.

The first T-345 ordered by the Aeronautica Militare is apparently almost ready for delivery. On 29 October 2020, Leonardo T-345A still wearing test registration CSX55234, was noted for the first time with the code 61-202 of its new owner, the 61^o Stormo. It was noted during a flight test from Venegono airport, in northwestern Italy. This new trainer will progressively replace the Aermacchi MB339A (used for Phase II and instructor training) and the MB339CD version (used for Phase III training). In June 2019, Leonardo received a second contract from the Italian Ministry of Defense for the supply of thirteen T-345A High Efficiency Trainers (HET). The contract value is USD 333 million (300 million Euro). This contract follows an initial contract for five aircraft, bringing the total now ordered by Italy to eighteen. This most recent contract includes ground-based training systems and a five year logistics support package. The Aeronautica Militare has identified a requirement for around 45 T-345A to progressively replace its fleet of 137 Aermacchi MB339s, that have been in service since 1982. The T-345A is also destined to become the new platform of Italy's National Aerobatic Team (Pattuglia Acrobatica Nazionale (PAN) also known as Frecce Tricolori.

F-2000A

MM7323/37-23	18° Gruppo	ex 4-6/904° GEA	IS055	oct20
MM7341/4-67	904° GEA	ex 36-10/936° GEA	IS067	oct20
MM7356/51-06	132° Gruppo	ex -/132° Gruppo	IS082	nov20

Aviazione dell'Esercito (AR)

On 17 November 2020 the last three (airworthy) Agusta-Bell AB205As left the 5° Reggimento AVES "Rigel" at Casarsa della Delizia (PN), an airbase of the Aviazione dell'Esercito near Pordenone. This iconic helicopter with its characteristic sound, served the Aviazione dell'Esercito for so long with the first examples delivered already in 1966. With a total of 106 examples delivered, it served not only in Italy, but also in many humanitarian and war-related countries like Kosovo, Afghanistan, Somalia and Iraq. In 1976 the AB205A played

a significant humanitarian role in the nearby Friuli earthquake, also known in Italy as Terremoto del Friuli (Friulian earthquake). It took place on 6 May 1976 with a moment magnitude of 6.5 with the shock occurred in the Friuli region in northeast Italy and close by Casarsa della Delizia (PN). 990 people were killed, up to about 3,000 were injured, and more than 157,000 were left homeless. In this month before Christmas, special attention for its role as 'Babbocottero'! The Aviazione dell'Esercito has a long lasting tradition towards Christmas: bringing presents to children with the 'Babbocottero' of Santa Claus. The 'Babbocottero' is a helicopter, often adorned with Christmas-style stickers. It replaces Santa Clause's traditional 'sled & reindeer' and often an AB205A was used. AB205A MM80548/E.I.296, MM80720/E.I.349 and MM80725/E.I.354 made some fly pasts at Rivolto, Campoformido, La Comina, Maniago and Aviano, before their last landing at Bologna-Borgo Panigale (BO). Here the 2° Reggimento Sostegno Aviazione dell'Esercito "Orione" will take care of them further.

AB205A-1				
MM80548/E.I.296	1° Gruppo	ex 27° Gruppo	4162	nov20
MM80720/E.I.349	1° Gruppo	ex 27° Gruppo	4381	nov20
MM80725/E.I.354	1° Gruppo	ex 27° Gruppo	4387	nov20

Norway

Norske Luftforsvaret (AF)

Sea King Mk43B				
322	std Rygge	ex Kjeller	WA1005	oct20

Poland

Sily Powietrzne (AF)

Poland ordered twelve M346 advanced jet trainers, divided over two contracts. The second contract, which was ordered in March 2018, involves four aircraft.

The Polish Air Force M346s are operated by the 48. Eskadra Lotnicza (48.el)/4. Skrzydło Lotnictwa Szkolnego (4.SLSz, 4th Flying Training Wing) at Deblin air base.

M346				
7709	48.el	d/d 05oct20, ex CSX55238		
7710	48.el	d/d 20oct20, ex CSX55245		

7711	48.el	d/d 16nov20, ex CSX55246
7712	48.el	d/d 24nov20, ex CSX55247

Portugal

Força Aérea Portuguesa (AF)

F-16AM

15143 Esq201/301 new, ex 82-1004 **M17-11** sep20
This is one of the former AMARG airframes that have been in Portugal since 1999. After the recent sale of five more F-16s to Romania, the Portuguese fleet will be replenished with the remaining examples that have been in storage for over twenty years! As reported before, F-16BM 15144 and F-16AM 15145 through 15147 are still to follow after completion of the MLU program by OGMA at Alverca.

Romania

Fortele Aeriene Romane (AF)

On 15 October 2020, the Romanian Air Force concluded its one-year commitment to the UN mission in Mali.

Romania operated four IAR330 Puma helicopters at Camp Castor Gao, in south-east Mali. In total, the IAR330s have flown more than 1,250 flight hours.

In the early morning of 27 October 2020, three IAR330s departed Camp Castor and after a fly-by they flew to Mopti Airport for refuelling.

From there they continued their journey to the capital of Mali, Bamako. At Bamako, the main rotor blades, the bearing rotor hub and the anti-torque stabilizer needed to be disassembled before the helicopters could be loaded on the Antonov An-124. It was expected that the helicopters would return to Romania in the first week of November 2020.

During the UN mission, one IAR330 was damaged at Douentza base. The Puma from the Carpathian Pumas Detachment was damaged by a storm on 10 August 2020. Two helicopters were conducting a reconnaissance mission and had landed for refueling at the UNO Base at Douentza. A sudden storm unfolded and one of the two helicopters was blown over. This helicopter was transported home on board a Boeing C-17A Globemaster III on 23 October 2020.



Tornado ECR test aircraft 98+79 of WTD61 was seen lining up on the runway of Manching on 5 November 2020, still wearing its ASSTA 3.1 markings but already flying for the ASSTA 4.1 upgrade program. This Tornado was actually the only German Tornado that was converted from IDS to ECR. (Josef Gietl)



The Airbus Helicopters H145 is a very popular helicopter on both the civil and military market. H145 D-HADO (with its construction number 20284 clearly visible) was photographed at Manching during one of the many testflights which are normally performed before helicopters will be handed over to the customer. This particular example is destined for the Hungarian Air Force and its future serial will be "05". (5 November 2020, Josef Gietl)

The IAR330 is the Romanian-built version of the Aérospatiale SA330 Puma helicopter, manufactured by IAR Brasov. Romania bought a licence to manufacture the French helicopter on 30 July 1974. The first licensed built Puma was flown on 22 October 1975 under the designation IAR330L.

Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

The last H145M for the air force was finally delivered to Serbia on 21 November 2020.

H-50B (H145M)				
14503	delivered	ex D-HADZ	20246	nov20

Spain

Ejército del Aire (AF)

Beech F33C

E.24A-02/42-02	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-54	nov20
E.24A-06/42-06	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-59	nov20
E.24A-07/42-07	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-60	nov20
E.24A-14/42-22	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-112	nov20
E.24A-16/42-23	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-114	nov20
E.24A-18/42-24	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-116	nov20
E.24A-21/42-16	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-119	nov20
E.24A-22/42-26	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-120	nov20
E.24A-25/42-18	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-123	nov20
E.24A-29/42-27	Ala 37/422 Esc	ex Gr 42/422 Esc	CJ-127	nov20

Following the recent disbandment of Grupo 42 (Villanubla air base), its sole flying unit 422 Esc was transferred to Ala 37 at the same base. The above ten Bonanzas are the last operational examples, primarily used for keeping pilots current.

CASA 212-100

T.12B-65/72-11	371 Esc ?	ex 721 Esc	127	sep20
T.12B-67/72-12	371 Esc ?	ex 721 Esc	130	sep20

The announcement of the transfer of 422 Esc to Ala 37 included the statement that this is the second unit reporting to this Wing, the other being 371 Esc flying CASA 212 transport aircraft. Aircraft involved probably include the two above which were noted at Villanubla in September 2020.

C295M

T.21-06/35-06	353 Esc	ex 35-44, recoded	008	aug20
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CN235-100MPA

D.4-06/37-06	Ala 37	ex uncoded	C-036	oct20
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The D.4 maritime patrol aircraft are maintained by Ala 37 at Villanubla air base. They form a pool of eight aircraft from which examples are detached to the three SAR units within

the Spanish Air Force, 801 Esc (Ala 49 - Son San Juan, Mallorca), 802 Esc (Ala 46 - Gando, Gran Canaria) and 803 Esc (Ala 48 - Getafe (Madrid), detached from Cuatro Vientos). While detached the aircraft report to the Wings of the respective air bases. Thus far, we have indicated the unit of these aircraft as 'SAR Pool' because of their fluid unit allocation. With the gradual application of codes on the aircraft it seems more appropriate to refer to the unit as Ala 37 from now on.

KC-130H

TK.10-05/31-50	FMS Uruguay	as 594, ex Ala 31	382-4642	sep20
TK.10-06/31-51	FMS Uruguay	as 595, ex Ala 31	382-4648	sep20
TK.10-11/31-53	FMS Peru	ex Ala 31	382-4871	sep20
TK.10-12/31-54	FMS Peru	ex Ala 31	382-4874	sep20

Apart from the above four tankers, also the fifth and last KC-130H (TK.10-07/31-52) is reportedly offered for sale and apparently withdrawn from use. The same applies to four additional C-130H aircraft. The latter are likely to be the four remaining operational aircraft T.10-03, -08, -09 and -10, but this has not been disclosed.

MQ-9 Predator-B

NR.05-01/233-01	233 Esc	#10211		nov20
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Our assumption (Scramble 498 - page 77) that the drone coded 233-01 should be NR.05-03 (based on known deliveries at the time this code was first reported) proved wrong. In November 2020, photo proof evidence confirmed the more plausible tie-up with serial NR.05-01.

In March 2021, the Spanish Predators are said to be equipped with systems that allow them, amongst other functions, to launch sonobuoys and torpedoes, thus increasing the anti-submarine capabilities of the Spanish Armed Forces.

PC-21

E.27-02/792-02	Pilatus, o/o	#10240, c/n update	315	nov20
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SF-5M

AE.9-10/23-04	Ala 23	sp mks 50 years F-5	2010	nov20
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Guardia Civil (PO)

Beech 350i

DT.05-01/09-601	Guardia Civil	#10224, ex N21EN	FL-755	sep20
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After some further modifications and pilot training flights the new Super King Air is expected to be delivered for active service later this year. The serial indicates that its primary mission will focus on maritime patrol (D), similar to the D.4 SAR aircraft of Ala 37. The additional 'T' in the serial indicates an additional role as transport aircraft.

Sweden

Flygvapnet (AF)

JAS39C

39228/228 F17 ex F7 **39-228** oct20

Switzerland

Schweizer Luftwaffe (AF)

Beech 1900D

T-729 to F-HTJT ex LTDB **UE-288** aug20

On 26 August 2020, this former Lufttransportdienst des Bundes (LDTB) Beech 1900 T-729 was registered F-HTJT to Fleet Management Airways SA, which despite the French registration, is a Swiss company at Versoix.

United Kingdom

Royal Air Force (AF)

On 28 October 2020, the four new Texan T1 aircraft for the Royal Air Force (RAF) commenced their delivery flight from Beech Factory Airport (KS) to Great Britain. Their route included stops at Des Moines (IA), Goose Bay (Canada) and Keflavik (Iceland), with Glasgow being the location where they first touched down on British soil. This took place during the early evening on 31 October 2020.

It was recently pointed out to us that the Royal Air Force uses type designation Phenom T1 on their website. The first of five of these training aircraft was delivered to RAF Cranwell on 10 July 2017 and the last one on 30 January 2018. They replaced the Beech B200 and B200GT aircraft in service with 45 squadron and are used for multi-engine aircrew training. So far, we believed that the RAF was using the civil Phenom 100 designation, but this seems to have changed.

The United States Navy published the intention to purchase a Boeing 707-320 series aircraft to act as aircrew trainer in support of the E-6B fleet. It looks like a Royal Air Force E-3D Sentry AEW1 aircraft will be selected to fulfill this role. No details on timing were mentioned, but the Sentry is slated to be replaced by E-7A Wedgtail aircraft from 2023 onwards.

The Prefect T1 fleet at RAF Barston Heath and RAF Cranwell started to wear the last two numbers of the serial as code on the vertical fin. Both ZM301/01 and ZM302/02 were seen as such during October 2020. Not that it was difficult to read the large black serials on the white background, but this will make identification even easier.

The Defence Fire Training Centre (DFTC) at Manston has been officially closed after the National Fire Training Center at Moreton In Marsh was opened. The majority of the airframes at Manston will be disposed of, except for a single Tornado F3 and a Wessex. Both will be moved to Moreton In Marsh. A pair of 27sq Chinook helicopters (ZH900 and ZH902) performed a flypast during the passing out parade at Manston on 22 October 2020.

In a press-release, Boeing announced that the fuselage sections for the first RAF E-7 Wedgtail arrived with STS Aviation Services at Birmingham airport. The fuselage part in question is named section 46, and it is the part where the Multi-role Electronically Scanned Array (MESA) is installed upon.

This section will be fitted into the fuselage of a Boeing 737NG airliner. Originally, the RAF planned to purchase five of these aircraft but stories in the British press indicate that due to cut backs possibly as few as only three aircraft might be ordered. The Ministry of Defence (MoD) refuses to comment on these stories and refers to the upcoming UK Government Integrated Defense Review.

EGDM = Boscombe Down EGQS = Lossiemouth
EGOS = Shawbury EGWC = Cosford

7REME 7 Royal Electrical and Mechanical Engineers at Wattisham
ADSU Apache Depth Support Unit at Wattisham
Airbus Airbus Military at Madrid-Getafe (Spain)
CMF Chinook Maintenance Facility at RAF Odiham
GMS Glider Maintenance School at RAF Syerston
Leonardo Leonardo Helicopters at Yeovil
MDMF Merlin Depth Maintenance Flight at RNAS Culdrose
StandardAero StandardAero at Fleetlands
TMU Typhoon Maintenance Unit at RAF Coningsby
WST Wildcat Storage at RNAS Yeovilton
WZM Wildcat Zonal Maintenance at RNAS Yeovilton

Atlas C1

ZM400	Airbus	ex 24/70sq	015	oct20
ZM410	1312Flt	ex 24/70sq	038	oct20
ZM415	24/70sq	ex 1312Flt	052	nov20

Chinook HC5

ZH898	see note	1310Flt	M4477	oct20
ZH902	27sq	ex CMF	M4481	sep20
ZH904	StandardAero	ex EGDM	M4483	oct20

On 29 October 2020, ZH898 arrived at RAF Brize Norton as air freight following its deployment to Mali where it was used by 1310Flt. On 3 November 2020, it left this RAF station by road to an unknown destination. At the time this edition went to press we did not yet receive confirmation of its destination, RAF Odiham and StandardAero at Fleetlands being the two most likely ones.

Chinook HC6

ZK553	EGDM	ex CMF	M7704	oct20
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Chinook HC6A

ZA679	28sq	ex CMF	M7014	oct20
ZA683	CMF	ex 18(B)sq	M7031	oct20
ZA684	CMF	ex 18(B)sq	M7011	oct20
ZA708	CMF	ex 18(B)sq	M7018	oct20
ZD574	7sq	ex EGDM	M7021	oct20
ZD983	18(B)sq	ex 7sq	M7022	oct20
ZH775	27sq	ex CMF	M4451	oct20
ZH776	1310Flt	ex 18(B)sq	M4452	oct20
ZH894	27sq	ex CMF	M4457	oct20

Chinook ZD574 was transported directly from QinetiQ Boscombe Down to RAF Brize Norton for air freight to the USA. There 7sq will use it during exercise Noctem Warrior (NAS El Centro, CA). In total three Chinooks were shipped to the USA for this exercise, the others being ZK552 (HC6) and ZH896 (HC6A).

Hercules C4

MAR reports that Marshalls is almost finished with restoring the software for ZH866 to standard configuration. This aircraft was used by 206sq for trials (and initially in error sometimes referred to as Hercules C6), but the programme was cancelled and it was placed in storage at Cambridge on 22 March 2019. The aircraft was planned to be returned to 24/47sq in November 2020.

Hawk T1

XX244	std EGOS	ex Red Arrows	312080	sep20
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Hawk T1W

XX181	i/a EGWC	ex std EGOS	312028	oct20
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Poseidon MRA1

ZP803/03	54/120sq	ex Boeing	65752/8065	oct20
ZP804/04	54/120sq	ex Boeing	65753/8103	nov20
ZP805	Boeing	c/n confirmed	65754/8257	sep20

The third Poseidon MRA1 for the RAF was delivered to RAF Lossiemouth on 14 October 2020. This was only two days after RAF Lossiemouth was re-opened following runway repairs. Number four followed on 3 November 2020, and its nickname is now also known: Spirit of Reykjavik.

This is in honour of 120sq being stationed in Iceland as part of RAF Coastal Command during the Second World War. The squadron was heavily involved in the Battle for the North Atlantic, hunting Kriegsmarine U-boats making their way through the gap between Iceland and Great Britain and



An excellent shot in beautiful sunlight was taken of this AW101 with testregistration ZZ111 (future serial 0280) by Kevin Wills on 4 November 2020 at Yeovil. This AW101 is intended for the Norwegian Air Force and took its first flight on 3 November 2020.

threatening the vital allied supply convoys from the United States.

Texan T1

ZM340	del 03nov20	ex N2786B	PM-137
ZM341	del 03nov20	ex N2789B	PM-138
ZM342	del 03nov20	ex N2790B	PM-139
ZM343	del 03nov20	ex N2811B	PM-144

The delivery date mentioned is the day that they arrived at RAF Valley. All four are taken on charge by 72sq at this RAF station. Interestingly, both ZM327 and ZM331 reportedly are in long term storage at RAF Valley.

Typhoon T3

ZK380	TMU	ex 29sq/380	BT025	oct20
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The stripped fuselage of ZJ810 was transported from RAF Coningsby (where it was dumped) to RAF Wittering for usage by 71 (Inspection & Repair) squadron in September 2020.

Typhoon FGR4

ZJ923/923	6sq	ex 1(F)sq/923	BS014	sep20
ZJ937/937	IX(B)sq	ex 29sq/937	BS028	nov20
ZJ947/947	II(AC)sq	ex 6sq/947	BS040	oct20
ZJ949/949	XI(F)sq	ex II(AC)sq/949	BS045	oct20
ZK301/301	XI(F)sq	ex II(AC)sq/301	BS053	oct20
ZK304/304	XI(F)sq	ex i/a EGXC	BS055	sep20
ZK304/304	TMU	ex XI(F)sq/304	BS055	oct20
ZK307/307	6sq	ex XI(F)sq/307	BS058	oct20
ZK310	TMU	ex 3(F)sq/310	BS063	oct20
ZK316/316	XI(F)sq	ex II(AC)sq/316	BS075	oct20
ZK317/317	i/a EGQS	ex 6sq/317	BS078	oct20
ZK321/321	XI(F)sq	ex 29sq/321	BS082	oct20
ZK329/329	29sq	ex XI(F)sq/329	BS090	oct20
ZK331/331	II(AC)sq	ex TMU	BS092	oct20
ZK335/335	3(F)sq	ex 41(TEs)sq	BS096	oct20
ZK337/337	6sq	ex 1(F)sq/337	BS098	oct20
ZK338/338	6sq	ex 1(F)sq/338	BS099	oct20
ZK339/339	41(TEs)sq	ex TMU	BS100	oct20
ZK340	i/a EGXC	ex 3(F)sq/340	BS101	sep20
ZK344/344	1(F)sq	see note	BS105	oct20
ZK347/347	XI(F)sq	ex II(AC)sq/347	BS108	oct20

ZK350/350	XI(F)sq	ex II(AC)sq/350	BS111	oct20
ZK352/352	II(AC)sq	ex TMU	BS113	oct20
ZK353/353	XI(F)sq	ex 29sq/353	BS114	oct20
ZK354/354	3(F)sq	ex XI(F)sq/354	BS115	oct20
ZK357/357	3(F)sq	ex XI(F)sq/357	BS118	oct20
ZK371/371	XI(F)sq	ex II(AC)sq/371	BS132	oct20
ZK374/374	6sq	ex XI(F)sq/374	BS135	oct20
ZK377/377	1(F)sq	ex 3(F)sq/377	BS138	oct20
ZK378/378	6sq	ex 1(F)sq/378	BS139	sep20
ZK425/425	6sq	ex 3(F)sq/425	BS141	oct20
ZK426/426	6sq	ex 1(F)sq/426	BS142	oct20
ZK432/432	6sq	ex 29sq/432	BS148	oct20
ZK434/434	6sq	ex 3(F)sq/434	BS150	oct20
ZK435/435	IX(B)sq	ex 1(F)sq/435	BS151	sep20

Typhoon FGR4 ZJ914/914, which has been painted in an overall black aggressor c/s, has now also received full IX(B) sq markings. This includes full colour unit bars next to the roundel (green/yellow/green) and the famous bat motif on the vertical fin (green, outlined in yellow). World War II style code "WS-T" has been applied on the vertical fin (red). The responsibility of the Operation Shader deployment at RAF Akrotiri (Cyprus) transferred from II(AC)sq to XI(F)sq in October 2020.

This explains several of the unit transfers mentioned here. It should also be mentioned that ZK327/327 (BS088) also transferred from II(AC)sq to XI(F)sq. On 29 October 2020, this jet returned to the United Kingdom and flew directly to RAF Lossiemouth where it was taken on charge again by II(AC)sq. Typhoon ZK344/344 was delivered to 29sq following attention at the Typhoon Maintenance Unit (TMU) on or before 13 October 2020. It was passed on to 1(F)sq on 22 October 2020.

Viking TX1

ZE495	GMS	ex 637VGS/VA	33879	sep20
ZE527	GMS	ex 622VGS/VP	33896	oct20
ZE551/VY	622VGS	ex GMS	33910	oct20
ZE553	GMS	ex 622VGS/WA	33912	oct20
ZE559	GMS	ex CGS/644VGS/WG	33923	sep20
ZE586	622VGS	ex GMS	33933	oct20

ZE600	637VGS	ex CGS/644VGS/WZ	33944	sep20
ZE601	GMS	ex 637VGS/XA	33945	oct20
ZE609	GMS	ex 645VGS/XJ	33958	sep20
ZE614	GMS	ex 632VGS/XN	33969	sep20
ZE625	GMS	ex 637VGS/XP	33970	oct20
ZE632/XW	637VGS	ex GMS	33979	oct20

Army Air Corps (AR)

In the October 2020 edition of MAR a correction was published which we should repeat here as well. For many years it was believed that the Tutor T1 aircraft at Middle Wallop were used by 676sq. This indeed is an Army Air Corps training squadron, but it is a non-flying unit assigned to 2 (Training) Regiment. The Tutor aircraft are used by a unit called Army Flying Grading (AFG). The following aircraft are on strength, with the last note details between brackets: G-BYVU (oct20), G-BYVW (oct20), G-BYVY (sep20), G-BYXF (sep20) and G-BYXI (oct20).

The first Army Air Corps unit to be equipped with the new Apache AH2 (AH-64E) will be 662sq. Air crew training is currently taking place at Fort Rucker (AL). The first two examples reportedly will be delivered to United Kingdom in November 2020.

Apache AH1

ZJ178	to Boeing at Mesa (AZ)	WAH13	sep20
ZJ181	663sq ex 653sq	WAH16	sep20
ZJ181	673(AHTU)sq ex 663sq	WAH16	oct20
ZJ186	653sq ex 662sq	WAH21	sep20
ZJ187	653sq ex 656sq	WAH22	sep20
ZJ188	663sq ex 653sq	WAH23	sep20
ZJ189	3/4Regt ex ADSU	WAH24	oct20
ZJ191	656sq ex ADSU	WAH26	aug20
ZJ192	673(AHTU)sq ex ADSU	WAH27	sep20
ZJ194	663sq ex 653sq	WAH29	sep20
ZJ195	653sq ex 662sq	WAH30	sep20
ZJ197	3/4Regt ex ADSU	WAH32	sep20
ZJ199	662sq ex 653sq	WAH34	sep20
ZJ203	ADSU ex 673(AHTU)sq	WAH37	sep20
ZJ207	see note ex 673(AHTU)sq	WAH41	oct20
ZJ211	653sq ex 663sq	WAH45	sep20
ZJ217	653sq ex 663sq	WAH51	sep20

ZJ226	664sq	ex 656sq	WAH60	sep20
ZJ228	662sq	ex 653sq	WAH62	sep20
ZJ230	653sq	ex 7REME	WAH64	sep20
ZJ231	to Boeing at Mesa (AZ)		WAH65	sep20

Both ZJ178 and ZJ231 were delivered by road to RAF Brize Norton on 2 September 2020, they departed as air freight to the United States on 9 September 2020. Both are inducted into the AH-64E conversion programme. On 8 October 2020, ZJ207 was transported by road from Middle Wallop to Waddingham where it will be prepared for shipment to the USA to be inducted into the AH-64E conversion programme.

Gazelle AH1

XZ326	StandardAero	ex 665sq	1644	oct20
XZ334	7Regt Conversion Flt, ex StandardAero		1673	sep20
ZA772	665sq	ex StandardAero	1814	oct20
ZB683	std EGOS	ex std EGVP	1990	sep20
ZB689	std EGOS	ex 665sq	2002	oct20

Having been stored at JHC Aldergrove pending transfer to StandardAero at Fleetlands since at least May 2020, XZ326 finally departed by road to this destination on 7 October 2020. On the same day, ZB689 was transported from JHC Aldergrove to RAF Shawbury for storage. Six Gazelle AH1 helicopters left storage at RAF Shawbury by road on 3 September 2020. Their destination at this point in time is unknown, but they were slated to undergo RTP (Return To Parts), which is a nice euphemism for scrapped.

Wildcat AH1

ZZ387	std WST	ex Leonardo	506	aug20
ZZ389	1Regt	ex WST	487	aug20
ZZ398	WZM	ex std WST	471	aug20
ZZ405	std WST	ex 1Regt	475	aug20

Fleet Air Arm (NY)

Merlin HM2

ZH828	MDMF	ex 820NAS	RN08	sep20
ZH832	Leonardo Culdrose, ex 814NAS		RN12	oct20
ZH836	Leonardo Culdrose, ex QinetiQ		RN16	aug20
ZH840	820NAS	ex 824NAS	RN20	sep20
ZH846	Leonardo Culdrose, ex MDMF		RN26	sep20
ZH850	824NAS	ex 814NAS	RN30	sep20
ZH856	Leonardo Culdrose, ex			



M-28B Bryza 1R 1017 is one of the active Bryza's in the Marynarka Wojenna Rzeczypospolitej Polskiej (Polish Navy). This M-28 of the 44.BLotM was photographed during landing at Dèblin and is normally based at Cewice. (21 October 2020, Remco van de Bunt)



On 24 November 2020, the last M346 of the second order was delivered to the Polish Air Force. In total, twelve M346s are active with 48. Eskadra Lotnicza at Dęblin. M346 serial 7709 was delivered on 5 October 2020. (21 October 2020, Remco van de Bunt)

ZH851	820NAS	ex 824NAS	RN31	sep20
ZH862	814NAS	ex 824NAS	RN42	sep20

At RNAS Culdrose, both ZH846 and ZH856 are undergoing Crowsnest conversion work performed by Leonardo. Both ZH832 and ZH836 are undergoing regular maintenance/modifications, also by Leonardo.

Merlin HC3i				
ZJ136	Leonardo	ex MDMF	50191	oct20

Wildcat AH1				
ZZ399	WZM	ex 847NAS	472	oct20
ZZ404	847NAS	ex Leonardo	474	aug20

Wildcat HMA2				
ZZ376	WZM	ex 825NAS	495	aug20
ZZ377	WZM	ex 825NAS	496	oct20
ZZ515	Leonardo	ex 815NAS	520	aug20
ZZ530	815NAS	ex WZM	537	sep20
ZZ533	815NAS	ex WZM	515	sep20

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-171Sh				
SM-94	n.n.	f/n database, photo		

MiG-23BN				
FM-65	wfu	f/n database, photo		

Angola

Força Aérea Nacional de Angola (AF)

FZAA = Kinshasa-N'Djili, Democratic Republic of the Congo

Su-30KN				
C-122	13° EdC	f/n database, photo		
C-125	13° EdC	f/n FZAA, YouTube		nov20

This Su-30 arrived together with the C-127, AW139 H-902 and an An-72, most likely the T-707, at Kinshasa-N'Djili on 20 November 2020 for an "airshow/ flypast" over the capital. Embarrassing detail was that the Congolese did not participate at all in this "airshow".

Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo) Force Aérienne (AF)

LIPK = Forli, Italy

SF260MC				
AT-105	ex 131 Esc	for sale at LIPK	11-05	oct20

Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

HSMN = Merowe Air Base, Sudan

LILG = Vergiate, Italy

AW149				
...	o/o, CSX81998	f/n LILG	49066	nov20

Mi-17-1V				
3265		f/n database, photo		

MiG-17F				
2786	wfu	f/n database, photo		
2956	wfu	f/n database, photo		

MiG-21MF				
8674		f/n database, photo		1974

MiG-29M				
8708	42sq	f/n HSMN, photo		nov20
8714	42sq	f/n HSMN, photo		nov20
8725	42sq	f/n HSMN, photo		nov20
8731	42sq	f/n HSMN, photo		nov20

Egyptian MiG-29s (M and M2 models) were visiting Merowe Air Force Base in Sudan. In total seven MiG-29s, the Il-76MF 1332 and an unknown C295 were deployed here for the combined exercise "Nile Eagles-1".

MiG-29M2				
8810	42sq	f/n HSMN, photo		nov20

Su-7BMK				
7685		f/n database, photo		1974

Ghana

Ghana Air Force (AF)

EGKB = Biggin Hill, United Kingdom

BN-2T				
G362	std EGKB	to ZJ-CER	2223	sep20

On 11 September 2020 this Islander, which was stored for many years at Biggin Hill airport, was signed up in the register of Jersey as ZJ-CER. According to Air Britain the Islander also used registration 9G-AEW after its military career.

Niger

Escadrille Nationale du Niger (AF)

Tetras 912CSM				
5U-MBZ		f/n database, photo	169	

Nigeria

Nigerian Air Force (AF)

KVAD = Moody AFB, United States

LILN = Varese-Venegono, Italy

A-29B

...	o/o	as 19-2034, f/n KVAD	nov20
...	o/o	as 19-2035, f/n KVAD	nov20

Wing Loong II (UAV)

NAF141	o/o	f/n, photo	nov20
NAF142	o/o	f/n, photo	nov20

Besides these two Wing Loong II unmanned combat aerial vehicle (UCAV), Nigeria soon will receive two CASC Rainbow CH-3 and four CH-4 UCAVs. Nigeria received in the past already five CH-3As of which one crashed in 2015.

Nigerian Government (GV)

AW109SP

...	o/o, NIMASA	as CSX81999, f/n LILN 22425	nov20
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South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

All the aircraft and helicopters listed below can be found within an area of Denel Land Systems. They are in, what was planned to be, a paintball park that was never really a big success and now they will most likely be scrapped soon.

They are in this area since at least August 2015 and can be found at Google Earth at 25°48'08.76"S, 28°11'29.66"E. Special thanks to Morné Booij-Liewes for sending us the serials of these aircraft. All the exact coordinates of each individual aircraft can be found in our database of South Africa.

Cheetah C

341	std Denel	with Land Systems	nov20
355	std Denel	with Land Systems	nov20
357	std Denel	with Land Systems	nov20
373	std Denel	with Land Systems	78 nov20

Cheetah D2

844	std Denel	with Land Systems	nov20
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MB326K

1061	std Denel	with Land Systems	62 nov20
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SA330C

125	std Denel	with Land Systems	1045 nov20
127	std Denel	with Land Systems, tail	1058 nov20
141	std Denel	with Land Systems	1290 nov20
170	std Denel	with Land Systems	1485 nov20
182	std Denel	with Land Systems	1357 nov20

From the 127 only the tailboom was found. According to Winston Brent's SAAF Helicopters book the rest of Puma 127 went to EADS in Germany and was probably destroyed in missile tests.

Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

On 19 November 2020, the Tunisian minister of national defence, Imed Hazgui, officially announced that the government approved the contract for eight T-6C Texan II trainer aircraft and related equipment and support.

In October 2019, the US State Department approved a possible Foreign Military Sale (FMS) to Tunisia for twelve T-6C Texan IIs and related equipment and support for an estimated cost of USD 234 million. In the official announcement there was no mentioning on the confirmation of a contract for four AT-6C Wolverine light attack aircraft. This possible sale was approved by the US State Department approved on 25 February 2020. Most probably the Tunisian Government was not able to allocate the needed budget for this contract at this moment.

Asia

Afghanistan

Afghan Air Force (AF)

The five year programme for training Afghan Air Force pilots

on the A-29B Super Tucano at Moody Air Force Base (GA) is finished. The final class graduated on 13 November 2020.

At Moody AFB, the 14th Flying Training Wing, responsible for the 81st Fighter Squadron, operated the A-29B Super Tucano. The unit was officially re-activated on 15 January 2015. On 5 March 2015, an AAF student pilot flew for the first time in an A-29B Super Tucano. The flight followed completion of a course of classroom instruction and simulator training.

In total 26 A-29Bs were delivered to the 81st FS for training Afghan pilots. Twenty aircraft were delivered between March 2015 and December 2016. An additional order for six aircraft was delivered from April 2018.

Bangladesh

Bangladesh Biman Bahini (AF)

C-130J

99-5480/S3-AGG	101SFU	del 16sep20	5480 oct20
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It departed 16 September for its delivery flight.

F-7MB

1421	pres Dhaka	ex std	sep20
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Installed on the roof of the Military Museum just South of Tejgaon airfield, N23.76415°, E90.38610°. The museum itself is being revamped and temporarily closed.

Border Guard Bangladesh (GV)

Mi-171E

S3-DAR	BGB	f/n sep20	nov20
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This is the second, delivered with S3-DNB 17 January 2020.

China

People's Liberation Air Force (AF)

H-6KG

11294	8th Division/24th Regiment	sep20
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This new H-6 version has the ECM pods attached to the outer wings like on the Naval H-6J.

JL-10III

1042	Harbin Flying Academy/4th Brigade	nov20
1043	Harbin Flying Academy/4th Brigade	nov20

Again, another training brigade is exchanging its JL-8 aircraft for the JL-10.

J-16I

65111	40th Brigade	nov20
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Y-8C

55415	CTC/Transport & SAR Brigade	sep20
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Note that September 2019 this serial was noted on a Z-8K.

People's Liberation Army (AR)

Mi-171

LH991709	74th LH Brigade	nov20
LH993755	73rd LH Brigade	nov20

The 73rd Brigade helicopter was used during an assault training carrying ECM pods on the stubwings.

Mi-171E

LH993718	73rd LH Brigade	oct20
LH991737	74th LH Brigade	nov20

Z-8B

LH963882	80th LH Brigade	nov20
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Z-9WZ

LH972900	77th LH Brigade	oct20
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Z-10

LH972103	77th LH Brigade	nov20
LH972156	77th LH Brigade	nov20
LH992157	72nd LH Brigade	nov20

Z-19

LH991532	71st LH Brigade	nov20
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People's Liberation Army Navy (NY)

H-6J

57	ETC / 5th Independent Regiment	nov20
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In December 2019, four S-70i for the Polish Air Force were handed over to Grupa Reagowania Operacyjno Manewrowego (Special Operations unit) at Warszawa/Frederic Chopin air base. Since then, three additional S-70i have been ordered by the Polish Government for use with the Polish Police. One of these additional Black Hawks is S-70i SN-72XP, which was photographed at its homebase. (Warszawa-Babice, 21 August 2020, Remco van de Bunt)

Armed Police (PO)

Mi-171E			
WJ51721	Xinjiang Corps / Helicopter Battalion		nov20
Z-9WJ			
WJ51901	Xinjiang Corps / Helicopter Battalion		nov20
WJ51902	Xinjiang Corps / Helicopter Battalion		nov20

India

Bharatiya Vayu Sena (AF)

Rafale DH			
RB002	17sq	d/d 04nov20	nov20
Rafale EH			
BS002	17sq	d/d 04nov20	nov20
BS005	17sq	d/d 04nov20	nov20
BS012	Dassault Aviation f/n		nov20

Bharatiya Nau Sena (NY)

On 18 November 2020, India's ninth Boeing P-8I Poseidon arrived in the country. The aircraft, serial IN328 and coded DAB, is the first aircraft for Indian Naval Air Squadron 315 Winged Stallion based at Goa/Dabolim also known as INS Hansa. This unit, until now operating the Ilyushin Il-38SD, will transfer to the Boeing P-8I in the coming period.

The ninth P-8I is the first aircraft to be delivered under an option contract for four additional aircraft that the Indian Ministry of Defence placed in 2016. The patrol aircraft is an integral part of the Indian Navy's fleet and has surpassed 25,000 flight hours since it was inducted in May 2013.

MIg-29K			
IN823	INAS303	f/n	nov20
P-8I			
IN328/DAB	INAS315	d/d 18nov20	64890/7757 nov20

Indonesia

Tentara Nasional Indonesia - Angkatan Darat (AR)

Bell 412EPi			
HX-4148	PT Dirgantara	o/o for SKUAD11	nov20
HA-5230/HX-4149	PT Dirgantara	o/o for SKUAD11	37036 nov20

The first two of the nine Bell 412EPi ordered 28 December 2018 have surfaced using these temporary registrations. They were seen in primer at Bandung. Another possible machine is HX-4141 and seven airframes we know went to Indonesia in connection with this order are **37025** to **37029**, **37035** and **37036**. That is still two short, the seventh arrived in Indonesia November 2019, we assume this was **37036**, but could also be

the ninth already of course! Also mode-s allocations reveal the following tie-ups: HA-5224 for **37025**, HA-5229 for **37035**, and HA-5230 for **37036**.

Polisi Udara (PO)

AW169			
...	Leonardo	f/n aug20, CSX81983	69122 sep20
...	Leonardo	f/n sep20, CSX81984	69123 sep20
...	Leonardo	f/n sep20, CSX81992	69124 oct20

The next three of nine ordered, the first was 69121. If our estimate for the serial block is correct, these will likely become P-3302 to 3304.

Japan

Due to the Covid-19 crisis, all Japanese open houses/air shows were cancelled. Also the Air Review at Hyakuri, planned for a date in October 2020 was a victim of the crisis. However, at the time of writing this piece, the Japanese MoD announced that there would be an Air Review at Iruma in the weekend of 28/29 November. Only officials were allowed on base and the public was advised not to come and watch from outside the base. The event could be viewed on-line via a live stream. Some eighty aircraft and helicopters were planned to take part in this event but this could well be reduced as the MoD announced there were no flying activities allowed, including a Blue Impulse display.

Nihon Koku-Jieitai (AF)

Friday 20 November 2020 was the day 301 Hikotai officially stopped flying the F-4EJ Kai Phantom. This squadron was the first JASDF combat unit which received the F-4EJ in August 1972 and was first named Rinji F-4EJ Hikotai, then Rinji 301 Hikotai and finally 301 Hikotai in October 1973. The unit moved from Hyakuri to Nyutabaru in March 1985 and returned to Hyakuri in October 2016.

In the days prior to the 20th, both specially marked Pantoms (37-8315 and 07-8436) made a farewell-tour visiting most JASDF fighter bases. This Friday the two specials together with a standard Spook performed probably the last official operational flights for 301 Hikotai (at least five different Pantoms were seen flying the week after), broadcasted live on Japanese television. In a hangar ceremony later in the day the unit officially stood down as a Phantom unit. It will be resurrected at Misawa as the second F-35A hikotai. So only Hiko Kaihatsu Jikkendan at Gifu operates the last few operational Pantoms, including the first one delivered to the JASDF. It is planned all Japanese Phantom operations will stop at the end

of FY2020, so by March 2021.

RJNA = Nagoya/Komaki RJNG = Gifu
 RJTJ = Iruma
 ADTW = Hiko Kaihatsu Jikkend. AGG = Hiko Kyodogun
 ARS = Kyunantai ARW = Koku Kyunandan
 C-ADF = Chubu KHSS Hikotai EWOG = Denshi Sakusengun
 FTS = Kyoiku Hikotai FTW = Hiko Kyoikudan

C-1
 68-1018 RJTJ east platform, no tail **8018** nov20
 68-1019 ADTW ex IRAN **8019** nov20

C-1 018 was moved from the back of the main platform to the other side of the runway. This is probably the end for this frame as several others were scrapped on that spot.

C-2
 08-1212 403 Hikotai nb, ex Kawasaki **12** nov20
 Delivered on 20 November 2020 to Miho.

F-2A
 13-8510 8 Hikotai nb, ex IRAN **1010** nov20
 13-8520 o/h RJNA nb, ex 8 Hikotai **1020** nov20
 73-8542 6 Hikotai ex IRAN **1042** nov20
 03-8559 3 Hikotai ex nb/IRAN **1059** nov20

F-2B
 23-8111 ADTW ex IRAN **3011** nov20

F-4EJ Kai
 57-8353 wfu Hyakuri outside, missing parts **M053** nov20
 97-8416 301 Hikotai at Iruma, wfu? **M116** nov20

All remaining 301 Hikotai Phantoms are now displayed in our database as wfu, although at least five were seen flying from Hyakuri in the week after the official stand down.

RF-4E Kai
 57-6907 wfu Hyakuri outside missing parts **4603** nov20
 57-6909 wfu Hyakuri outside missing parts **4616** nov20

F-15DJ
 22-8056 23 Hikotai ex 303 Hikotai **722/006** nov20
 32-8060 o/h RJNA nb, ex 23 Hikotai **821/010?** nov20
 72-8090 AGG wh/pale grn/grn camo **040** nov20

F-15J
 52-8952 o/h RJNA nb, ex 201 Hikotai **152** nov20
 62-8864 203 Hikotai ex nb/IRAN **064** nov20
 02-8920 204 Hikotai ex nb/IRAN **120** nov20
 32-8941 304 Hikotai ex nb/IRAN **141** oct20
 72-8962 201 Hikotai ex 204 Hikotai **162** oct20
 72-8963 o/h RJNA nb, ex 201 Hikotai **163** nov20

Eagle 962 had a previous last note date of January 18. No evi-

dence it spent time at Nagoya for overhaul.

F-35A
 09-8720 302 Hikotai nb, ex MHI **AX-20** nov20
 09-8722 302 Hikotai nb, ex MHI **AX-22** nov20

CH-47J
 57-4491 ARW nb/IRANtest **5073** nov20

UH-60J II
 58-4597 ARW AkitaARS? ex IRAN **2047** oct20

T-4
 96-5614 o/h RJNG nb, ex 13 FTW **1014** nov20
 96-5622 C-ADF active, ex grounded **1022** nov20
 06-5646 32 FTS ex IRAN **1046** nov20
 36-5707 o/h RJNG nb, ex 21 Hikotai **1107** nov20

T-400
 21-5062 o/h RJNA nb, ex 41 FTS **TX-12** oct20

U-125A
 12-3017 ? ARS at RJTJ, unit nn **258445** nov20

It had a unit name sticker applied but that was unreadable from the photo.

YS-11EB
 82-1155 EWOG no engines RJTJ, wfu? **2074** nov20

YS-11FC
 12-1160 RJTJ east-platform Iruma **2159** nov20

Also moved to the scrapping area.

Rikujo Jieitai (AR)
 RJAH = Hyakuri RJFT = Kumamoto/Takayubaru
 RJNG = Gifu RJOE = Akeno
 RJTU = Utsunomiya

AH-1S
 73479 o/h RJTU no unit code, ex IVATH **79** nov20

OH-1
 32611 IIIATH ex store RJFT **1011** nov20
 32620 EH? code nn RJOE **1020** nov20

OH-1 JG-2611 was removed from store inside a Takayubaru hangar and was photographed outside while being hoisted. Unfortunately the outcome of this exercise was not clear. It could well be on its way to Gifu for modifications prior to becoming operational again, or it was all just a hoist-crew training.

CH-47J
 52916 SK ex XIIIH **5023** nov20

The outline of the badge of 12 Herikopotatai was still visible.



Next to the Luftwaffe (German Air Force), also the Spanish Air Force is a future operator of the stealth Taurus air-launched cruise-missile. The first EF-18M carrying the Taurus missile was EF-18M C.15-51 of Ala 12. To train the performance of the Hornet in combination with the missile, this Hornet visited the Manching testfacility last November 2020. (18 November 2020, Dietmar Fenner)



For the Taurus cruise-missile testing at Manching, EF-18M C.15-51 was accompanied by this EF-18BM CE.15-06 of Ala 15. (12 November 2020, Dietmar Fenners)

CH-47JA

52955 o/h RJNG no unit code, ex HGPIV **5054** nov20
 52967 at RJOE no unit code, ex IRAN **5071** nov20

UH-60JA

43127 ?? ex IRAN, unit nn RJA **4027** nov20

AH-64DJP

74507 IIIATH? ex IRAN **JP007** nov20

LR-2

23052 XVH ex IHB **FL-186** nov20

After ending the 'LR fixed wing' training course, this Beech 350 returned to the Naha unit.

Kaijo Jieitai (NY)

As long ago as June 2019, Scramble reported about the plan to merge 81 and 91 Kokutai into one unit. Both units were part of 31 Kokugun and based at Iwakuni. 81 Kokutai operates four EP-3 and four OP-3C Orions in the ELINT role and 91 Kokutai operates three UP-3D Orion and four U-36A Learjet as electronic warfare training aircraft. The surviving unit was reported to be 81 Kokutai and this turned out to be correct. The official date for the disbandment of 91 Kokutai was 30 September 2020. During a ceremony inside one of the Iwakuni hangars, the squadron commander of 91 Kokutai returned the squadron flag to the commander of 31 Kokugun. The next day, 1 October 2020, in another ceremony, 81 Kokutai was re-organized into 811 Hikotai operating the 81 Kokutai assets and 812 Hikotai, operating the former 91 Kokutai assets.

RJNA = Nagoya/Komaki RJTA = Atsugi
 nmks = no unit number

SH-60J

8289 o/h RJNA nmks, ex 25 Kokutai **1078** oct20

SH-60K

8402 o/h RJNA nmks, ex 51 Kokutai **5002** nov20
 8435 o/h RJNA nmks, ex 23 Kokutai **5035** nov20
 8447 o/h RJNA nmks, ex 22 Kokutai **5047** nov20
 8470 Mitsubishi HI f/n, test at Nagoya **5070** nov20

P-3C

5040 o/h Nippi? nmks, ex 5 Kokutai **9037** nov20
 5079 5 Kokutai? nmks, ex IRAN? **9076** nov20
 5082 ? Kokutai nmks RJTA, ex 2 Kok. **9079** nov20
 5097 ? Kokutai nmks RJTA, ex 2 Kok. **9094** nov20

UP-3D

9162 81 Kokutai ex 91 Kokutai **3002** nov20

U-36A

9206 81 Kokutai ex 91 Kokutai **36A-061** nov20

V-22B

91702 for JGSDF at NAS North Island, CA nov20
 91704 for JGSDF at Stennis IAP, MS **D0324?** nov20
 91708 for JGSDF at NAS North Island, CA nov20

These Ospreys are probably the next lot to be shipped to Japan. JG-1704 and JG-1708 were both seen at Bay St. Louis/Stennis IAP, MS on 13 November. They were seen at a US military overhaul facility at this airport, maybe for last checks prior shipment to Japan. We have visual confirmation that JG-1702 and JG-1708 arrived at NAS North Island, CA, and a report of someone on base of a third Japanese Osprey. At NASNI they are prepared for shipment to Japan, probably to MCAS Iwakuni again, as was the case with the first two.

Kaijō Ho'an-chō (CG)

AW139

I-PTFR AgustaWestland f/n, test at Venegono **31933** nov20

Falcon 2000MSA

JA575A/MAJ575 7th Region Fukuoka, "Wakataka" **346** nov20
 Commissioned by March 2020 and for the moment the sole Falcon for 7th Region. The fifth one on order will probably join this Fukuoka JCG unit. So it is confirmed 11th Region at Naha operates three Falcon 2000MSAs.

Pakistan

Pakistan Fiza'ya (AF)

The Tail Choppers from 14 squadron chop with their JF-17s from Rafiqui AB nowadays. They used to be based at their birth ground Minhas AB, where 16sq still operates the type and the PAC Kamra facility is also situated. With the influx of the JF-17B two seater, 18(OCU)sq is earmarked to transition to the type as well, shedding their legacy F-7P/FT-7 aircraft. Allegedly, they will move to Minhas AB when they are equipped with their new mounts. Lastly, 2(MR)sq moved with its JF-17s from Masroor AB, west of Karachi, to Jacobabad AB. The current distribution of the Thunder is as follows:

2(MR)sq	Jacobabad AB	(east of Karachi)
14(AS)sq	Rafiqui AB	(near Shorkot)
16(MR)sq	Minhas AB	(west of Islamabad)
26(MR)sq	Peshawar AB	(near Peshawar)
28(MR)sq	Samungli AB	(near Quetta)
CCS JF-17sq	Mushaf AB	(near Sargodha)

Also, PAF is considering concentrating all F-7s at M.M. Alam AB, Mianwali. Currently, the F-7 bases are Samungli AB, Peshawar AB and M.M. Alam. As a side note, 23(AS)sq is tem-

porarily at Mianwali/M.M. Alam, probably because of runway repairs at its home base Quetta/Samungli AB.

OPMI = Mianwali/PAF Base M.M. Alam

FT-5

55-1607 pres OPMI ex 1(FCU)sq, l/n mar07 sep20
This is one of the formerly unidentified aircraft preserved on base near the South ramp, N32.55384°, E71.55776°.

F-7P

89-547 pres OPMI ex 18(OCU)sq, l/n 2015 sep20
Seen in a Hum News' Pakistan Tonight aired on 7 September. This is the aircraft that replaced an unidentified F-6 on the main road on base in December 2016, N32.57540°, E71.55747°.

JF-17B

... PAC Kamra under construction **2P-80B** oct20
With Block II single seaters 2P-60 to 62 going to Nigeria, we are still not sure how the PAC built numbers run after that. Built numbers 2P-63B and 2P-64B have not been seen, after that they run on to 2P-84. However, the first two JF-17B were Chinese built and at least two more are in the mix, not necessarily built as third and fourth however...

Pakistan Fauj (AR)

AB205A

"786-404" i/a Kharian f/n, fake serial nov20
Seen as a rappelling aid during the anti-terrorism exercise 'Druzhba-V' held with Russia at the National Counter-Terrorism Centre (NCTC) in Pabbi near Kharian, N32.83461°, E73.84786°. The AB205 is in the colours of one of the former Iranians and spuriously marked with what looks like '786-404'. Another one marked like this in Okara Cantonment, while the first 404 is preserved in Chaman Zar e Askari park in Multan!

AW139

18-064 del f/n with this serial **31829** oct20
Already seen at the factory back in January 2019 with temporary registration I-RAIO. Its two buddies, 31848 and 31849 were seen in March 2019. We do not know if these were delivered as 18-065/066 or 19-065/066. Time will tell.

CeT206H

17-711 del mar17 f/n with this serial oct20
Four were delivered, construction numbers T206-09244 to 09247, ex N644PK, N645PK, N346PK, and N647PK respectively. Tie-ups are unknown. One other was already noted, 17-713, so the existence of 17-712 is almost certain. If you are a betting man, I suggest you put your money on 714 for the fourth.

Mi-172

58651 del 28jan08 tie-up conf **586C28** nov17
58652 del 10jun08 tie-up conf **586C26** jun19
58653 del 10jun08 tie-up conf **586C27** jan16

The construction numbers were already known but as you can see, the order is not sequential. The 651 looks regular with a dolphin nose and ramp, whereas the other two are VVIP machines with square windows and a clam shell door. All three are camouflaged brown/green/tan.

Pakistan Bharia (NY)

SA316B/SE3160

32 f/n ex ... aug20
Equipped with an Artouste engine, maybe an original survivor but more likely one of the former Dutch machines.

SA319B

... h/o 12apr08 ex FRA 2333/F-ZWMB **2333**
... h/o 12apr08 ex FRA 2343/F-ZWMA **2343**
... h/o 22aug14 ex FRA 2060 **2060**
... h/o 22aug14 ex FRA 2266 **2266**
40 f/n, ex 2333 or 2343 jan11
42 h/o 22aug14 f/n, ex 2060 or 2260 may19

In total six were said to be sourced second hand to be nav-alised and delivered through a UK handler. As it turns out,

two were with Aeromecanic at Marseille ready for delivery in November 2007 and handed over 12 April 2008. These were 2333/F-ZWMB and 2343/F-ZWMA. Contrary to popular believe, these are not PN serial 33 and 43! They took up serials 40 and 41 and were inaugurated on 12 April 2008 together with F27 76. Another pair was handed over on 22 August 2014, again two former Armée de l'Air machines, 2060 and 2260. Those received serials 42 and 43. For both deliveries, we do not know the order of the tie-ups.

Singapore

Republic of Singapore Air Force (AF)

In October 2020, four additional F-15SGs departed for Darwin, which means there are a total of 12 Strike Eagles operating from Darwin until December this year. This month also saw a small detachment from Tengah with F-16D+ block 52 models operating from Changi airport for a short period.

The second CH-47F Chinook on order for the RSAF (88161, test serial N272GG) was seen mid-November making a test flight near Wilmington (DE). That means two out of 16 Chinooks on order are now undergoing testing and should be delivered to the Oakey detachment in Australia soon.

AH-64 Apache number 069, which was damaged in an emergency landing in Singapore back in September 2010 and had been under repairs in the USA, was seen back operational again with 120sq at Sembawang after a long hiatus. EC120B Colibri number 9204, which had not been noted since 2011 was finally seen flying regularly again from Sembawang last October, which only leaves us with 9202 (last seen nov12).

The final two KC-135s for Meta Aerospace (N571MA and N572MA) were ferried mid-November from Changi Airport to Paya Lebar for maintenance work with ST Aerospace before their delivery flight to the USA.

AH-64D

069 120sq back in SG after repairs **SN020** nov20

CH-47F

88160	127sq	M2071	jul20
88161	127sq	M2072	nov20
88162	127sq	M2073	
88163	127sq	M2074	
88164	127sq	M2075	
88165	127sq	M2076	
88166	127sq	M2077	
88167	127sq	M2078	
88168	127sq	M2079	
88169	127sq	M2080	
88170	127sq	M2081	
88171	127sq	M2082	
88172	127sq	M2083	
88173	127sq	M2084	
88174	127sq	M2085	
88175	127sq	M2086	

EC120B

9204 124sq Green/Green c/s **1444** nov20

KC-135R

750	112sq	as N569MA	18626/T0665	sep20
751	112sq	as N571MA	18232/T0547	nov20
752	112sq	as N572MA	17942/T0357	nov20
753	112sq	as N573MA	18633/T0672	sep20

South Korea

Dae Han Min Guk Gong Gun (AF)

The Republic of Korea Air Force (RoKAF) decided to upgrade the 39th Tactical Reconnaissance Group (TRG) to Wing status beginning November 2020. The newly established 39th Reconnaissance Wing (RW) will manage all the recon assets the RoKAF now operates, including the four RQ-4 Global Hawks.

According to the press statement, the wing will be stationed at Chungju/Jungwon (K-75) airbase, conveniently already the homebase of the 159th Tactical Recon Squadron operat-



Burkina Faso Mi-17 BF-9202 is currently present for heavy maintenance with the LOM Praha facility at Kbely Airport. On 6 November 2020, this Hip was photographed during one of her post-maintenance testflights at Kbely Airport. (6 November 2020, Vaclav Kudela)

ing RKF-16Cs.

This squadron belonged to both the 19th Fighter Wing and the 39th TRG but is now fully subordinate to the new wing. The unit operating the RQ-4s was rumoured to be the 39th Recon Squadron, but this is now more likely to be another newly numbered squadron. It is reported the RQ-4s operate from Sacheon.

Also becoming part of the new wing are the four RC-800RA Geumgangs of the 296th TRS. The question is if all the assets of the 296th TRS including the RC-800SIG Baekdu and Falcon 2000S SIGINT will also join the new wing and if so, if all ten aircraft will move to Chungju or remain at Seongnam.

F-4D
68-758 Sandong-myon Kyungwoon University **2595**

F-5E
01-474 Sandong-myon Kyungwoon University **R1106**
50-602 1 FW/206 FS ex 18 FW **R1326** oct20
61-643 1 FW/206 FS ex 18 FW **R1330** oct20

Our list in Scramble 495 – page 59 had some “paper” unit changes, but at least three have been visually confirmed.

F-5F
80-776 1 FW/206 FS ex 18 FW **W1023** oct20

KF-16C-52
92-028 111 FS ex 20 FW **KC-28** oct19

T-103
05-020 Jicheon-myeon Yeungjin University **0508?** oct20
05-022 Jicheon-myeon Yeungjin University **0510?** oct20

They have joined the F-4 and F-5 near the entrance to this separate branch of the university.

Han Guk Yuk Gun (AR)

UH-1H
23036 Sandong-myon Kyungwoon University **13964** oct20

Thailand

Royal Thai Air Force (AF)

H135T3H
D-HCBO Donauworth o/o **2130** nov20

S-70i
... ex N740RT, SP-YVI **704040**

... ex N56RT **704056**
... ex N760RT **704060**

With so many Black Hawks flying with the Army and Navy, now also the Air Force has bought a few of them. This time the decision has been made to order five A-70is that will be produced by PZL-Mielec. N740RT has been seen in the Polish paint shop in a grey colour scheme equivalent to the one worn by the Air Force Bell 212s and to the H135 mentioned above.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

Argentina is still looking for an adequate replacement of their A-4ARs. We have reported about this saga many times and the last chapter is Korean. While inquiring about a possible purchase of the FA-50, KAI let the FAA know that six major components are subject to the United Kingdom’s arms embargo that is still in place against Argentina. Of course manufacturer KAI is trying to obtain exemption from this, but the British will probably not yield.

And yes, of course, the Russians jumped into this void, immediately offering their Yak-130. Including local assembly. Followers of this section can flip back for many years of ‘rumour has it’ and ‘nearly done deals’. The patience of the FAA pilots and indeed its fans, has been tested to the limit and will be for another while...

The Mi-171E of the Air Force will be receiving their depot level maintenance shortly. In February 2021 the first one will be sent to Russian Helicopters and at the same time Argentinian engineers will be trained to perform this maintenance. The plan is to treat the second aircraft in Argentina from October 2021, albeit under supervision of Russian Helicopters’ staff. This is part of an ongoing effort to get more Mi-17s sold to Argentina.

Beech B45

E-022 pr. La Cruz, CD ex EAM, l/n mar12 **CG-186** sep20
This small touristic village put a T-34 up on a pedestal at S32.29569°, W64.47825°.

T-6C+

E-304	EAM	c/n update	PM-121	nov20
E-305	EAM	c/n update	PM-122	nov20
E-306	EAM	c/n update	PM-123	nov20
E-307	EAM	c/n update	PM-124	nov20
E-308	EAM	c/n update	PM-131	jun20
E-309	EAM	c/n update	PM-132	nov20
E-310	EAM	c/n update	PM-133	nov20
E-311	EAM	c/n update	PM-142	nov20

The source for these is Flightradar24.

Comando de Aviación de Ejército Argentino (AR)

The Army wants to modernise its fleet with 20 assault helicopters to replace the Hornero (UH-1H-II). Although nothing solid is on the table yet, the Russians stepped in offering their Mi-171Sh and transfer of knowledge and a maintenance centre. This is quite necessary as the army does not have the capabilities now to maintain such a helicopter. Like many other Latino operators, this means reliance on foreign repair centres that demand foreign currency. So the transfer of knowledge and a local facility seems the only way, or buy a very expensive service contract along with the helicopters.

AB206B-1

AE-317	o/o	ex MM81037/CC-73	9191	jun20
AE-318	o/o	ex MM81033/CC-69	9187	jun20
AE-323	o/o	ex MM81031/CC-67	9185	jun20
AE-329	o/o	ex MM81034/CC-70	9188	jun20

Work on five more of the 20 ex-Carabinieri AB206s was requested on 12 June and awarded to the Fabrica Argentina de Aviones (FAdeA) 'Gral. San Martín' on 1 September 2020. Of these, work on AE-329 only constitutes an inspection and the fifth machine involved has yet to be selected.

Brazil**Força Aérea Brasileira (AF)**

SBAF	=	Rio de Janeiro/Campo Délio Jardim de Mattos, RJ
SBFZ	=	Fortaleza/Pinto Martins, CE
SBLS	=	Lagoa Santa/Parque Material Aeronáutico (PAMA-LS), MG
SBMT	=	São Paulo/Marte/Parque Material Aeronáutico (PAMA-SP), SP
SBSC	=	Santa Cruz/Bartolomeu de Gusmao, RJ

This month, we mainly have an assortment of auction news to catch up with. Over the last couple of years FAB tried to get rid of surplus aircraft, mostly dismantled hulks already, with

varying degrees of success.

A-1A

5514	pres SBSC	ex std SBAF	BX015	nov20
5517	pr Jacarepagua	ex 1°/16°GAv	BX018	jul20

AMX 5514 was inaugurated as a monument on Friday 20 November, next to the huge Zeppelin hangar on base. It came from the museum storage at Dos Afonsos. Also in Rio de Janeiro State is 5517, installed November 2018 at the Clube da Aeronáutica, a small grass strip just West of Jacarepaguá airport, with the big name 'Aeródromo Ten. Brig. Ar Waldir de Vasconcelos', S22.98492°, W43.37998°.

C-95

2161	auction SBFZ	ex 1°/5°GAv, l/n jul10	110060	apr17
2183	auction SBFZ	ex wfu 22may15	110110	apr17

C-95A

2281	auction SBMT	ex PAMA-RF l/n feb13	110148	jan20
2284	auction SBFZ	ex st. SBAF, l/n oct15	110152	apr17
2294	auction SBAF	ex 1°/5°GAv l/n mar11	110176	apr17

F-5E

4878	auction SBMT	ex JOR 934	R1305	may20
4880	auction SBMT	ex JOR 922	R1161	may20
4884	auction SBMT	ex JOR 658	R1386	may20

This auction on 21 May 2020, confirmed the previous US identities of the former Jordanian F-5s that were once destined for the F-5EM program. After being stored for many years in primer with their FAB serial already allocated, the airframes were not used and sold off for scrap. Strangely, 4880 used to be preserved as 'F-5EM' on base at São Paulo-Marte. Early December will see another auction of former FAB aircraft, or bits and pieces thereof.

H-34 (AS332M)

8732	auction SBMT	ex auction jul15, jun19	2183	jan20
8734	auction SBMT	ex auction 30jul15	2194	jun19
8738	auction SBMT	ex auction 23oct18	2212	may20

These were already in auctions before, but apparently the sale fell through each time and FAB keeps trying to get rid of them.

T-25A

1855	auction SBMT	dbr 20aug04, sold	025	mar20
1861	auction SBMT	ex 2°EIA, l/n nov10	031	mar20



The second CH-47F Chinook for the Republic of Singapore Air Force, serial 88161 and test registration N272GG, was photographed by Vincent Games during a test flight near Wilmington/New Castle (DE). (18 November 2020)



Another H135 visited Manching for a testflight out of the Airbus Helicopters facility in Donauwörth. H135T3H, registration D-HCBO is the second H135 already active with Airbus Helicopters. In February 2020, the Royal Thai Air Force signed an order for six H135s and will use the helicopters for basic helicopter training. (18 November 2020, Dietmar Fenners)

1869	auction SBMT	ex 2°EIA, l/n may03	039	mar20
1897	auction SBMT	ex 2°EIA, l/n oct07	067	mar20
1926	auction SBMT	ex 2°EIA, l/n nov10	096	mar20
1927	auction SBMT	ex 2°EIA, l/n may08	097	may20
1936	auction SBMT	ex 2°EIA, l/n nov10	106	mar20

T-25C

1875	auction SBMT	ex CTA, l/n sep11	045	mar20
1883	auction SBMT	ex 2°EIA, l/n nov02	053	mar20

On 18 March 2020 a lot of nine T-25s was auctioned. Of these, T-25A 1927 was again put up for sale on 21 May 2020.

RQ-1150 (Heron I)

7820	1°/7°GAv	ex PP-XXL, toc aug20	272	aug20
7821	1°/7°GAv	ex PP-XXM, toc aug20	273	aug20

They were transferred from the Federal Police (DPF) to the Air Force in 2019 and inducted by 1°/7°GAv in August. The 7821 has a large 'cockpit'-like bulge on top of the front fuselage and the other has a mast mounted radar dome there. The machines are based at Santa Cruz near Rio de Janeiro with the P-3AM unit there.

This also corrects the construction numbers, the previously quoted numbers (110917 and 130615) were the certificate numbers for the civil register! See Scramble 477 - Page 74.

U-7 (EMB810D)

2630	auction SBLS	not c/n 810526	810432	jun19
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We always had conflicting information on this Embraer 810D, a license built PA-34. This auction shows that it is not 810526 that became PR-DJM in April 2015, but 810432 that survived in FAB until 2019.

VU-35A (Lj35A)

2717	auction SBLS	ex GTE, l/n jan13	35A-641	jun19
2718	auction SBLS	ex 6°ETA, l/n may13	35A-642	jun19

Chile

Fuerza Aérea de Chile (AF)

A-29B

471	Grupo 1	f/n, del 13nov20		nov20
472	Grupo 1	f/n, del 13nov20		nov20

The four recently delivered A-29B are likely 31400266 to 269.

Colombia

Fuerza Aérea Colombiana (AF)

SATENA, the military airline, has ceased operations with the

largest type of aircraft in its inventory, the Embraer ERJ170. Taken in service in 2006, the ERJ170 served for almost fourteen years, with one already sold in 2013. The type will be superseded by the ATR72.

SKBO = Bogotá/El Dorado

ERJ170LR

FAC1180	std SKBO	ex active SATENA	17000151	oct20
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OH-58A+r

(FAC4541)/41	std Wanatchee (WA), for sale for scrap	40797	nov20
(FAC4555)/55	std Wanatchee (WA), for sale for scrap	42027	nov20

Armada de la República de Colombia (NY)

The navy's single AS555SN ARC203 was scheduled to return from overhaul with Airbus in November, as were both AS365N-3s ARC251 and ARC252.

Ejército de Colombia (AR)

Beech 350

EJC1101	(Wichita)	f/n		jul20
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Ecuador

The armed forces issued their yearly insurance tender. As per recent practice, individual aircraft details are withheld. However, the fleet numbers are listed as 84 Air Force aircraft, 50 Army aircraft and 27 Navy aircraft. This totals 161 at a stated value of USD 884.3 million. Seguros Sucre SA won the bid and can cash USD 14.2 million premium.

Fuerza Aérea Ecuatoriana (AF)

SESA = Salinas/Gral. Ulpiano Páez

G120TP

...	ESMA	temp D-EGAR	11149	sep20
...	ESMA	temp D-EGAQ	11153	sep20
...	ESMA	temp D-ETPU	11154	sep20

These were the ones delivered according to MAR. They became FAE-1100 to 1102, tie-ups unknown.

H145M

...	Airbus	D-HADE, f/n 18nov20		nov20
...	Airbus	D-HADN, f/n 12nov20	20357	nov20
...	Airbus	D-HADP, f/n 18nov20		nov20
...	Airbus	D-HADT, not D-HBTS	20349	nov20
...	Airbus	D-HBTS, not D-HADT	20347	nov20

We had inadvertently switched the construction numbers of the latter pair around last month. Meanwhile, three others

were seen in November.

T-34C-1

FAE-022 pres SESA ex ESMA oct20
Preserved in the grounds of the Escuela Superior Militar de Aviación (ESMA) 'Cosme Renella' in Salinas, the second preserved T-34 '022' in this month's updates! It is perched between two buildings along the parade ground in the same spot where T-28A TB-229 used to be, S2.19856°, W80.98998°.

Aviación del Ejército Ecuatoriana (AR)

SESM = Shell Mera/Rio Amazonas

IAI201

E-203 pr Cumaratza ex std SESM oct20
It has been sitting in this village East of Zamora, since early 2017, at S3.99475°, W78.87007°. The booms were still at Shell in October 2014 but in October 2020 it was completed and painted white and orange with its full serial AEE-203.

Guatemala

Policía Nacional Civil (PO)

FIAAT: Fuerza de Tarea de Interdicción Aérea, Antinarcótica y Antiterrorista (aerial interdiction, antinarcotics, and anti-terrorism task force).

UH-1H-II

PNC387	FIAAT	f/n, ex PNC450	13711	jul20
PNC392	FIAAT	f/n, ex PNC451	13716	jul20
PNC450	reregistered	as PNC387	13711	
PNC451	reregistered	as PNC392	13716	
PNC454	reregistered	as PNC746	13434	
PNC746	FIAAT	f/n, ex PNC454	13434	nov20

The digits of the new PNC-serials are the same as last three of their former US Army-serials.

Guyana

Guyana Defence Force (DF)

Guyana has requested to buy two Bell 412EPi and two Bell 429 helicopters with customer-unique modifications. The US State Department has given approval for the foreign military sale. The GDF, which celebrated its 55th anniversary last month, has a long tradition of operating Bell helicopters, with Bell 206s, Bell 212s, and Bell 412s flown for many years. The

new Bell 412EPis and Bell 429s will replace two Bell 206 helicopters, received second-hand in 2008, and the single Bell 412 which has not flown for years. The helicopters will be based at Timehri airport, and Camp Ayanganna in Georgetown and serve in a variety of roles, like homeland defence, maritime surveillance, patrol, and interdiction, counter narcotic trafficking and transnational criminal organizations and deter regional threats.

BN-2A-21

8R-GMN ex PT-KRO c/n update 742

BN-2A-27

8R-GKR ex PT-KTR c/n update 495

Honduras

Fuerza Aérea Hondureña (AF)

MHLC = La Ceiba/Goloson

MHTG = Tegucigalpa/Toncontin

F-5E

4009 pres MHTG ex std MHLC R.1166 apr20

T-27 (EMB312A)

258 pres MHTG w/o 03jun11 312198 apr20

This Tuc has been restored and was put on display in the Museo del Aire. It was dbr in an emergency landing in a field.

Jamaica

Jamaica Defence Force (DF)

CMAS = Caribbean Military Aviation School

MKJP = Kingston/Norman Manley

DA40-F

JDF A-8 for sale MKJP ex CMAS 40FC.003 jun20

JDF A-9 for sale MKJP ex CMAS 40FC.001 jun20

The construction numbers above were checked on the airframes in May 2011, although presented reversed with the sale.

Mexico

Fuerza Aérea Mexicana (AF)

Beech 350i

3972 reregistered as 5215 FL-849

5215 f/n, ex 3972 FL-849 jul20



The Brazilian air force RQ-1150 is a VANT. Let us translate that... These machines are 'veículo aéreo não tripulado', or unmanned aerial systems, as we refer to them. Originally delivered as Heron I to the Federal Police and incorporated by 1°/7°Gav to operate along their P-3AM Orions. (Santa Cruz, 23 July 2020, FAB/CECOMSAER Sgt Johnson Barros)



No roundel and serial yet, but nonetheless clearly destined for the air force of Ecuador, this H145M has received German test registration D-HBTS and was noted as such at Manching by Josef Gietl on 5 November 2020.

Guardia Nacional - Policía Federal (PO)

UH-60M			
PF-113	reregistered	as GN-113	
GN-113	Guardia Nacional, f/n, ex PF-113		oct20

Fiscalía General de la República (PO)

BAe125-800A			
XC-LPV	DGSA (FGR)	f/n, ex N884AB	258097 nov20
G-III			
XC-LPP	DGSA (FGR)	f/n, ex N18ZL	434 nov20

Peru

Fuerza Aérea del Perú (AF)

SPSO = Pisco

KC-130H			
...	o/o	ex ESP TK.10-11/31-53	4871
...	o/o	ex ESP TK.10-12/31-54	4874

Peru is on the verge of obtaining two KC-130H from Spain. The pilots are already receiving training at Zaragoza.

NA-50

"XXI-41-3" under restrn. c/n corr, not 50-951 **50-950** nov20
 During restoration its construction number plate was revealed showing it to be a different aircraft than was thought before. Of the seven unique 'Toritos' (baby bull) delivered by boat in March 1939 and registered XXI-41-1 to 7. In 1943 the four survivors were reregistered 28-4-1 to 4 when they were transferred to 28 Escuadrilla of 4 Escuadron de Instrucción. After the Second World War the machines soldiered on and again received new identities, 250 to 253. After being withdrawn in 1954, 251 was made airworthy again and flew for a short time in 1960, later being relegated to preservation duties and painted up as "XXI-41-3" which was Teniente José Quiñones Gonzalez' aircraft that crashed 23 July 1941 destroying Ecuadorean artillery batteries in the process. This pilot was posthumously declared a hero of the Peruvian-Ecuadorian War of 1941. That is of course also the reason why the preserved aircraft was painted up to represent this machine.

T-27			
443	pres SPSO	ex stored SPSO	312402 oct20

T-37B			
467		w/o 14apr64	40646

This is a crash date update.

Policía Nacional del Perú (PO)

Catching up with the police aircraft that are insured until 25 July 2021:

An-32B:	PNP-233
Beech 1900C	PNP-258
CeR172:	PNP-262
Ce206s:	PNP-251, PNP-252, PNP-261
Ce208s:	PNP-257, PNP-256
CeT210:	PNP-243
H145:	PNP-127, PNP-128, PNP-129, PNP-130, PNP-131
Mi-8MT/MTV-1:	PNP-501, PNP-502, PNP-503, PNP-506
PA-31:	PNP-229
PA-34:	PNP-231
Y-12:	PNP-225

That is just 21 aircraft, down from 26 in 2019-2020 and 39 in the 2018-2019 period... Although, one should take into account that the UH-1H-II fleet and some other aircraft are on US Department of State charge and do not feature in this list, like the following one for example...

PC-6/B2-H4

PNP-253 DoS/DIRAVPOL f/n, dam 18nov20 **907** nov20
 This Turbo Porter is active on the US register as N907AW, owned by the US Department of State Air Wing and operated from Pucallpa in Peru. That is a major drug interdiction base.

Uruguay

SUDU = Durazno

Fuerza Aérea Uruguaya (AF)

A-58 (IA-58A)			
"221"	pres SUDO	ex std SUDO	aug20

The type was officially withdrawn on 17 March 2017. This aircraft was put on a pedestal and inaugurated 18 August. It is at, S33.35593°, W056.50920°, near pole mounted A-37B 280. The real 221 was scrapped for spares in the late nineties.

KC-130H

(594)	o/o	ex ESP TK.10-5/31-50	4642
(595)	o/o	ex ESP TK.10-6/31-51	4648

MAR reports these two as destined for Uruguay.

Middle East

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

F/A-18E

801	Boeing	169706		
802	Boeing	169707		
803	Boeing	169708	full c/s, f/n	sep20
804	Boeing	169709		
805	Boeing	169710		
806	Boeing	169711	full c/s f/n	nov20
807	Boeing	169712		
808	Boeing	169713		
809	Boeing	169714		
810	Boeing	169715		
811	Boeing	169716		
812	Boeing	169717		
813	Boeing	169718		
814	Boeing	169719		
815	Boeing	169720		
816	Boeing	169721		
817	Boeing	169722		
818	Boeing	169723		
819	Boeing	169724		
820	Boeing	169725		
821	Boeing	169726		
822	Boeing	169727		

F/A-18F

8..	Boeing	169728		
8..	Boeing	169729		
8..	Boeing	169730		
8..	Boeing	169731	primer, f/n	jul20
8..	Boeing	169732		
8..	Boeing	169733		

This is what we now know about the Kuwaiti serial batches of the 22 F/A-18E and six F/A-18F Super Hornets, and their relation to the Bureau Numbers. The two-seaters might be serialised 831/836 but that is to be confirmed. A couple have been seen flying so far and first deliveries should commence next year.

Hawk Mk64

143 12sq wfu Kuwait IAP **312280/284** aug20

Tucano Mk52

KAF115 19sq wfu Kuwait IAP **S89/E26** aug20

The Hawk and Tucano have been noted outside, both under a thick cake of dust and seem to be withdrawn from use.

Qatar

Qatar Emiri Air Force (AF)

Early October 2020, multiple sources revealed that the Qatari government has submitted a formal request to the United States to purchase the F-35A Lightning II. However, the US does not confirm or deny the proposed deal until its Congress is formally notified of them.

The push of Qatar for purchasing Lightning IIs is no surprise as the country already expressed its interest in the F-35 some time ago. With the US declining the delivery of the 5th generation jet so far, the Gulf State already decided to invest heavy in other fighter aircraft. This is, as known, divided between the Dassault Rafale (23 delivered of an order of 24, plus an inked option of 12, plus another option of 36), BAE Systems Typhoon (24) and Hawk (9) and the Boeing F-15QA Strike Eagle (first three flying of an order of either 36 or 48, plus 36 in option).

The renewed request to purchase F-35s is the first official step in the legal process for the sale of foreign military weapons. Of course, a possible sale of the F-35 will result in political pressures from Israel and Saudi Arabia. But the Qatari government is in a very slow process to normalize relations with these countries. The US has expressed that Qatar is seen as a

major non-NATO ally, likewise other countries in the Middle East, i.e. Israel, United Arab Emirates and Saudi Arabia. The Qatari F-35 request follows the August agreement between the US and the UAE, in which Washington agreed to consider a delivery of F-35s to the Emirates.

AW169

QA326	Leonardo	as CSX81971	69097	oct20
QA327	Leonardo	as CSX81972	69099	jul20
QA328	Leonardo	as CSX81974	69106	jul20
QA329	Leonardo	as CSX81975	69108	sep20

Leonardo Helicopters at Vergiate (Italy) has been busy producing and test flying the first QEAF AW169s. Three different AW169s were seen, with serials ending with 6, 7 and 9. The AW169 will also be operated by the Al Zaeem Mohammed Bin Abdullah Al Attiyah Air College; hence the legend 'Al Zaeem' on the fuselage. The AW169 must have been purchased as an advanced helicopter trainer, meant for the next phase of training after cadets have learned to master the less complex H125 type. About the allocated serial batch is some new information, see below. It is expected they will be collected by a QAEF C-17A soon.

Bayraktar TB2S

QA605 operational, f/n photo 2020

H125

QA320	Airbus	f/n		sep20
QA3..	Airbus	ex F-WWPQ	8874	oct20
QA3...	Airbus		8896	oct20

The first new built H125 for Qatar was seen flying at Airbus' Johannesburg-Grand Central (South Africa) facility on 14 September 2020. This particular Airbus facility supports Africa and Middle East customers. The helicopter carried full colours of the Al Zaeem Mohamed Bin Abdullah Al Attiyah Air College, based at Al Udeid Air Force Base (Qatar).

Interestingly, it seems the paint shop received incorrect instructions, as the usual presentation for Qatar Emiri Air Force (QEAF) serials is without the “-” hyphen. Anyway, it seems the H125 serial batch runs from QA320 to QA325. Earlier, several interim second-hand AS350s were identified flying with French civilian serials and “DACxx” codes.

Hawk Mk167

QA... ZB131 through ZB139 **QA001** through **QA009**

The above are the expected British MoD serials and customer codes for the nine Hawk advanced jet trainers for the QEAF. They are currently under production at slow pace at BAE Warton. These are, currently, the last Hawks to be ever built. British and Qatari defence ministers in the meantime, signed a statement of intent to base the Qatar Emiri Air Force (QEAF) BAE Systems Hawk fleet in the United Kingdom on 14 October 2020.

The announcement came after the UK Defence Secretary Ben Wallace, and Qatari Minister of State for Defence, Dr Khalid bin Mohammad al-Attiyah, opened 12 Squadron's new headquarters at RAF Coningsby. Established in 2018, 12 Squadron is a joint British-Qatari unit that trains aircrew from both nations to fly the Eurofighter Typhoon multi-role fighter. The binational unit commenced flying operations in June 2020. If the Hawks will be based in the UK, they could form a second joint British-Qatari training unit. Deliveries of the Hawk to Qatar are expected to begin in 2021, with the first Typhoons expected to be handed over in 2022.

Saudi Arabia

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

F-15SA

9241	92sq	ex Boeing		nov20
9242	92sq	ex Boeing		nov20
9243	92sq	ex Boeing		nov20
12-1001		ex Boeing via EGUL	18nov20 Retro71	nov20



In October 2014, the two booms of IAI201 AEE-203 were seen at Rio Amazonas and the spotters were told the aircraft itself was to be preserved in Zamora. As it turned out, it was in the village of Cumaratzta that it found its last resting place. The Arava had to make do without its wings for a couple of years but nowadays they have been mated with the plane again and it received a new white and orange paint job, in lieu of its old camo jacket. (Cumaratzta, 14 June 2020, Alcivar Lupercio)

12-1009 ex Boeing via EGUL 18nov20 Retro72 nov20
 12-1048 ex Boeing via EGUL 18nov20 Retro74 nov20
 12-1083 ex Boeing via EGUL 18nov20 Retro73 nov20

The final four new built Eagles for Saudi left the nest, Boeing St. Louis (MO), for Bangor (ME) on 16 November 2020. After a night stop they made the Atlantic crossing and night stopped again, this time at RAF Lakenheath on 18 November. Two days later it looked like one or two went broke and did not manage to leave. Only two of the F-15SA made it, again with the aid of in-flight refuelling, all the way to Dhahran Air Base.

They are expected to join either 92 squadron or the Fighter Weapons School (FWS). Some four F-15s are currently flying around what seems FWS codes WS01, WS02, WS03 and WS03. Two more F-15SA (12-1002 and 12-1003) will stay, for the time being, in the USA, with the test team at Boeing at Palmdale (CA) and Boeing Field (WA) for further development. Now for the tie-up of the recently noted 92sq F-15SAs with the former fiscal year serials...

Hawk Mk165

2113	21sq	ex Hawk IKFA	ST024	2019
2114	21sq	ex Hawk IKFA	ST025	2019
2115	21sq	ex Hawk IKFA	ST026	2020
2116	21sq	ex Hawk IKFA	ST027	2020
2117	21sq	ex Hawk IKFA	ST028	2020
2118	21sq	ex Hawk IKFA	ST029	2020
2119	21sq	ex Hawk IKFA	ST030	2020
2120	21sq	ex Hawk IKFA	ST031	2020
2121	Hawk IKFA		ST032	nov20
2122	Hawk IKFA		ST033	nov20
7912	Hawk IKFA		ST034	nov20
7913	final assembly Hawk IFKA		ST035	
7914	final assembly Hawk IFKA		ST036	
7915	final assembly Hawk IFKA		ST037	
7916	final assembly Hawk IFKA		ST038	
7917	final assembly Hawk IFKA		ST039	
7918	final assembly Hawk IFKA		ST040	
7919	final assembly Hawk IFKA		ST041	
7920	final assembly Hawk IFKA		ST042	
7921	final assembly Hawk IFKA		ST043	
7922	final assembly Hawk IFKA		ST044	

Production and delivery of the batch of 22 BAE Systems

Warton built Hawk Mk165 for Saudi Arabia was completed in 2017. The last two new Saudi Warton built Hawks left in December 2017. BAE Systems however, signed a contract to supply the Royal Saudi Air Force with a second batch of a further 22 Hawk 165s in February 2015. Warton manufactured fuselage and wing-sets were airlifted out for final assembly in Dhahran (Saudi Arabia).

The so-called Hawk In Kingdom Final Assembly (Hawk IKFA) line was established in the former Tornado Programme Depth Maintenance Upgrade (TPDMU) facility at Dhahran. The ceremonial first roll out from the Saudi Hawk production took place on 1 April 2019. The first delivery to the RSAF was made in June 2019, and seven Saudi-assembled aircraft had flown by October 2019. As can be seen above the production is about half-way. 2121, 2122 and 7912 should be delivered before year end to Tabuk/King Faisal Air Base. Since all serials are now known it seems only 21sq and 79 squadron are re-equipped. 88 squadron Saudi Hawks probably has all remaining Hawk Mk65s and Mk61As and 37 squadron may have been disbanded.

Tornado IDS(R)

6617 7sq w/o 07jan18 849/CS021/3412

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

The Defense Security Cooperation Agency (DSCA) announced two large possible Foreign Military Sales to the Government of the United Arab Emirates (UAE) on 10 November 2020. The news follows an informal notification late October of the planned sale of F-35 fighter jets and MQ-9B armed Remotely Piloted Aircraft to the country. Among Washington's closest Middle East allies, UAE was promised the opportunity to buy F-35 fighter jets if it would normalize relations with Israel. Informal notification of Congress for the sale of 50 of the Lockheed Martin aircraft took place on October 29. After staff and members of Congress had been briefed about the sale as the informal notification, the State Department has now issued this formal notification, after which Congress has 30 days to object to the deal.

US Secretary of State Mike Pompeo has made some statements prior to the posting of the DSCA announcements: "This is in recognition of our deepening relationship and the UAE's need for advanced defense capabilities to deter and defend itself against heightened threats from Iran" and "The UAE's historic agreement to normalize relations with Israel under the Abraham Accords offers a once-in-a-generation opportunity to positively transform the region's strategic landscape."

In three separate announcements congress is formally notified of the request by the UAE to buy, firstly, up to fifty Lockheed Martin F-35A Lightning II aircraft for up to \$10.4 billion. The package includes but is not limited to spare Pratt & Whitney engines, Electronic Warfare Systems, the Autonomous Logistics Global Support System (ALGS), the new Operational Data Integrated Network (ODIN), aircraft ferry and tanker support, personnel training and training equipment.

Secondly, eighteen Weapons-Ready General Atomic Aeronautical Systems MQ-9B Reaper Remotely Piloted Aircraft for an estimated cost of \$2.97 billion. This sale will include but is not limited to twenty-five Raytheon Multi-Spectral Targeting Systems-D (MTS-D) EO/IR Sensors, nineteen Lynx AN/APY-8 Synthetic Aperture Radars (SAR) with Ground Moving Target Indicator (GTMI), 515 AGM-114R Hellfire Missiles, Sea-Spray 7500 maritime radars, Anti-Submarine Warfare (ASW) mission kits, receivers, and acoustic processors, various thermometric, passive and active sonobuoys, personnel training and training equipment.

Thirdly, an exceptionally large Munitions, Sustainment and Support package, and related equipment for an estimated cost of \$10.0 billion is requested. This enormous sale includes what seems bombs, stand-off air-to-ground missiles and air-to-air missiles for the future F-35A- and current F-16E and F-16F-fleets. Additionally, various Captive Air Training Missiles, missile containers, munitions components, aircraft test and integration support, weapon operational flight program software development, transportation, tools and test equipment, support equipment and much more is part of the proposed sale. The breakdown of the wish list is as follows:

802 AIM-120C8 Advanced Medium Range Air-to-Air Missiles (AMRAAM)
 2004 Mk-82 500 lb General Purpose (GP) Bombs with Joint Direct Attack Munition (JDAM) Tail Kits
 1000 Mk-84 2,000 lb GP Bombs with Joint Direct Attack Munition (JDAM) Tail Kits
 1002 Mk-83 1,000 lb GP Bombs with Joint Direct Attack Munition (JDAM) Tail Kits
 2500 Small Diameter Bomb Increment 1 (SDB-1), GBU-39/B bombs
 650 AGM-154C Joint Stand Off Weapons
 50 AGM-154E Joint Stand Off Weapons – Extended Range (JSOW-ER)
 150 AGM-88E Advanced Anti-Radiation Guided Missile (AARGM) Tactical Missiles

Of course, it remains to be seen whether Congress will ultimately approve these deals and whether new presidential administration under Joe Biden, might block or chance these proposed sales.

Joint Aviation Command (JAC)

Late September 2020, a dark green Cessna Grand Caravan EX, with registration N570TW, appeared at Luqa, Malta, for a night stop. It was not a big surprise as many Cessna 208s have stopped here before. The Grand Caravan was on a ferry flight towards the Middle East. Another two Cessna 208s, registrations N571TW respectively N572TW, followed mid-October and late November 2020. And number four, N573TW, seems about to make the journey before the end of November all the way from Florida to an obscure air base in the desert of the

United Arab Emirates as well. A fifth Cessna 208B, registration N574TW, is undergoing modifications and testing at this moment. The main question is, who is the customer?

The latest version of the Textron Aviation Cessna 208 these days, the Ce208B Grand Caravan EX, is built at Independence Municipal Airport (KS). This version of the Grand Caravan has a powerful Pratt & Whitney Canada PT6A-140 (867 shaft horse-power) driving a four bladed McCauley propeller. According to the Scramble Magazine database, the details of the aircraft involved are:

N570TW **208B-5570**, Independence (KS) first flight 31oct19, 08nov19 Wichita (KS) – Titusville (FL) ferry, Albert Whitted (FL) departure 25sep20, stopped Gainesville (FL) 27sep20, Bangor (ME) – Santa Maria, Azores 29sep20, Santa Maria – Malta 30sep20, 01oct20 further east Crete/Egypt south east, Hurgharda (Egypt), arrival Al Bateen (UAE) 04oct20, arrival Sweihan AB (UAE) 14oct20

N571TW **208B-5571**, Independence first flight 16nov19, Independence (KS) – Destin (FL) – Titusville ferry 02dec19, Albert Whitted departure for Bangor 10oct20, Bangor – Santa Maria 11oct20, Santa Maria – Malta 12oct20, 13oct20 further east Crete/Egypt south east, Hurgharda, Al Bateen 14oct20, arrival Sweihan AB 15oct20

N572TW **208B-5571**, Independence first flight 13nov19, Wichita- Titusville 19nov19, Titusville – Albert Whitted 13nov20, departure Albert Whitted – Bangor 18nov20, Bangor – Santa Maria 19nov20, Santa Maria – Mallorca (Spain) (weather diversion) 21nov20, Mallorca heading east 22nov20, arrival Al Bateen 23nov20

N573TW **208B-5573**, Independence first flight 16nov19, Wichita – Titusville 26dec19, modifications at Titusville with MAG Aerospace nov20, Titusville – Albert Whitted 19nov20

N574TW **208B-5574**, Independence first flight 25nov19, Wichita – Titusville ferry 20dec19, modifications at Titusville (FL) with MAG Aerospace nov20

As can be seen in the overview, the five Caravans – after manufacturing and first flights – have been ferried from Wichita (KS) or direct from Independence (KS) to Space Coast Regional Airport, Titusville (FL). There they spend considerable time with MAG Aerospace. The "first flight" date and subsequent analysis of the flights is based on various Automatic Dependent Surveillance Broadcast (ADS-B) websites.

MAG DS CORP DBA, the parent company in Fairfax (VA), is listed as the owner. The following quote is from their website: "MAG Aerospace's Mission Integration Division in Titusville (FL), is currently under contract with the US Government and international customers to provide MC-208 Multi-role Armed Caravan aircraft and support for ISR, Armed Recce, Air Mobility, and Precision Strike mission sets. MAG's Titusville (FL) location completes the integration of these aircraft in our 50,000 sq ft Integration and Maintenance hangar at Space Coast Regional Airport". Before the ferry flight from Florida via Bangor, Santa Maria, Malta, Hurghada to Al Bateen, and eventually Sweihan Air Base, they seem to prefer Albert Whitted Airport near St. Petersburg (FL) as the starting point.

With regards to the modifications made by MAG Aerospace, the three that have crossed the pond so far, do not seem to have underwing hardpoints for external weapons or a forward-looking infrared or optic turret installed. They are in a dark green military all over scheme and the American N-registration, in white, seems a temporary fix. They do sprout some extra antennae on the fuselage and the cargo door on the aft end of the left fuselage is modified with a roll up door suited for parachute dropping. As the airworthiness is classified as experimental they carry lettering as such on the fuselage as well.



A logistics nightmare but an aircraft spotters' dream, the armed forces of Mexico operate a wide variety of types. EC725 ANX-2232 of ESCAN 122 is one of only three in use by the navy. Jaap Zandhuis made this picture on its Mexico City apron on 24 August 2020.

Scramble Magazine assesses the Grand Caravan EXs are destined for the United Arab Emirates. We have noted an, what was once a relatively small, air strip in the desert some 35 kilometres north north east of Abu Dhabi International Airport growing into quite a large facility. This facility is now known as Sweihan Air Base (ICAO four letter code OMAW) and sports a massive 3,800 meters runway (13/31) and has huge facilities like massive ramps, multiple hangars, and fighter aircraft sheds. Nearby are, again, what seem to be massive ammunition parks, housing and billeting facilities including extensive small arms ranges and helicopter pads all over the place. It is known that the Group 22 Joint Aviation Command (JAC) moved their DHC-6-400 Twin Otters and Cessna 280Bs there, but the sheer size of facilities seem a bit over the top for just another five Caravans. It has been suggested the five Grand Caravans are for an US government agency, but we still assess they might be destined for Group 22 JAC.

Global 6000

1326 ex Marshall ex M-ABFR **9517** oct20
 ex SAAB AB ex SE-RMU **9787** sep20

Two more special mission Bombardier Globals for the UAE have been delivered. 1326 is an all white example with the large canoe under the fuselage and left the Marshall Aerospace and Defense facilities at Cambridge Airport (United Kingdom), late October 2020. After taking more fuel at Doncaster Airport it left for Al Minhad Air Base (UAE), on 29 October 2020. The second one above, UAE serial unknown, is an all grey GlobalEye Airborne Early Warning & Control (AEW&C), modified by SAAB AB at Linköping, Sweden. This is the second GlobalEye delivered and left for Al Minhad Air Base on 30 September 2020.

Joint Aviation Command (JAC)

UH-60M

2641 ex 07-27144 **703385**
 2642 ex 07-27145 **703399** feb19
 2643 ex 07-27146 **703401** may20
 2644 **703880**
 2645 ex 07-27147 **703411** nov19
 2646 **703882**

2647 ex 07-27148
 2648
 2649 ex 07-27149
 2650 ex 07-27150
 2651 ex 07-27151
 2652 ex 07-27152
 2653 ex 07-27153
 2654
 2655 ex 07-27154
 2656 ex 09-27200
 2657
 2658 ex 09-27201
 2659
 2660 ex 09-27202
 2661 ex 07-27155
 2662 ex 09-27203
 2663 ex 07-27156
 2665 ex 09-27204
 2666
 2667 ex 07-27157
 2668
 2669 ex 09-27205
 2670 ex 07-27158
 2671
 2672 ex 09-27206
 2673 ex 09-27207
 2675 ex 09-27208
 2676 ex 09-27209
 2679 ex 09-27210
 2680 ex 09-27211
 2681 ex 07-27159
 2682 ex 09-27212
 2683 ex 07-27160
 2685 ex 09-27213
 2687 ex 07-27161
 2689 ex 07-27162
 2690 ex 07-27163 w/o
 2691 ex 07-27164
 2692 ex 07-27165
 2695 ex 07-27166
 2696 ex 07-27167
 2698 ex 07-27168
 2699 ex 07-27169

703422 dec11
703900
703423
703424 mar15
703582 feb19
703549 apr12
703448 feb19
703903
703491 feb19
703461
703914 nov19
703462 feb19
703918
703473
703476 jun14
703488 jun14
703478
703497
703927 dec15
703504 nov15
703930 dec15
704122 jan16
703518 oct14
703933 feb19
703528 may13
703615
703527 may13
703619 oct14
703538
704123
703563 may13
703570 feb12
703662 oct13
704125 jun14
704124 nov13
704126
704127
703759
703772 apr14
703783 may13
703801
704131
704132 apr17

The above is, as far as we know, a complete list of all 50 UH-60M Black Hawks delivered to Group 26 Joint Aviation Command.

The order consisted of 40 plus 10. Serial 2645 was presented in November 2019 as the first new weaponised variant of the Sikorsky UH-60 Black Hawk helicopter. The variant was developed by Abu Dhabi-based Advanced Military Maintenance, Repair and Overhaul Center (AMMROC). We expect several more are now modified as what is known as Armed Black Hawk (ABH).

One was lost in a mishap in Yemen on 11 August 2017, and that might well be serial 2690. Before the UH-60M started to be delivered twenty UH-60L arrived. Of these only 15 serials are and few construction numbers are known to us.

UAE Government (GV)

G650ER

A6-HHH Dubai Air Wing ex N650NY **6079** oct20
This is the third Gulfstream with this registration, replacing the previous Gulfstream 400 A6-HHH. That was c/n 1531 and has since become N516MC.

North America

Canada

Royal Canadian Air Force (AF)

The RCAF plans to combine two training programmes into a single mega-contract for training. Currently, training services are provided by CAE and KF Aerospace. CAE runs the NATO Flying Training in Canada (NFTC) programme with CT-155 Hawks and CT-156 Harvard IIs from Moose Jaw (Sas.), whereas KF Aerospace leads a consortium which provides ab initio training (Grob 120A), advanced (Grob 120A and CT-156), multi-engine (Beech C90B) and helicopter (Bell 206 and Bell 412CF) training from Southport Aerospace Center near Portage la Prairie (Man.).

The Future Aircrew Training (FACT) programme will receive bids from defence companies by mid-2021, with the contract planned to be awarded in 2023. FACT will cover 20 years of training and has an estimated value of 3.75 bln USD. The

government has already approved a list of firms that will be authorized bidding on FACT, including Babcock Canada, Leonardo Canada, Lockheed Martin Canada, and SkyAlyne Canada. The latter is a partnership between current contractors CAE and KF Aerospace. The number of pilots trained per year will be about 105 to 120. In addition, air combat systems officers and airborne electronic sensor operators will also be trained under the programme, these are currently trained on the CT-142 Dash 8 at Winnipeg (Man.).

OpReassurance 2020 will last until early 2021 and sees six CF-188s deployed to Mihail Kogalniceanu (Romania) for NATO air policing tasks. After some initial confusion, the following serials are confirmed as deployed in Romania: 188742, 188757, 188769, 188781, 188788, and 188791. Although some jets carry 425sq markings, 433sq is the lead squadron of the operation.

The SAAB Skelder V-200 UAV-helicopter has been designated CU-176. The first sighting of type "176" with the Canadian armed forces designation system prompts us to give an overview of lesser-known designations allocated, from 160 up, mostly involving UAVs:

CU-160	IAI Eagle-1	leased	jul03 -oct03
CU-161	SAGEM Sperwer,	used	sep03 -aug09
CU-162	MDS Vindicator	f/n	oct05
CU-163	RQ-1 Altair	leased	aug04 -aug04
CU-165	MQ-27 Scan Eagle,	f/n	jun08
CU-167	ACR Silver Fox	f/n	jun04
CU-168	Elbit Skylark 1	f/n	nov06
CU-170	IAI Heron	leased	jul08 -2011
CU-171	BTE Super Hauler,	f/n	jul20
CU-172	RQ-21 Blackjack,	f/n	oct17
CU-173	RQ-11B Raven	f/n	mar14
CU-175	RQ-20 Puma	f/n	mar19
CU-176	Saab Skelder V-200,	f/n	nov20
CC-177	Boeing C-17A	f/n	aug07
CH-178	Mi-17V-5	leased	2010 -2011

CYQQ = Comox (BC)

CYXX = Abbotsford (BC)

CC-115 (DHC-5A)

115457 pres CYQQ ex 442sq **11** nov20
On 5 November 2020, 457 was put on display in the Comox Air



A longtime user of the Black Hawk, Mexico's EA.101 operates six of these very dark S-70A-24A, like 1098 seen here, since 1994 in support of the army's special forces. Enrique Giese saw it on air force day, 10 February 2020, at home base Santa Lucia.



Pandemic or not, Airbus helicopter production at Marseille continues apace. One of the orders being worked on at this moment is for Kuwait, which ordered about two dozen H225Ms. Future serial 608 was noted by Alan Macey at its place of birth on 31 August 2020 as F-ZWBU.

Force Museum; only four Buffalos are left in service.

CT-133 (T-33AN)
133592 std Deroche ex std CYXX **T33-592** nov20
Last noted on a trailer in 2013, this T-bird ended up on a farm in Deroche (BC) on a trailer.

CF-188 (F/A-18A)
(188001) d/d 19nov20 ex AUS A21-1 **228/AF1**

CF-188B (F/A-18B)
(188107) d/d 19nov20 ex AUS A21-104 **235/ATF107**
These two Hornets were delivered per An-124 UR-82029.

CC-295 (C295W-SAR)
295506 o/o Airbus f/f 16nov20 **197**

United States

Joint US Forces (JF)

On 19 November 2020, the United States Government Accountability Office (GAO) published a report about mission capable goals from selected US Air Force, Navy and Marine Corps aircraft. It was stated in the extensive audit report that the USAF and USN/USMC fixed-wing aircraft share a variety of common sustainment challenges, including the age of their aircraft as well as maintenance and supply support issues.

Overall, the aircraft mission capable rate goals generally did not meet the expected operational serviceability targets between the fiscal years 2011-2019. Also, the costs of sustaining selected fixed wing aircraft and helicopters within the US DoD's inventory varied widely.

The reason that the GAO carried out this audit is that the US Department of Defence (US DoD) spends billions of dollars annually to sustain its weapon systems to support current and future operations. Especially, the USAF and USN/USMC are operating many of their fixed-wing aircraft well beyond their original designed service lives and therefore are confronted with sustainment challenges. The GAO looked at the status and operational readiness of the military aircraft fleet and examined its mission capable rate measuring the percentage of the total time an aircraft can fly. In total GAO examined 46 types of aircraft and helicopters and if they met their annual mission capable goals for FYs 2011-2019.

Strikingly, GAO found out that three types met their goals in a majority of the years and 24 types did not meet their goals in any year. The EP-3E Aries II and E-6B Mercury were the US Navy types that scored reasonably. For the USAF, the F-15E Strike Eagle almost met the expected operational serviceabil-

ity goals.

The most striking score is for the USAF's UH-1N, which have been in service from 1968/1969, and will be replaced soon by the MH-139A Grey Wolf. The Twin Huey managed a nine out of nine score. The GAO also reviewed the annual Operating and support (O&S) for these aircraft, such as maintenance costs. These costs totaled over USD 49 billion in FY 2018, ranging from a low USD 118 million for the Navy's KC-130T Hercules to a high USD 4.2 billion for the USAF's KC-135R/T Stratotanker. The trends in O&S costs varied by aircraft from fiscal year 2011 to 2018. For example, total O&S costs for the US Navy's F/A-18E/F Super Hornet increased by USD 1.13 billion, due in part to extensive maintenance needs. Strangely, GAO stated that in contrast, USAF's F-15C/D Eagle costs decreased by USD 490 million, due in part to a reduction in the size of the fleet. Scramble Magazine is aware that during the past years only nine surplus F-15Ds have been delivered to the Israel Defence Forces. No other F-15C/D Eagles have been taken out of service.

US Fiscal Year 2021 will probably see an additional spending of USD 1,7 billion to buy seventeen additional F-35s (twelve F-35As for the US Air Force and five F-35Cs for the US Navy and Marine Corps). On 10 November 2020, the Senate Appropriations Committee revealed a USD 696 billion (!) defence budget.

Including the aforementioned seventeen Lightning IIs, FY21 includes 96 F-35s, which are five more than the House originally proposed in July 2020. The next step will be negotiations between all chambers of the Congress: the Committee, the Senate and the House. The conclusion between the chambers will lead to approval of the final acquisition numbers, but the number will fall short of the 98 F-35s it purchased in FY20. Going back to the original plan, the Pentagon requested 79 F-35s in FY21, 48 F-35As for the USAF, ten F-35Bs for the USMC and 21 F-35Cs for the US Navy and Marine Corps. In a statement of the Committee they released that "The Committee notes that the Department of Defence continues to request fewer than sixty F-35A variants and that the F-35B procurement profile was reduced to ten aircraft in the fiscal year 2021 President's budget request, five fewer than were planned in the fiscal year 2020 President's budget for fiscal year 2021".

The sixty F-35A Lightning IIs is the procurement goal of the USAF. Other specific items noted in the USAF part of the FY21 budget request are the EC-37B, an additional E-11A and

the absence of extra C-130J Super Hercules transporters. In March 2020, Scramble Magazine wrote about the EC-37B/Gulfstream G550 Electronic Warfare (EW) procurement doubt. This now appears to be correct. The FY21 budget approval appears to be just one aircraft. Strikingly and not requested at first, one E-11A, a Bombardier Global-6000 derivative, has now been approved as a replacement aircraft. At the end of January 2020, E-11A with serial number 11-9358, was destroyed while it crash landed in Afghanistan.

The USAF has made no request for more Lockheed Martin C-130J Super Hercules'. With more legacy C-130H Hercules' being worn out due to the operational tempo and deployments, this now seems plausible. Congressional lawmakers have asked for more information on the future of the Lockheed Hercules as they would like to see the roadmap for this aircraft containing C-130 fleet management plans, theatre and domestic airlift requirements, inventories, C-130H/J fleet mix, modernisation plans, and funding requirements through fiscal 2026.

United States Air Force (IAF)

On 21 November 2020, two B-52H Stratofortress assigned to the 23rd Bomb Squadron/5th Bomb Wing, based at Minot AFB (ND), conducted a short-notice, long-range mission to the Middle East. The two 23rd BS, nicknamed Bomber Barons, MT coded B-52Hs, with callsigns 'Warbird1/2", flew from Minot, the Strait of Gibraltar, the Mediterranean Sea directly over Israel and Jordan to their objective. It was stated that this non-stop Bomber Task Force (BTF) mission was to deter aggression, reassure US partners and allies in the region and to demonstrate US military's ability to deploy combat airpower anywhere in the world on short notice and integrate into US Central Command (USCENTCOM) operations to help preserve regional stability and security. During this latest BTF mission, the Stratofortress bomber aircrews integrated with air operations centers and other USAF assets such as F-15E Strike Eagles, F-16C Fighting Falcons, KC-10A Extenders and RAF Mildenhall's KC-135R Stratotankers. The last US long-range bomber presence in the Middle East was in early 2020.

On 20 November 2020, the Secretary of the Air Force selected Kirtland AFB (NM) as the preferred location for the reloca-

tion of the AC-130J Ghost Rider Formal Training Unit (FTU). Maxwell AFB (AL) has been chosen as the preferred location to host the MH-139A Grey Wolf Formal Training Unit. The USAF selected Kirtland as the preferred location for the relocation of the AC-130J Ghost Rider FTU from Hurlburt Field (FL).

This action allows for Air Force Special Operations Command (AFSOC) to realign its training mission under Air Education and Training Command (AETC) and consolidate AC-130J initial and Mission Qualification Training (MQT) at Kirtland. It is expected that seven Ghost Riders will move to Kirtland in due time and that the first training by the FTU will commence in the summer of 2022. At Maxwell, the first MH-139A Grey Wolves are scheduled to arrive in 2023. The MH-139A FTU's future mission is to train pilots in providing security and support for the nation's Intercontinental Ballistic Missile (ICBM) fields spanning Wyoming, Montana, North Dakota, Colorado and Nebraska.

The MH-139A FTU mission will replace the mission of the Air Force Reserve's 908th Airlift Wing's ageing C-130Hs currently based at Maxwell AFB. The Grey Wolf closes the capability gaps of the UH-1N Huey in the areas of speed, range, endurance, payload and survivability in support of Air Force Global Strike Command's ICBM missions. Other mission capabilities include civil search and rescue, airlift support, National Capital Region missions, as well as survival school and test support. For both preferred bases, the US Air Force will now conduct an environmental impact analysis before making its final basing decisions.

On 4 and 5 November 2020, seven USAF Lockheed Martin F-22A Raptors from the 94th Fighter Squadron, part of the 1st Fighter Wing, based at Joint Base Langley-Eustis (VA), deployed to Andersen AFB, Guam. Strikingly, the 94th FS *Hat in the Ring* and nicknamed "SPADs", is the first Raptor unit to conduct operations in the western Pacific (WestPac) since the days of Theater Security Packages (TSP).

The purpose of WestPac deployment is to integrate 4th and 5th generation fighters with allied and joint partner air forces, giving all parties the opportunity to build experience and competence in Dynamic Force Employment (DFE) processes and concepts. These fighter operations will provide



Only two stretched legacy Herks are in service with the US Navy, of which 164598/AX-598 of VR-53 is one. Tim Wolfe was happy to encounter it in beautiful sunlight at Andrews AFB on 9 November 2020.



The 75th anniversary of Fort Worth's very own 457th FS "Spads" is celebrated in style with this great looking 86-0246 "Spad 91" which returned from the paint shop to its home base where Sebastiaan Does was present on 4 November 2020.

opportunities for Pacific Air Forces' innovative Airmen to showcase their abilities to make disciplined decisions at the lowest levels, ensuring the air component commander's intent is met and the initiative is taken in a highly contested environment.

It was stated that even with a pool of ready, capable Airmen, the global strategic environment continues to demand flexibility and freedom of action. The DFE concept will change the way the Department of Defence uses the joint force with its focus on strategic predictability and operational unpredictability. On 18 November 2020, two F-22As had arrived from Andersen at MCAS Iwakuni in the Yamaguchi Prefecture (Japan). At this time it is not known how long the WestPac F-22A deployment will take. More Raptors are expected to be seen at various air bases in the region.

On 29 October 2020, USAF's Air Combat Command (ACC) Exercise Agile Flag 21-1 came to a close at Tyndall AFB (FL). This latest USAF exercise, which was held in and over the Florida Panhandle, was the first-of-its-kind event to test the effectiveness of future "Lead Wings". The lead wing for this exercise was the 366th Fighter Wing from Mountain Home AFB (ID). 250 Airmen from six units from across the USAF participated to better understand the diverse requirements that will go into certifying the Lead-Wing concept for Air Combat Command.

During the exercise the participating units employed mission generation, command and control, and base operating support elements from its main operating base at Tyndall, while supporting a Forward Operating Base (FOB) at Hurlburt Field (FL) and a contingency location at Eglin AFB (FL). Each unit at Agile Flag 21-1, a fighter wing consisting of 4th Generation and 5th Generation fighter aircraft, a combat communication unit, a tactical airlift unit and more, came together with different capabilities into one comprehensive and well-

trained force package.

The main unit during this Agile Flag exercise, the conveniently selected 366th Fighter Wing's 389th Fighter Squadron, named Thunderbolts, was exposed to multiple subjects. Having been deployed to Muwaffaq Salti/Al Azraq Air Base (Jordan) for a large period during 2019/2020, Scramble Magazine assesses that the 389th FS brought back significant and valuable lessons learned. The squadron worked multiple times together from Jordan soil with F-35A Lightnings from Hill's 388th Fighter Wing.

Earlier, Scramble Magazine was the first to write about the new tactics employed by USAF's 4th Gen. and 5th Gen. fighter units in the Middle East. As a secondary unit, and also for this exercise attached to the 366th FW, were F-22A Raptors assigned to the 90th Fighter Squadron from Joint Base Elmendorf-Richardson (AK). Is this different from what we have seen in the past? The USAF frequently uses the 4th Generation (i.e. F-15E/F-16CM) and 5th Generation (i.e. F-35A/F-22A) aircraft together during different exercises, but ACC is now working to develop a model utilising lead wings across the command, to align future forces with the 2018 National Defense Strategy and the "Accelerate Change or Lose" vision of the now acting Air Force Chief of Staff Gen. Charles Q. Brown, Jr. Also, according to ACC commander Gen. Mark Kelly, a peer fight will not allow time for acclimation or team bonding for the first few weeks.

The USAF is currently experimenting with the Agile Combat Employment model, or ACE, which allows units to forward deploy as teams into locations. The lead wing will increase those capabilities, developing a resilient, adaptive and proactive force able to operate in a highly contested environment with joint and coalition partners.

Using this experiment as a baseline, ACC will work towards a flag-level exercise that will be designed to certify a lead

wing's ability to generate and provide command and control as well as support and defend combat forces. Although no direct outcome or results have been made public, it was stated that Agile Flag 21-1 has shown that through this experiment, the USAF has gained a better understanding of how it can provide combat airpower and a wide range of other capabilities to combatant commanders while remaining agile and lethal. Refining that combat employment will now fall into the hands of ACC, USAF's 15th Air Force as a whole and the US Air Force Warfare Centre at Nellis AFB (NV). The USAF, and specifically ACC, needs to refine and clearly articulate expectations for the role of a (future) lead wing as an instrument of airpower in support of strategic national objectives.

As the 55th Wing prepares to temporarily operate out of Lincoln Airport starting early next year, while Offutt Air Force Base is shut down for construction work, Team Offutt already bid farewell to the rare and only operational WC-135C Constant Phoenix "Nuke Sniffer" with tail number 62-3582. At the beginning of November 2020, WC-135C 62-3582 had its fini-flight at Offutt and is projected to retire later this month. Being a former EC-135C, this particular aircraft was converted into a WC-135C in 1998. The 45th Reconnaissance Squadron Sylvester has now only one WC-135 at its disposal (WC-135W, 61-2667).

The USAF has begun overhauling and modifying the first of three Boeing KC-135R Stratotankers into WC-135R Constant Phoenix "Nuke Sniffers". During the Fiscal Year 2019, the USAF has been requested USD 208 million for the Constant Phoenix upgrade. This, with an additional USD 8 million planned for the Fiscal Year 2020 have started the conversion programme. Although it is not known what will happen to the obsolete Nuke Sniffer, it is expected that the aircraft will soon be flown to the 309th Aircraft Maintenance And Regeneration Group, also known as the Davis Monthan storage boneyard, situated near Tucson (AZ).

On the evening of 6 November 2020, two newly assigned Boeing KC-46A tankers, 16-46013 and 18-46053, arrived at Pease Air National Guard Base near Portsmouth (NH). The delivery of the first Pegasus to New Hampshire ANG's 133rd Air Refueling Squadron Live Free or Die, part of the 157th Air Refueling Wing, was on 8 August 2019. Since then, deliver-

ies to Pease ANGB have continued steadily. With this latest KC-46As delivered, it is expected that the 133rd ARS/157th ARW soon will have their full complement of tanker aircraft. The latest Pegasus arrivals will also receive the tail flash graphics, being a blue tailband with the white text "New Hampshire" in it. The number of KC-46s delivered to operational units has increased to 39. Four units, of which one Air National Guard and one Air Force Reserve Command unit, are operating the new tankers or are in the process of replacing the KC-135R Stratotanker with the new tanker.

22nd ARW (AMC) at McConnell AFB (KS)

15-46009, 16-46016, 16-46017, 16-46022, 16-46023, 17-46026, 17-46030, 17-46031, 17-46035, 17-46036, 17-46037, 17-46038, 18-46039, 18-46040, 18-46042, 18-46043, 18-46044, 18-46045, 18-46048

56th ARS / 97th AMW (AETC) at Altus AFB (OK)

17-46025, 17-46027, 17-46028, 17-46032, 17-46033, 18-46041, 18-46049

133rd ARS NH ANG / 157th ARW (ANG) at Portsmouth/Pease Intl Tradeport (NH)

16-46013, 16-46015, 16-46018, 16-46019, 17-46029, 17-46034, 18-46047, 18-46050, 18-46053

77th ARS / 916th ARW (AFRC) at Seymour Johnson AFB (NC)

15-46011, 16-46014, 17-46024, 18-46052

On 5 November 2020, the 23rd Wing and 347th Rescue Group (347th RQG) received the US Air Force's first two HH-60W Jolly Green IIs. The Jolly Green II will be based at Moody AFB (GA). Since the beginning of August 2020, the USAF's newest Combat Search And Rescue (CSAR) helicopter has been undergoing developmental and operational testing with the 413th Flight Test Squadron at Eglin AFB (FL) and now they are assigned to an operational squadron. The two helicopters, serials 14488 and 14489 (fiscal year most probably 2019) are part of the seven HH-60Ws already delivered to the USAF. The first delivery to the 41st Rescue Squadron Jolly Green at Moody marks the way to further deliveries, including a near future delivery to the second unit, the 512th Rescue Squadron at Kirtland AFB (NM). The USAF plans to buy 113 HH-60W



This must be one of the most colourful USAF F-16 paint schemes seen over decades of service life, 86-0242 of 457th FS celebrating 75 years of existence. Sebastiaan Does photographed it at Fort Worth on 4 November 2020.



Colourful (or colorful?) markings on this District of Columbia Air National Guard 113th Fighter Wing's F-16C 86-0330 when it returns to its Andrews AFB on 9 November 2020, by Tim Wolfe.

helicopters to replace the HH-60G Pave Hawk.

Earlier, Scramble Magazine wrote about "Did USAF's secret NGAD come out on purpose?". Multiple media outlets have made numerous articles about the recent Lockheed Martin F-117A Nighthawk sightings and the announcement of USAF's future Next Generation Air Dominance (NGAD) aircraft. After having analysed various movements, sightings and photographs, Scramble Magazine assesses that USAF's future NGAD-systems are likely built with, around and in some surviving F-117A Nighthawks.

The most obvious indication is the presence of the "Super-arnus Perstamus Letamus" badge on the fuselage, which is clearly visible on the photos. The 117 flights through the recent years, over Death Valley, during carrier exercises in the Pacific, in formation with a NASA F-15 that carried pods, and so on, could all be involved in NGAD-system testings. On 14 September 2020, during a surprise move at the Air Force Association Air, Space and Cyber Conference in Arlington (VA), Dr. Will Roper stated that a Next Generation Air Dominance (NGAD) had already been built and a full-scale flight demonstrator had flown. Lessons learned from the early stages of the USAF F-15, F-16, F-22, F-35 and various (un)disclosed "Black Project" programmes, like the F-117A Nighthawk, indicate that engineers, large companies and corporations, the military and the government should be involved as soon as possible.

From 19 October till 23 October 2020, Gen. Mark Kelly, commander of Air Combat Command (ACC), had toured Nellis AFB (NV) during a week-long visit. During that week multiple seminars and presentations were held at Nellis. Strikingly, Scramble Magazine was made aware that one F-117A (out of a two-ship) flew from MCAS Miramar (CA) to Nellis on 22 October 2020. Gen. Kelly stated that Team Nellis is truly at the tip of the spear when it comes to advancing the USAF toward the digital modernisation and that it will take to win tomorrow's fight.

USAF's NGAD programme is all about digital design technology. Eventually, USAF's NGAD - in a complete different shape and body as the F-117 - will be able to carry out any kind of mission. Air-to-air, Air-to-ground, Air-to-sea, Air-to-space and even unmanned missions.

On 2 November 2020, as expected, four U-28A Draco Air

Force Special Operations Command (AFSOC) aircraft arrived at Glasgow/Prestwick International Airport (UK) for their stop-over heading back to the Continental United States (CONUS). The aircraft had made a weekend stop at Ramstein Air Base (Germany). Interestingly, three of the four Intelligence, Surveillance and Reconnaissance (ISR) U-28As, made an almost three-year tour to the US Central Command area of operations.

At the beginning of December 2017, they were already sighted whilst transiting Lajes Air Base on the Azores, probably on their way to Kandahar Air Base (Afghanistan). On 20 October 2020, three U-28As, accompanied by a HC-130J Combat King II (16-5873/LI) were seen transiting NAS Rota (Spain) on their way heading east. The aircraft on their way back to CONUS via Prestwick were: 07-0840* (callsign RCH1016), 07-0838 (RCH1018), 05-0409* (RCH1020) and 08-0790* (RCH1022) with support of HC-130J 16-5873/LI. The aircraft marked with an asterisk were seen at Lajes Air Base in December 2017.

United States Air Force (AF)

A-29B

19-2033	to Nigeria	as ...		nov20
19-2034	to Nigeria	as ...		nov20
19-2035	to Nigeria	as ...		nov20

Photos of 19-2034 showed **249** on the ejection seat, indicating the construction number could be **31400249**.

B-1B

86-0119/DY	9th BS	ex 28th BS		79 nov20
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B300

N789LL	USSOC	f/n		FL-386 nov20
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KC-10A

83-0077	309th AMARG	ex 60th AMW	48218/388	sep20
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C-12C

76-0164	USE Riyadh	ex USE Brasilia	BD-21	jun20
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C-12D

83-0496	USE Accra	ex USE Bogota	BP-42	nov20
83-0497	to CONUS	ex USE Accra	BP-43	oct20

KC-46A

16-46013	133rd ARS	del 06nov20	34109/1111	nov20
18-46053	133rd ARS	del 06nov20	41873/1196	nov20

C-130J

17-5904	115th AS	CA ANG	382-5904	oct20
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C-130J-30

11-5748	317th AW	ex 61st AS	382-5748	nov20
16-5856	37th AS	ex 39th AS	382-5856	oct20
16-5880	317th AW	f/n	382-5880	sep20
WC-135C				
62-3582/OF	309th AMARG	ex 45th RS	18565/C2102	nov20
C-146A				
11-3013	reregistered	as N645HM	3013	
N645HM	524th SOS	ex 11-3013	3013	nov20
F-16D-30-CF				
86-0046	176th FS	ex 134th FS, SD ANG	5D-50	sep20
F-35A				
18-5362	nmks	f/f 14sep20	AF-253	sep20
18-5363/HL	4th FS	f/f 24sep20	AF-254	sep20
18-5364/AK	356th FS	del 21oct20	AF-255	oct20
18-5365/AK	356th FS	del 21oct20	AF-256	oct20
18-5366/AK	356th FS	del 21oct20	AF-257	oct20
18-5367	nmks	f/n	AF-258	sep20
18-5369/AK	356th FS	f/f 30oct20	AF-260	oct20
18-5370/AK	356th FS		AF-261	nov20
18-5371/AK	356th FS	f/f 30oct20	AF-262	nov20
18-5373/AK	356th FS	f/f 29oct20	AF-264	nov20
18-5415/LF	63rd FS	del 10nov20	AT-9	nov20
18-5417/LF	308th FS	del 10nov20	AT-11	nov20
18-5419/LF	61st FS		AT-13	nov20
18-5420/LF	61st FS	f/f 06oct20	AT-14	nov20
HH-60W				
1.-14480	413th FTS	FY 2019?	EDM-1/70...	sep20
1.-14482	413th FTS	FY 2019?	EDM-3/70...	nov19
1.-14483	413th FTS	FY 2019?	EDM-4/70...	jul20
1.-14485	413th FTS	FY 2019?	70...	nov19
1.-14486	413th FTS	FY 2019?	70...	nov19
1.-14487	413th FTS	FY 2019?	70...	nov19
1.-14488	41st RQS	del	70...	nov20
1.-14489	41st RQS	del	70...	nov20
HC-130J				
17-5898/FL	39th RQS	f/n	382-5898	nov20
18-5906/FL	39th RQS	f/n	382-5906	nov20
KC-135R				
62-3498	6th ARW	ex ZZ/909th ARS	18481/T0549	oct20
63-8031	92nd ARW	ex 22nd ARW	18648/T0687	nov20
63-8034	22nd ARW	ex 92nd ARW	18651/T0690	nov20
KC-135T				
58-0095/ZZ	909th ARS	ex 92nd ARW	17840/T0310	sep20
60-0342	91st ARS	ex 92nd ARW	18117/T0456	oct20
MQ-1B-10				
03-3106	to US Navy	as	P106	nov18
03-33123	to US Navy	as	P123	nov18
05-3139	to US Navy	as	P139	dec18
07-3224	to US Navy	as	P224	nov19
08-3230	to US Navy	as	P230	dec18
08-3232	to US Navy	as	P232	dec18
08-3233	to US Navy	as	P233	jan19
08-3242	to US Navy	as	P242	jan19
08-3246	to US Navy	as	P246	dec18
08-3247	to US Navy	as	P247	dec18
08-3248	to US Navy	as	P248	dec18
08-3250	to US Navy	as	P250	dec18
09-3252	to US Navy	as	P252	dec18
09-3254	to US Navy	as	P254	dec18
09-3255	to US Navy	as	P255	jan19
09-3256	to US Navy	as	P256	nov18
MQ-1B-5				
01-3074	to US Navy	as	P074	nov18
RQ-4B-30				
04-2021/BB	12th RS	ex 452nd FLTS	AF-14	nov20
RQ-4B-40				
10-2044/GF	348th RS	ex 12th RS/9th RW	AF-37	oct20

United States Army (AR)

B/6-101st AVN	Campbell AAF, Fort Campbell (KY)
Det.1 B/1-111th AVN	FL ARNG, AASF Cecil Field (FL)
B/1-126th AVN	CA ARNG, AASF Stockton MAP (CA)

C(-)/1-126th AVN	ME ARNG, AASF Bangor IAP (ME)
B(-)/2-149th AVN	TX ARNG, AASF Grand Prairie AAF (TX)
Det.1 B/2-149th AVNG	OK ARNG, AASF Muldrow AHP (OK)
B/5-159th AVN	USARC, Felker AAF, Fort Eustis (VA)
B/1-207th AVN	HI ARNG, AASF Bryant AHP (AK)
B/1-228th AVN	Soto Cano AB (Honduras)
B(-)/3-238th AVN	OH ARNG, AASF Akron-Canton RAP (OH)
1-244th AVN	LA ARNG, AASF#1 Hammond Northshore RAP (LA)
Det.5 A/2-245th AVN	IL ARNG, AASF Decatur Airport (IL)
Det.1 B/2-245th AVN	FL ARNG, AASF St. Augustine Airport (FL)
Det.6 B/2-245th AVN	WY ARNG, AASF Cheyenne RAP (WY)
Det.7 C/2-245th AVN	ND ARNG, AASF Bismarck MAP (ND)
Det.2 B/2-641st AVN	CT ARNG, AASF Bradley IAP, Windsor Locks (CT)
Det.3 C/2-641st AVN	HI ARNG, Wheeler AAF, Schofield Barracks (HI)
CCAD	Corpus Christi Army Depot, NAS Corpus Christi (TX)
Det.7 OSACOM	DE ARNG, AASF New Castle CAP, Wilmington (DE)

C-12T-2			
86-60085	Det.5 A/2-245th, ex Det.7 OSACOM	BP-65	oct20
86-60087	Det.3 C/2-641st AVN, ex FWAATS	BP-67	aug20
86-60088	Det.6 B/2-245th, ex Det.1 B/2-245th	BP-68	oct20

Aircraft 86-60087 was transported to its new home in Hawaii on board of the USS Essex in August 2020. The ship also carried fourteen World War Two era warbirds for the 75th anniversary of the end of the Second World War.

C-12T-3			
84-00150	see note, ex Det.7 C/2-245th AVN	BL-80	aug20
84-00172	FWAATS, ex Det.2 B/2-641st AVN	BL-102	oct20
84-00488	see note, ex 1st USASB AvnCo	BL-122	oct20

Former North Dakota ARNG C-12 84-00150 flew to Pope AFB (NC) on 26 August 2020. It has been operating with an unknown unit from there since. After its deployment with 1st USASB AvnCo at Al-Arish Airport, El-Gorah (Egypt), 84-00488 returned to the Continental United States (CONUS) on 20 October 2020. The aircraft flew to Biggs AAF, Fort Bliss (TX), and possibly it is now used by D/204th MI Bn.

FWAATS = Fixed Wing ARNG Aviation Training Site, AAFA North Central West Virginia Airport, Bridgeport (WV)

C-12V
Aircraft 94-00320 was reported with FWAATS WV ARNG in May 2020. We now believe that this was either incorrect, or the aircraft was used by this unit on temporary basis only. It has been confirmed with B/6-52nd AVN USARC at ASF Knox, Godman AAF (KY) in October 2020. Until April 2020, this aircraft was also confirmed with this unit.

MC-12W
Interestingly, the General Services Administration (GSA) offered MC-12W 11-00289 (**FL-737**) for sale. First of all, this corrects previous reports that this aircraft was converted to MC-12S-2 MARSS-M standard. It was purchased by the US Army via the USAF Liberty programme on 2 December 2010. It was allocated temporary civil registration N8007U for pre-delivery test flights (reg 09jul10/canx 15aug11). Following construction, it was ready for installation of mission equipment in June 2011.

After that was done, the Aviation Flight Test Directorate (AFTD) at Huntsville (AL) took control of the aircraft for trials in March 2012. Initially, it was allocated serial 10-00737 based on the construction number, but this was changed into 11-00289 in March 2017. The aircraft was last reported active with B/224th MI Bn at Hunter AAF, Fort Stewart, Savannah (GA) in February 2020.

The GSA website shows pictures of a completely stripped fuselage and many parts (most packed separately). Eye-catching is that the entire cockpit section is missing. The reason for this sad state is that this was the aircraft which was damaged beyond repair in a heavy landing on 12 February 2020.

Three aircrew were injured in the incident, which was initially described by the army as "an aircraft suffered minimal damage". Looks like the damage was a bit more than that,



Who would have known the US is probably your best opportunity to see Mirage F1s? N575EM of Draken was captured at Fort Worth-Alliance on its way to Nellis by Sebastiaan Does on 05 November 2020.

and it was decided to remove all useable parts (including the classified mission equipment) and offer the remains for sale by tender.

CH-47F

06-08025	B(-)/2-149th AVN, ex nb	M8025	nov20
07-08722	B(-)/3-238th AVN, ex nb	M8722	nov20
08-08052	B/5-159th AVN, ex nb	M8052	nov20
09-08826	Det.1 B/1-111th AVN, ex nb	M8826	nov20
10-08407	B(-)/2-149th AVN, ex nb	M8407	nov20
12-08105	B/1-207th AVN ex B/1-52nd AVN	M8105	sep20
12-08886	Det.1 B/2-149th AVN, ex B/1-126th	M8886	nov20
17-08234	B/1-228th AVN f/n	M8234	oct20
17-08238	B/6-101st AVN ex nb	M8238	jul20

MH-6M

A new MH-6M has been reported operating in the Huntsville (AL) area as 18-25275. The serial was also used as call sign "25275", but the source of the fiscal year is unknown. We therefore consider it as unconfirmed for the time being. If anyone has more info on this helicopter we would gladly hear so!

UH-60A

81-23581	std BEST	ex C(-)/1-126th AVN	70302	jul20
86-24499	std BEST	ex C(-)/2-238th AVN	70994	jul20

BEST = BEST Aircraft Consolidation Facility, 248 Dunlop Blvd, Huntsville (AL)

UH-60M

..-20707	1-244th AVN	f/n		oct20
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UH-60V

00-26871	AFTD?	ex CCAD		nov20
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This helicopter flew from Corpus Christi (TX) to Huntsville (AL), possibly it will be used by AFTD for trials since it is the first production UH-60V conversion.

United States Navy unit news

Following the initial order of 32 TH-73As by the US Navy in January 2020, another batch of 36 of these training helicopters is ordered by the US Navy on 12 November 2020. The US Navy has contracted AgustaWestland Philadelphia Corporation (PA) to deliver an additional 36 TH-73As (the militarised

version of the AW119Kx Koala/ TH-119) in support of the US Navy, US Marine Corps, and US Coast Guard undergraduate helicopter pilot training and the Advanced Helicopter Training System (AHTS) programme.

As known, the TH-73A will replace the ageing TH-57B/C Sea Ranger fleet of Training Wing FIVE ('E') at NAS Whiting Field-South (FL). The new contract, worth USD 171 million, comes nearly eleven months after the US Navy awarded AgustaWestland Philadelphia, the US branch of the European Leonardo helicopters, a USD 176,5 million contract. Both contracts include initial spares, support and dedicated equipment, and specific pilot and maintenance training services.

Deliveries of the helicopters from these two contracts must be completed by December 2022. The US Navy plans to buy 125 TH-73As (no name given yet), so further orders are expected through 2021. Very last deliveries are expected through calendar year 2024. The TH-73As are expected to operate through 2050.

Commander, Naval Air Force U.S. Pacific Fleet (ComNavAirPac)

On 20 November 2020, a CMV-22B Carrier Onboard Delivery (COD) Osprey (BuNo 169439) paid for the very first time a visit to a carrier at sea. The USS *Carl Vinson* (CVN-70), operating off the coast of California, hosted the tiltrotor, assigned to the Fleet Logistics Multi-Mission Squadron (VRM) 30 *Titans*.

The sea trials of the CMV-22B, that operated out of home base NAS North Island (CA), will continue in the upcoming months and will lead to a declaration of initial operational capability for the CMV-22B before late December 2020.

Scramble is aware that 169435 to 169441 are delivered to the US Navy. 169435 and 169436 are assigned to HX-21 at NAS Patuxent River (MD), while 169437, 169438/31, 169439, 169440 and 169441 are delivered to North Island. There are still no unit markings applied to the tiltrotors so they could be assigned to VRM-30 as well as VRM-50. The first operational deployment of the CMV-22B is expected in 2021 and will take place on the *Carl Vinson*. This event will also mark the first operational deployment of the F-35C Lightning II.

On 6 November 2020, General Atomics Aeronautical Systems, Inc. (GA-ASI), based in Poway (CA), revealed that they recently completed the first phase of a maintenance and operational support contract awarded by the Naval Air Warfare Center Weapons Division (NAWC-WD). That first phase involved the maintenance of a US Navy NMQ-1B Unmanned Aerial System (UAS) that is based at NAS Point Mugu (CA), also known as Naval Base Ventura County.

The second phase will involve operational training support for pilots to operate the NMQ-1s, which will be used as targets in US Navy training scenarios. This phase is expected to be executed in early 2021, culminating with a Navy NMQ-1B operational evaluation flight. By the way, the N in the type designation is standard for test aircraft within the US Navy. Early 2018, the US Navy was researching the option to acquire MQ-1 Predators that became surplus to requirements at the US Air Force.

As known, the USAF retired the Predator from active service from 9 March 2018 and replaced those by the MQ-9 Reaper. Some government contractors continued flying the type through at least early 2019. On 22 June 2020, GA-ASI was awarded a USD 27 million contract containing two Reapers, assigned to the Marine Unmanned Aerial Vehicle Squadron (VMU) 1 *Watchdogs*.

The US Navy (specifically the SEALs) and US Marine Corps are dependent on small tactical UAS and they are in need of medium altitude long endurance systems. The MQ-1 received many upgrades through the years, including an upgrade to the turbo engine, which gave the aircraft an increased performance whilst flying at high altitudes.

The MQ-1 also came to use with its sophisticated Intelligence, Surveillance and Reconnaissance pods. Thanks to contributor Ian Carrol we can present the MQ-1s that were transferred to the US Navy, initially all assigned to Air Test and Evaluation Squadron (VX) 30 *Bloodhounds*, but all planned for VMU-1.

01-3074 P074	309th AMARG 29aug18, to VX-30 nov18
03-3106 P106	309th AMARG 06sep18, to VX-30 nov18
03-3123 P123	309th AMARG 28aug18, to VX-30 nov18
05-3139 P139	309th AMARG 05sep18, to VX-30 dec18
07-3224 P224	309th AMARG 20aug18, to VX-30 nov18
08-3230 P230	309th AMARG 28aug18, to VX-30 dec18
08-3232 P232	309th AMARG 30aug18, to VX-30 dec18
08-3233 P233	309th AMARG 30aug18, to VX-30 jan19
08-3242 P242	309th AMARG 21aug18, to VX-30 jan19
08-3244 P244	309th AMARG 21aug18, to VX-30 nov18
08-3246 P246	309th AMARG 20aug18, to VX-30 dec18
08-3247 P247	309th AMARG 28aug18, to VX-30 dec18
08-3248 P248	309th AMARG 29aug18, to VX-30 dec18
07-3250 P250	309th AMARG 28aug18, to VX-30 dec18
09-3252 P252	309th AMARG 28aug18, to VX-30 dec18
09-3254 P254	309th AMARG 28aug18, to VX-30 oct18
09-3255 P255	309th AMARG 06sep18, to VX-30 jan19
09-3256 P256	309th AMARG 28aug18, to VX-30 nov18
09-3258 P258	309th AMARG 28aug18, to VX-30 nov18

On 26 October 2020, Sikorsky Aircraft Corporation, part of the Lockheed Martin company, and based in Stratford (CT) was awarded a USD 550 million modification contract on a previous contract. The modification contains the delivery of six CH-53K King Stallion Low Rate Initial Production (LRIP) Lot IV for the US Marine Corps.

The six helicopters will be delivered by July 2024 and are part of the Fiscal 2020 and 2021 aircraft procurement (US Navy) funds. Early October 2020, it was expected that the USMC was assigning a contract for twenty CH-53Ks with funding's to procure another seven in early 2021. But apparently plans have changed or future orders will be announced soon. The USMC plans to buy 200 King Stallions.

The King's maiden deployment is scheduled for late 2023, early 2024. As it will take a while before all 200 CH-53Ks are delivered, the USMC will update a large part of the existing 142 CH-53E Sea Stallions. With this update, the Echo's will be kept relevant until the King Stallion is delivered in sufficient numbers. During depot level maintenance, the CH-53E fleet will be provided with new General Electric T64 engines, improved and new avionics as well as new fuselage structures.

United States Navy INYI

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)

C-2A

162160/55	VRC-40	ex 634/VAW-120	40	sep20
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C-130T

164441/NY-441	VR-62	ex NY-441/VMGR-452	382-5219	nov20
165352/NY-352	VR-64	ex NY-352/VMGR-452	382-5411	nov20

E-2C-2000

165822/600	nmks	ex AC-600/VAW-123	A193	sep20
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E-2D

169060/AB-600	VAW-126	ex 660/VAW-120	AA26?	sep20
169063/NG-603	VAW-117	ex AB-602/VAW-126	AA29?	nov20
169074/NG-600	VAW-117	ex 663/VAW-120	AA40?	oct20

F-5N

761591/AF-111	VFC-111	ex AF-120	L1066/1159	nov20
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F/A-18A

162411	pres Hickory	ex Blue Angels	243/A193	nov20
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F/A-18C

163439/1	Washington	ex Blue Angels	641/C011	nov20
163754	309th AMARG	ex Blue Angels	829/C112	nov20
163766	Corpus Christi	ex Blue Angels	846/C123	nov20

F/A-18E

165909/AD-113	VFA-106	ex NE-212/VFA-137	E064	nov20
166606/AD-100	VFA-106	ex AC-200/VFA-83	E102	nov20
166819/AC-205	VFA-83	ex FRCSW	E138	nov20
166835/AC-413	VFA-105	ex AB-405/VFA-81	E154	nov20
168921/AC-416	VFA-105	ex AG-101/VFA-143	E280	nov20
168924/AC-414	VFA-105	ex AG-104/VFA-143	E283	nov20
168925/112	nmks	ex AG-112/VFA-143	E284	sep20

F/A-18F

166463/NJ-133	VFA-122	ex FRCSW	F098	nov20
166665/AD-250	VFA-106	ex AB-210/VFA-211	F143	sep20
166666/NJ-166	VFA-122	ex NH-357/VFA-146	F144	oct20
166797/AG-200	VFA-103	ex AB-200/VFA-211	F170	nov20
166849/NJ-131	VFA-106	ex NG-106/VFA-41	F197	sep20
169750/NH-100	VFA-154	ex AD-256/VFA-106	F286	oct20

MH-60S

165765	Patuxent River SAR	ex HX-21	7026..	oct20
167821/AM-02	HSC-22	ex HU-741/HSC-2	703049	sep20
167858/AB-611	HSC-11	ex HU-734/HSC-2	70	jun20
167864/AG-614	HSC-5	ex HW-72/HSC-26	70	oct20
168541/HU-762	HSC-2	ex HW-35/HSC-26	703942	sep20

P-8A

167955/955	VX-1	ex JA-955	40595/3426/T5	oct20
169544/544	nmks (VP-9)		64075/7144	nov20
169546/546	nmks (VP-9)	ex 546/VP-47	64077/7219	nov20
169548/548	VP-9	ex 548/VP-1	64078/7289	nov20
169562/562	Boeing	f/n	66095/8142	nov20

CMV-22B

169439	VRM-30	del 17nov20	D2005	nov20
169440	VRM-30/50	del 17nov20	D2006	nov20
169441	VRM-30	del 17nov20	D2007	nov20

United States Marine Corps unit news

Marine Force Pacific (MARFORPAC)

The USS Makin Island (LHD-8) with the embarked 15th Marine Expeditionary Unit completed their graduation exercise off the coast of Hawaii and officially deployed on 20 November 2020.



Reminiscent of Armee de l'Air desert operations, N633AX, formerly Mirage F1CR 653, belongs to ATAC and was present at Fort Worth-Alliance, just like Sebastiaan Does on 5 November 2020.

The LHD-8 is the flag ship of the Amphibious Ready Group (ARG) that consists of the USS San Diego (LPD-22) and USS Somerset (LPD-25).

The three ships departed the US West Coast in October to complete the last set of exercises ahead of their deployment that will lead from the US 3rd Fleet to the 5th Fleet in the Middle East. The Aviation Combat Element (ACE) of the 15th MEU is Marine Medium Tiltrotor Squadron (VMM) 164 Knightriders ('YT-xx') equipped with the MV-22B.

The squadron is reinforced with detachments of Marine Heavy Helicopter Squadron (HMM) 466 Wolfpack (4x CH-53E Sea Stallions), Marine Light Attack Helicopter Squadron (HMLA) 469 Vengeance (UH-1Y Venom and AH-1Z Viper) and Marine Strike Fighter squadron (VMFA) 122 Flying Leathernecks (6x F-35B Lightning II). All units, except the F-35s that kept their 'DC-xx' tailcode, carry the VMM-164 tailcode.

The Makin Island itself has Helicopter Sea Combat Squadron (HSC) 23 Wildcards ('WC-xx') assigned, flying the MH-60S Seahawk. The deployment of the ARG is the first from the United States since the Bataan ARG returned in July with the 26th MEU embarked. The Japanese-based 31st MEU and the America ARG have deployed extensively in 2020 with USS America (LHA-6) making two extended patrols in the Western Pacific.

United States Marine Corps (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSW = Fleet Readiness Center South West, North Island (CA)
 LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

KC-130T

165162/NY-162 i/a Fort Worth ex VMGR-452 **382-5339** nov20

AV-8B+(R)

165307/WH-06 VMA-542 ex YM-56/VMM-365 **265** sep20

CH-53E

161382/YF-382 HMH-462 ex YF-20 **65439** oct20

161994/YN-20 HMH-361 ex YH-09/HMH-463 **65471** oct20

162011/YT-2. VMM-164 ex YN-011/HMH-361 **65488** oct20

F/A-18C

163456/MA-05 VMFA-112 ex FRCSW **671/C023** oct20

1164676/WS-407 309th AMARG ex VMFA-323 **1106/C292** oct20

164712/DW-712 309th AMARG ex VMFA-251 **1156/C316** nov20
 164719/DR-207 VMFA-312 ex VMFAT-101 **1167/C321** sep20
 164875/WT-16 VMFA-232 ex FRCSW **1207/C343** jun18
 164956/VE-10 VMFA-115 ex DR-206 **1256/C377** nov20
 165185/VE-03 VMFA-115 ex AG-306/VFA-83 **1312/C410** nov20
 165400/NA-411 VMFA-323 ex 421 **1422/C457** oct20

Hornet 164712 was coded SH-172 when assigned to VMFAT-101.

F/A-18D

164650/DR-211 VMFA-312 ex DW-650/-251 **1074/D083** sep20

164677/ED-06 VMFA(AW)-533 ex CE-11/-225 **1107/D095** sep20

164688/WT-22 VMFA(AW)-232 ex 12/-242 **1121/D099** oct20

165415/DR-210 VMFA-312 ex DW-415/-251 **1450/D146** sep20

F-35B

169412/DC-06 VMFA-122 ex VK-13/VMFA-121 **BF-57** oct20

169414/CF-25 VMFA-211 ex CF-05 **BF-59** nov20

169416/21 VMFA-121 ex CF-21/VMFA-211 **BF-61** nov20

169615/MV-55 VMX-1 ex MV-57 **BF-79** oct20

169678/11 VMFA-122 del **BF-93** nov20

169682/07 VMFA-122 del **BF-97** oct20

169691 VMFA-122 del **BF-106** nov20

169692 LMTAS f/n **BF-107** nov20

F-35C

169633/VW-303? VMFA-314 ex NJ-435/VFA-125 **CF-38** oct20

169635/VW-305 VMFA-314 ex VW-437 **CF-40** oct20

169639/VW-306 VMFA-314 del **CF-44** nov20

169704 LMTAS f/f 03aug20 **CF-48** aug20

AH-1W

160743 309th AMARG ex YM-33/VMM-365 **29139** sep20

160804 309th AMARG ex YM-31/VMM-365 **29145** sep20

165276 309th AMARG ex YM-34/VMM-365 **26324** sep20

165281 309th AMARG ex YM-32/VMM-365 **26329** sep20

UH-1Y

167795/SN-.. HMLA-169 ex UV-02/HMLA-267 **55103** oct20

168501/SE-06 HMLA-469 ex SM-06/HMLA-369 **55165** oct20

168503/SN-12 HMLA-169 ex SE-12/HMLA-469 **55167** oct20

168515/SN-15 HMLA-169 ex SM-15/HMLA-369 **55179** oct20

168948/SM-00 HMLA-369 ex YX-31/VMM-166 **55200** oct20

169109/YT-34 VMM-164 ex SN-14/HMLA-169 **55221** mar19

AH-1Z

168527/SE-45 HMLA-469 ex UV-46/HMLA-267 **59206** oct20

168960/UV-41 HMLA-269 ex SM-41/HMLA-369 **59217** oct20

168964 HMLA-773 ex TV/HMLA-167 **59221** sep20

169087/SN-48	HMLA-169	ex SM-48/HMLA-369	59228	oct20
169088/YT-44	VMM-164	ex SE-44/HMLA-469	59229	oct20
169251/YT-45	VMM-164	ex SE-55/HMLA-469	592..	sep20
169500	HMLA-773 Det.A	ex HF-61/HMLA-269	592..	oct20
169503/SN-12	HMLA-169	ex UV-55/HMLA-269	592..	oct20

MV-22B

165853/YR-14	VMM-161	ex YP-11/VMM-163	D0039	oct20
165956/EM-02	VMM-261	ex EG-07/VMM-263	D0040	oct20
166722/YT-10	VMM-164	ex ES-14/VMM-266	D0091	oct20
166739/PF-08	VMM-364	ex ES-15/VMM-266	D0104	nov20
166742/ES-10	VMM-266	ex EH-10/VMM-264	D0107	oct20
168012/YP-04	VMM-163	ex YZ-12/VMM-163	D0142	oct20
168303/EG-03	VMM-263	SPMAGTF-CRA	D0220	oct20
168665/YT-05	VMM-164	ex YR-10/VMM-161	D03xx	oct20
168671/PF-14	VMM-364	ex YR-04/VMM-161	D0331	oct20
168673/EM-14	VMM-261	ex EH-14/VMM-264	D0333?	oct20
169315	to Japan	as 91702	D03xx	nov20
169429	to Japan	as 91708	D03xx	nov20

United States Coast Guard (CG)

HC-130J				
2015	Lockheed	f/n	382-5907	nov20

Private Adversary

On 9 November 2020, Airborne Tactical Advantage Company (ATAC) has been awarded a new contract to provide the US Navy and US Marine Corps with fleet fighter jet training support services under the Fighter Jet Services (FJS) programme.

The contract is valued at USD 441 million and prescribes that Airborne Tactical Advantage Company will provide up to 8,500 flight hours per year of fleet support air training services over approximately 5 years. The air training services are scheduled to start in next year's second quarter (Q2-2021).

The training will be provided by ATAC's impressive fleet of Mirage F1, F-21 Kfir, and Hawker Hunter Mk58 fighter aircraft. According to our Scramble Magazine database, ATAC currently holds four Aero L-39ZAs, 24 Hunter F58/F58A/T68, seven Kfir C2, and 63 (former Armée de l'Air / French Air

Force) Mirage F1CR/F1CT/F1B of which 23 will be used for spares.

ATAC, part of the Textron Systems segment of Textron Inc, is not exactly new in the field. The company has two decades of experience in US Navy and US Marine Corps support of fleet exercises, ship services, fleet replacement squadron syllabi, fleet squadron adversary requirements, Joint Terminal Attack Controller training and Research, Development, and Test and Evaluation flights.

More and more private air forces active in the field of adversary training continue to increase and modernise their fleets.

Currently twelve former Suid Afrikaanse Lugmag (SAAF, South African Air Force) Atlas Cheetah Cs are somewhere in the process of being returned to airworthy status. This work is carried out by Denel (the successor of Atlas) at O.R. Tambo International Airport, Johannesburg.

The Cheetah was withdrawn from air force operations in 2008 and most of them were stored. In 2017, twelve aircraft of the single seat Cheetah C version were sold to Draken International. Once returned to airworthy status and adequately testflown, they will be shipped to the USA. The civilian serial range N681EM to N692EM inclusive is thought to be reserved for the Cheetahs.

Credits

Clive Bartram, Danny Bonny, Morné Booij-Liewes, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Geoff Marsh, Daniele Mattiuzzo, Jeff Rankin, Jos Stevens, Peter Weinert, Tim Wolfe

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



Late November, "Aussie" Falcon 7X A56-001 of 34 squadron RAAF paid a few visits to Europe and despite travel restrictions it could be caught on memory card by Paul Sanders at Brussels on 21 November 2020.

Triptease



Scandinavian Airlines System took delivery of this Sud Est SE210-3 SE-DAI on 10 February 1966. In September 1971, SAS sold the Caravelle to the Swedish Air Force and was registered 85210 (code 52 still visible). In 1999, the Caravelle was withdrawn from use and registered to Le Caravelle Club on 28 January. The Caravelle reverted to the former civil registration the same day. (Stockholm-Arlanda, 18 September 2020, André Alders)

Civil trips

Sweden

Since COVID-19 has dominated our daily lives, I was very reluctant to make an aviation trip abroad. However, at the beginning of September, Sweden was given code yellow again and after much deliberation I made the decision to book a ticket to this country. My last visit to this country was already five years ago. On my wishlist were two types of aircraft that I had never flown before and the weather forecasts also looked reasonable. The disadvantage was the limited number of flight movements, but the amount of different turboprop powered airliners would make up for that.

Stockholm-Arlanda

		14 September 2020
(3D-NEE)	B747-212B	Jumbo Hotel
A7-ALU	A350-941	Qatar Airways
CS-TVG	A320-251N	TAP Air Portugal
D-AEWG, D-AIZQ	A320-214	Eurowings
D-AIBH	A319-112	Lufthansa
D-AINT	A320-271N	Lufthansa
EC-NIJ	A320-271N	Vueling
ES-ACK	CRJ900ER	SAS Scandinavian
ES-ACN	CRJ900LR	Nordica a/w
ES-ATI	ATR72-212A	SAS Scandinavian
F-GRHY	A319-111	Air France
G-EUPK	A319-131	British Airways
G-EZUZ	A320-214	easyJet
G-SDRY	Ce525C	Dowdeswell Aviation
HB-JCG	A220-300	Swiss
OE-LWP	ERJ195LR	Austrian Airlines
OH-ATH, OH-ATJ, OH-ATN	ATR72-212A	Finnair
OY-KBO	A319-132	SAS Scandinavian retro
OY-SRL	B767-232F	Star Air
PH-BGK	B737-7K2	KLM
PH-BXI	B737-8K2	KLM
SE-LIO, SE-LIR	Fokker 50	Amapola Flyg
SE-LJS, SE-LJT	Saab 340B	Air Leap
SE-MDA	ATR72-212A	Air Leap
SE-MFZ	Fokker 50	Amapola Flyg
SE-RKB	A321-251N	Novair
SP-LIC	ERJ175LR	LOT
TC-CRE	B737-82R	Pegasus Airlines
TC-LST	A321-271NX	Turkish Airlines
TC-NBN	A320-251N	Pegasus Airlines
YR-BMK	B737-82R	Blue Air
YU-APA	A319-132	AirSerbia

Early monday morning I departed a considerably quiet Schiphol with KLM B737 PH-BGK. Once landed on a dull and grey Stockholm-Arlanda, the situation at this airport was not much different compared to Schiphol, almost no travelers and only one terminal in use, number 5. After check in at the Radison Blue Airport hotel I got a free blue bicycle at my disposal. Unfortunately RWY-24 was not in use so I decided to spend the afternoon in the terminal between terminal 2 and 4. At this spot you can read the Fokker 50s at terminal 3 and all incoming and outgoing traffic.

15 September 2020

D-CSCA	Ce525B	Silver Cloud Air
EC-MUB	B737-86J	AlbaStar
EI-EXR	A300B4-622RF	DHL
ES-ACG	CRJ900LR	SAS Scandinavian
G-TAWK	B737-8K5	TUI Airways
LN-BKA, LN-BKB	B737-8 MAX	Norwegian std
N427UP	B757-24APF	UPS Airlines
N498YY	Ce525	
SE-KVL	Beech B200	Jonair
SE-RKA	A321-251N	Novair
SE-RNA, SE-RNB	B737-8	TUI fly Nordic std
SE-RRO	B737-8JP	Norwegian Air Sweden std
SE-RTB	B737-8	Norwegian Air Sweden std
SP-ESC	B737-8AS	Enter Air
VP-BHM	DC-8-62H	Brisair std
YL-AAR	A220-300	Air Baltic

Stockholm-Sveg

SE-KVL	Beech B200	Jonair
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Umeå

		15 September 2020
HB-AMC	ATR42-320	Zimex Aviation
OY-KBT	A319-131	SAS Scandinavian
SE-LVV, SE-MJJ	Beech B200GT	Scandinavia AirAmbulance

Tuesday morning I made a day trip with a Jonair Beech B200 Super King Air to Sveg. Jonair a small company founded in 1973 and is flying scheduled services between Luleå-Pajala and Stockholm-Sveg with the Beech B200 and Umeå and Östersund with the Beech 1900. In addition Jonair operates air taxis (Piper Pa-31-310 Navajo and Piper Pa-31-350 Chief-tain) and since 2017 scenic helicopter flights in cooperation with Kalaf Flyg. Today I met two German friends at the Jonair check-in desk in terminal 5 but no employee was found until we received a phone call from the driver who eventually took us to the Grafair business area at the airport. Here we boarded SE-KVL with a luxurious business interior wick

made us feel like VIP guests. We spent the day in Sveg and late in the afternoon we had another enjoyable flight back to Stockholm-Arlanda and this time the flight was sold out. Two hours later I flew to Umeå with SAS Scandinavian A319 (OY-KBT). The reason for this was a second Jonair flight and this time with their sole Beech 1900C booked for Wednesday morning. All non-flying B737 MAX aircraft were seen parked on the Grafair ramp including the Brisair DC-8 that has been stored here for almost ten years.

16 September 2020

SE-MHU	Beech 1900C	Jonair
SE-ROM	A320-251N	SAS Scandinavian

Östersund

16 September 2020

Wednesday morning another surprise from Jonair, all passengers were picked up by the co-pilot in a van and taken to the hangar of the airline. The Beech 1900C flight from Umeå to Östersund had only five paying passengers and after arrival I was given plenty of time to take pictures on the apron. On the return flight from Östersund I was even the only passenger and after landing I was neatly dropped off again at the terminal by the co-pilot. I think that Jonair will receive some kind of subsidy to maintain these scheduled services, but for me this was a great opportunity to fly two new types of aircraft. As a souvenir I also received a nice cap and a pen, a fine example of customer loyalty.

Stockholm-Arlanda

16 September 2020

9H-VJJ	Global 6000	VistaJet Malta
D-ABHA	A320-214	Eurowings
D-AEAR	A300B4-622RF	DHL
ES-ATH	ATR72-212H	SAS Scandinavian
F-GRXL	A319-111	Air France
N433UP	B757-24APF	UPS Airlines
PH-BGP	B737-7K2	KLM
TC-CPL	B737-82R	Pegasus Airlines

Malmö-Sturup

16 September 2020

D-CCCA	Lj35A	Jet Executive
D-ICCC	CeF406	Air-Taxi Europe
ES-NSE	Saab 2000	Air Leap
HB-ALR	ATR72-212F	Zimex Aviation
SE-LEB	Fokker 50	Amapola Flyg
SE-LIS	Fokker 50F	Amapola Flyg
SE-ROC	A320-251N	SAS Scandinavian

Maintenance area

5Y-JWH	Fokker 50	a/w
SE-IDR	PA-31-310	Fly Logic
SE-KTD	Fokker 50	Amapola Flyg
SE-LEZ	Fokker 50	Amapola Flyg
SE-LFS , SE-LIP, SE-LIS	Fokker 50F	Amapola Flyg
SE-LHZ	BAe ATP-F	West Air Sweden
SE-LJY	Fokker 50	Amapola Flyg
SE-LPV	BAe ATP-F	West Air Sweden
SE-MFD	Fokker 50F	Amapola Flyg

Fire training ramp

OE-LOG	MD-83	MAP Jet
SE-LGY, SE-LNY	BAe ATP-F	West Air Sweden
SE-LUX	Beech B55	
SE-MAF, SE-MAH	BAe ATP-F	West Air Sweden
SE-MAY	BAe ATP-F	West Air Sweden

The second part today brought me from Umeå via Arlanda to Malmö-Sturup Airport. This airport is well known of his maintenance hangar especially for Amapola Flyg Fokker 50s. After two gray and wet days I finally had some sunshine this afternoon, which allowed me to take good pictures of a reasonably full platform including two ATPs without engines that were stored between a number of buildings. There are enough elevations to take pictures over the fence. The Fire training ramp is also worth a visit. However, a small ladder would made the visit a lot easier. This area is about 2km from the terminal near the Sturup raceway, but if you follow the perimeter fence from the Amapola Flyg maintenance area it will be a shorter walk. Finally, I made a few pictures of the apron at the north side of the terminal before I flew back to Stockholm-Arlanda with another SAS Scandinavian A320 SE-ROC.

Stockholm-Bromma

17 September 2020

100008/008	Tp100C	72 ASC sq
9H-LEO	Ce550	
CS-DXX	Ce560XLS	NetJets Europe
CS-LAS	Ce680A	NetJets Europe
D-CNOC	Ce560XLS	Atlas Air Service
ES-JFA	SA227AC	JP Air
ES-NSD	Saab 340B	Nyxair
ES-NSF	Saab 2000	Air Leap
OE-HWM	G280	AFS Alpine Flyservice
SE-CCX	CV-440	Linjeflyg
SE-DZZ	Lj35A	Scandinavia AirAmbulance
SE-ISG, SE-KXI	Saab 340B	Air Leap



Scandinavian AirAmbulance is a service provided by contractor company Babcock to the governments of Sweden, Norway and Finland. The headquarters is located at Stockholm-Arlanda. Learjet 35A SE-DZZ is one of nine fixed-wing aircraft and the sole Learjet in service. (Stockholm-Bromma, 17 September 2020, André Alders)

SE-LEB	Fokker 50	Amapola Flyg	
SE-LKC	EMB120ER	Int'l Business Air	std
SE-LOM	Saab 2000	Air Leap	
SE-MDA	ATR72-212A	Air Leap	
SE-MFR, SE-MFU	Fokker 50	Amapola Flyg	
SE-MIX	PC-12/47E	Grafair	
SE-RGB	Global Express	Bluelink jets	
SE-RLT	Ce560	Grafair	
SE-RMA	CL-300	Svenskt Industriflyg	
OH-EPB	EMB500	Finnish Aviation Academy	
OK-JFA	Nextant 400XP	Time Air	
OO-SSW	A319-111	Brussels Airlines	
OY-KHO	MD-81	SAS Scandinavian	std
SE-JHO	Bell 206L-1	Roslagens Helikopterflyg	
SP-KPL	Saab 340A	AirGotland	
SP-OSA	Ce680	Jet Story	
T7-KYR	Beech B100		

Thursday was a first visit to Stockholm-Bromma airport, the third largest airport in Sweden in terms of traffic. Right next to the old terminal you can take beautiful pictures of incoming and outgoing traffic. You can observe all movements on the taxiway and runway but the light is only good in the morning between 7:30 am until 10:00 am, right after the morning rush hours. From 15:00 pm in the afternoon until early evening traffic returns but then you are on the other side of the runway on a rock mountain. When you reach the top of this spot you can see the Linjeflyg CV-440 and if you look closely a part of the forward fuselage of the SAS Scandinavian OY-KHO MD-81 that crash-landed almost thirty years ago and broke into three pieces. The Scandinavian title is still readable. Despite the sun there was a biting cold wind today but the MAX hamburger restaurant is fortunately very close to warm you up.

Stockholm-Arlanda

18 September 2020

D-AEAO	A300B4-622RF	DHL
F-GRXA	A319-111	Air France
N433UP	B757-24APF	UPS
OH-ATP	ATR72-212A	Finnair
PH-BGF	B737-7K2	KLM
SE-MFR	Fokker 50	Amapola Flyg
TC-NBZ	A320-251N	Pegasus Airlines

Stored (at Fire Department and museum)

SE-DAA	SE-210-3	Fire Training School
SE-KAL	Nord NC701	
SE-LEP	Saab 340A	NextJet
SE-MAL	BAe ATP	NextJet

SE-KAL is part of the Arlanda Flygmuseum.

Stored (at gate or maintenance area)

EI-FVN, EI-FVT	B737-8JP	Norwegian Air International
LN-LNE	B787-8	Norwegian Air
LN-LNJ	B787-9	Norwegian Air
LN-NGZ	B737-8JP	Norwegian Air
OY-KAL, OY-KAT	A320-232	SAS Scandinavian
OY-KAU, OY-KAW	A320-232	SAS Scandinavian
SE-RES	B737-7BX	SAS Scandinavian
SE-RRP, SE-RRS	B737-8JP	Norwegian Air Sweden
SE-RRV, SE-RRZ	B737-8JP	Norwegian Air Sweden

Stored (elsewhere)

ES-ACB	CRJ900ER	Nordica
SE-AAS	MD-83	Arlandagymnasiet
SE-DAF	SE-210-3	ex SAS Scandinavian n/t
SE-DAI	SE-210-3	Le Caravelle Club
SE-RJP	MD-82	Swedavia

Hub traffic

Norwegian	B737
SAS Scandinavian	A319, A320, CRJ900

Friday morning was perfect weather to take pictures around Stockholm - Arlanda but that was only possible with my Radison Blue bike. In fact, it is very difficult around the airport to photograph through the fence, but with a good saddle and bicycle kickstand it becomes a lot easier to shoot over the fence. For both Caravelles SE-DAF and SE-DAI and

the Swedavia MD-82 SE-RJP you have to take your bike off the beaten track, but that's the only way to properly photograph these beautiful aircraft. The former NextJet ATP and Saab 340 in storage are close to the aviation museum where a Nord NC701 Martinet can also be seen outdoors. When you cross the parking lot here, it is also possible to take pictures of third former SAS Scandinavian Caravelle (SE-DAA) at the fire brigade, regrettably the cockpit section is chopped off, from behind this is less noticeable. Unfortunately the MD82 SE-AAS can't be photographed but around the cargo area there are a few options to take pictures of cargo planes stationary during the day, but once again, only over the fence!! The listed Norwegian and SAS Scandinavian aircraft at the gate or maintenance area have been in storage for several months already, the reason will be known to everyone. Early in the afternoon KLM B737 PH-BGF brought me back home to Amsterdam. In summary, a very nice trip but hopefully more opportunities next year.

Credit: Andre Alders

Combined trips

United States (southern Mississippi and Alabama)

With the COVID-19 lockdown easing somewhat I thought it would be a good time to take a short trip in southern Mississippi and Alabama.

Stennis IAP (MS)

1 October 2020

86-0419	C-130H	164th AS (OH ANG)
164762/JW-762	C-130T	VR-62

A quick early morning run here noted two Hercs undergoing maintenance.

Brewton Municipal (AL)

1 October 2020

A small city owned airport that was built during World War II as an outlying field for NAS Pensacola. It still functions as a Navy Out Lying Field for Training Wing Five at NAS Whiting Field in nearby Florida.

Runway 06 was in use the morning of my arrival and tall trees blocked some views of the T-6Bs using the field. I found a spot and got a few of them before moving to the main entrance where a T-34C is preserved. A few civil types were also noted.

160482/E-482	T-34C	ex Training Air Wing 5 pres
N850JH	TBM-700	
N160SA	OH-58A	Alabama Law Enforcement

Training Air Wing 5 (E) T-6B

166021, 166023, 166093, 166094, 166098, 166136, 166221

Andalusia-Southern Alabama Regional (AL) 1 October 2020

86-24493/93D	UH-60A	US Army
N71KM	L-100J	Lockheed
1x	UH-1H	Preserved

For Southern Alabama Regional Airport, located near Andalusia I had high hopes for this airport based on a visit I had in 2018. The airport seemed to get a lot of military helicopter traffic from the nearby Fort Rucker training complex. Besides the normal runways the airport has a helicopter only facility. I arrived (just) before lunch. During lunch hour this facility was very busy in the past. Now I was disappointed after waiting for almost two hours to just see one Blackhawk visiting. There was an all white civil Herc in a hangar. I decided to move on.

Evergreen Municipal Airport (AL)

1 October 2020

N6812Y	RV-12	
136032	FJ-2	pres., ex US Navy
140451	T-28C	pres., ex US Navy

Training Air Wing 5 (E) T-6B

166117, 166130, 166164, 166243, 166260

Much like the airport in Brewton, this is used by the TW-5 as a NOLF. Much more open with good views of the runways. An

unidentified Bell 206 was here also. A rare FJ-2 is preserved here.

Mobile Downtown Airport (AL) 1 October 2020

A very interesting airport that was a large USAF base until it closed in the 1960s and turned over to the City of Mobile. A single FBO gets a fair amount of both civil and military visitors.

95-0040/CB	T-1A	14FTW
1x/AP	T-6A	479th FTG
08-0646	U-28A	1st SOW
1662015/E-51	TH-57C	TW-5
2305	HC-144B	USCG Mobile
N118AD	Falcon 2000	Elmar Marine
N876UD	Ce525A	Rockhill Aviation
N1901	Ce525A	Buffalo Rock

The airport is also home to a large maintenance facility for airliners.

N130UP, N150UP	A300F4-622R	UPS
N664FE, N677FE	A300F4-605R	FedEx Express
N755AN, N756AM	B777-223	American Airlines

Finally the Airbus assembly plant for North America is located here and some new aircraft were noted. The c/n's are usually painted before delivery.

C-GPNB	A220-300	55075
C-GPVE	A220-300	55084
F-WZME	A321-211SL	Delta Airlines 9582
F-WZMF	A321-253NX	American Airlines 10184
N302DU	A220-300	Delta Airlines 55070
N934NK	A320-271N	Spirit 10107
N2086J	A321-271NX	jetBlue 10032

Plus three fuselages outside (c/n's **10120**, **10182** and **10183**) and one other Delta A321 in a hangar. C-GPNB is to become N303DU of Delta, while C-GPVE will become N305DU (also Delta).

Doyle Park on the west side of the airport has an 'aircraft observation area' in it and offers some views of the Airbus facility and runway operations.

Stennis IAP (MS) 1 October 2020

Returning in the evening, I saw more visiting aircraft.

12-0337	C-145A	711th SOS
166712	UC-35D	USMC
N656QS	Ce560XL	NetJets
N615WP	Ce525	

Training Air Wing 5 (E) T-6B

166154, 166208, 166220, 166232, 166247

Gulfport-Biloxi Airport (MS)

92-0335/AP	T-1A	479th FTG
68-2200/CB	T-38C	14th FTW
166162/E-162	T-6B	TW-5
N458UW	B737-4B7	Swift Air
N824SY	B737-800	Sun Country
N903XJ	CRJ900	Delta Connection
N1119V	Ce208B	Martinair
N168ZZ	Lj60	SJ Acquisitions
N855RA	Beech 400	

2 October 2020

I quickly run around the west and north side of this airport. The Mississippi ARNG has large helicopter maintenance facility here but good views are difficult. After this airport I went to Diamondhead. Here I only saw a few single engined aircraft.

Stennis IAP (MS)

06-3830/AP	T-6A	479th FTG
1x	UH-60M	Louisiana Army NG
169406	EA-18G	US Navy
163558	UC-12F	USMC
163637/F-620	T-45C	VT-86
N98RL	Ce208	Levis Air
N300WQ	Beech 300	Woolpert
N966NA	T-38N	NASA
N406WT	CeF406	Woolpert
N3444Q	Ce320E	Keystone Aerial Survey
N7155P	Beech 90	Dynamic Aviation Lease

2 October 2020

Training Air Wing 6 (F) T-6A

165969, 165975, 165976, 165984, 165992

Beech King Air 90 N7155P is based here and it is used for oil spill response. This particular aircraft is former RU-21H 67-18111.

This airport gets a good amount of military visitors. Views of the ramp area at the single FBO are restricted due to construction. The USMC King Air was using the call sign 'Easy 58' which may indicate that it is with VMR Det Belle Chase at NAS New Orleans. It arrived from that base also. The private King Air and both of the twin Cessna's (from Woolpert and Keystone) were being used for aerial survey/mapping.

Credit: Carey Mavor



This photo of SE-LEB, a Fokker 50 operated by Amapola Flyg (and in Flygbra.se colour scheme) is showing how close Bromma airport is within the Stockholm city limits. (17 September 2020, André Alders)



VH-SQR BAe146-300QT Pionair Australia, this gem is waiting at CGN for delivery to Down Under. Corona makes delivery complicated (a 9 stop routing!) but the aircraft left Cologne on 10 November and Arrived in Australia few days later on 15 November. It is expected for early November. (Köln-Bonn, 28 October 2020, Anton van Ruiten)

Daytrippin'

Köln-Bonn

9H-ASB	Global 5000	TAG Aviation Malta
9H-CXA	B737-85R	Corendon Europe
9H-QDD	B737-800	Malta Air
9H-QEG	B737-800	Malta Air
D-AALD	B777-FZN	AeroLogic
D-ACNB	CRJ900LR	Lufthansa CityLine
D-AEAA	A300B4-622RF	DHL
D-AWSI	ERJ190LR	WDL Aviation
D-AZFA	ERJ190LR	German Airways
D-HDOM	H145	ADAC
EI-DAD	B737-8ASF	Prime Air
EI-STS	B737-48F	ASL Airlines Ireland
ES-AIR	G150	Panaviatic
G-DHKM	B757-223SF	DHL Air
HZ-MS5A	G-V	Saudi Medical Services
OE-IQD	A320-214	Eurowings Europe
OK-AOA	CL-300	CTR Group
OK-GLF	G200	Eclair Aviation
VH-SQR	BAe146-300QT	Pionair

Anton van Ruiten visited Köln-Bonn, in the outskirts of Cologne to see the still stored VH-SQR which was sold by WDL Aviation to Pionair.

Credit: Anton van Ruiten

28 October 2020

9H-CXB
9H-TJC
D-ACJJ
D-HDOM
EC-LZO
EC-NIV
EI-STP
ES-AIR
LZ-CGW
N280PH
N418MC
OE-ITC
RA-64045
SP-SPC
SP-SPD
VH-SQR
2x

Hub traffic

Eurowings A320 (4)
FedEx B777 (3)
StarAir B767 (7)
UPS B747 (1), B757 (2), B767 (4), MD11F (1)

Anton van Ruiten decided to visit for a second time in a relatively short period Köln-Bonn, due to the Tu-204 Roscosmos visit.

Credit: Anton van Ruiten

7 November 2020

Corendon Europe
Corendon Europe
German Airways a/w
ADAC
Privilege Style
SwiftAir
ASL a/w
Panaviatic
CargoAir
Josephine
Atlas Air
Luxaviation Germany
Roscosmos
SprintAir
SprintAir
Pionair Australia
SwiftAir



RA-64045 Tu-204 Roscosmos with extra Cosmonaut Training Center titles, arrived at Köln-Bonn as flight CPK9803 from Chkalovsky near Moscow. It brought a group of Russian cosmonauts, that continued their journey on a Gulfstream 5 (N280PH) to Houston-Ellington. (7 November 2020, Anton van Ruiten)

From the Haitian headache files:

Part two: 1964-1995



The purchase of four SIAI-Marchetti S211s in 1985 was the ultimate development which spurred the aviation corps into the jet-age. Hardly flown, the aircraft were sold five years later. Paolo Rollino saw serial 1285 just before delivery at Venegono in 1985.

After you made it through reading the first part of this two-part about the Corps d'Aviation d'Haïti, you may have wondered why 1964 was chosen as the last year of Part One. Well, besides the fact that Haitian strongman "Papa Doc" Duvalier declared himself "President for Life of Haiti" in 1964, what number crunching aviation enthusiasts lacked most during the first years appeared in 1964: a Haitian military serial system. Whether these two facts are somehow related will probably never be known.

A serial system?

Well, if you can call it that. 'Western' logic would demand a system to display not only a generic rule but also a logical starting point, like A-001, 0001, or maybe even 64-0001, if the system would have been used from 1964 on. As you may have learned from the first part, nothing in Haiti appears to be logical according to certain standards, and not surprisingly, the same applies to the new serial system. The Corps d'Aviation d'Haïti allowed for a system to start at 1232, or maybe at 1231, we are not sure. As we have proof of 1232 and 1233 and many serials in the 12xx-sequence thereafter, it seems OK to call it a system. However, why would it start at 1232, or maybe at 1231? A theory that stated "the number of aircraft delivered since WWII were 31" cannot be correct, as can be read in the first part. And why would it be? Aircraft obtained pre-1964 never received a serial in the new serial range, or maybe just on paper? And if so, why? We decided not to try to answer questions like these, as our logic has been defied here from time to time. Instead we will try to stick to the facts as much as we can.

The brokers

The cooperation between a large US mission of marines training the Haitian army since 1959 was so disrupted that the US mission ended in 1963. The planned transfer of the mission's three Sikorsky HUS-1 helicopters, on which Haitian air corps pilots were already trained, did not take place. Military aid was stopped including the planned MAP acquisition of a C-47, which meant the Corps d'Aviation d'Haïti had to look for other ways to maintain a credible military air corps. Came the aircraft brokers. A certain Schine would deliver 36 T-28s in 1964, but this deal fell through. In July 1964, Irving Davison from Dallas would deliver 30 T-28s, but also Empire Trading Co. from Dallas was mentioned in relation to this deal. However, these plans did not come to fruition either. In August 1964, Etheridge came up to deliver 20 T-28s for a mere \$10,000 each. Three of these were readied by broker D'Orsay (Atlantic Airways), of which two reached Haiti in September 1964 (serials 53 and 54) and a third stranded in

Opa Locka (FL). Then Aerotrade Inc. made headlines. Well, not immediately, but in January 1972 the Washington Post had an article about it and in 1974, in a US Senate hearing, the owner of Aerotrade admitted delivering eleven aircraft to Haiti's armed forces in 1969, despite strict rules for arms trade with the country, like permission from the US Department of State. Two F-51Ds were not deemed military to ask permission for as their use was for patrol purposes only, as Aerotrade stated. Five, out of six ordered, H-34 helicopters were also supplied by Aerotrade, much to the regret of the air corps which expected a newer version of the S-58. Also, the contract for ten F-86s was cancelled. After this, the love affair between Aerotrade and the air corps cooled down and no new contracts were awarded. Next came NAPCO Industries Inc from Minneapolis (MN), which delivered ten T-28S Fennecs, and from 1975, Summit Aviation from Middletown (DE) supplied twenty aircraft, including their very own Summit O2-337 Sentry. For more helicopters, Orlando Helicopter Airways acted as broker.

The Italian connection

From the early eighties, "Baby Doc" Duvalier, who had taken control of Haiti at 19 years of age after his father's death in 1971, had a grand vision of the Corps d'Aviation d'Haïti flying jets. SIAI-Marchetti proved willing to deliver and from September 1982, six SF260TPs came to Haiti, their machine gun pods were obtained in Israel, other ordnance came from Italy. Four S211s jet trainer/light attack aircraft followed in June 1985, after another visit to Italy by Haitian Defence Minister Lafontant in July 1984. The latter were hardly flown after "Baby Doc" was overthrown in a popular uprising the next year and the erupting chaos thereafter. The four jets were eventually sold in 1990, and the five surviving SF260s followed suite.

Impounded aircraft

With narcotics traffickers keen to find ways from South America to the USA in the late eighties, Haiti, with its weak central government, proved an ideal hub for such air transports. However Haitian armed forces managed to seize aircraft from time to time and put them to good use with the air corps. As such, narcotics traffickers became the last source of aircraft for the Corps d'Aviation d'Haïti before its disbandment under pressure from the United Nations in 1995, after another eruption of social and political chaos the previous year. Until 2017, the United Nations maintained a military presence in the country to keep the situation under control. The Haitian armed forces were re-established a few years earlier.

The overview lists the aircraft in order of delivery, and if possible, clustered per broker. This may not seem very constructive at first sight in providing a decent overview of aircraft, however, it will aid to comprehend the realities of the time and understand the research trail of this part:

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1964		1231?	Beech (twin)	?	?	?	?
	23dec64	1232	Ce310	310-35332	N3632D	to HH-CAS by 01mar83	?
		1233	DC-3			l/n Bowen Field may91	?
1969/70	23jun69	1234?	Ce140	140-14538	N186GJ	l/n Bowen Field apr10	Aerotrade
		1235	DC-3			l/n Bowen Field may91, opb COHATA	Aerotrade
		1236					Aerotrade
		1237	T-28S	174-162?	N14120?	ex 51-3624? photoproof, still in existence dec76	Aerotrade
		1238					Aerotrade
		1239					Aerotrade
		1240					Aerotrade
		1241	C-45			l/n Bowen Field mar82	Aerotrade
		1242	Beech D18S			l/n Bowen Field 1975, crashed?	Aerotrade
		1243					Aerotrade
		1244					Aerotrade

The following eleven aircraft were confirmed delivered by Aerotrade Inc. in 1969/1970: 1x Cessna 140 (1234?); 1x DC-3 (1235), 1x Beech 35?, 1x T-28S (1237), 3x Ce150, 1x C-45 (1241), 1x Beech D18S (1242), 2x F-51D (ex 44-73129 and 44-73422). The T-28S is not to be mixed up with T-28A 53 and 54 which were noted earlier, this example had some other distinctive features.

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1973	oct73	1236	T-28S	174-398	N14113	ex AdIA 119, to N14113 mar78	NAPCO
	oct73	1237	T-28S	174-386	N14144	ex AdIA 116, to N14144 may78, refer 1237 (above)	NAPCO
	oct73	1238	T-28S	174-164	N14121	ex AdIA 96, to N14121 mar78	NAPCO
		1239	T-28S				NAPCO
	oct73	1240	T-28S	174-364	N14110	ex AdIA 120, to N14110 may78	NAPCO
	oct73	1241	T-28S	174-108	N14103	ex AdIA 98, to N14103 may78	NAPCO
	oct73	1242	T-28S	174-295	N14112	ex AdIA 124, to N14112 mar78	NAPCO
		1243	T-28S				NAPCO
	oct73	1244	T-28S	174-158	N14104	ex AdIA 60, to N14104 may78	NAPCO
	oct73	1245	T-28S	174-289	N14108	ex AdIA 147, to N14108 may78	NAPCO

NAPCO Industries Inc provided ten T-28S Fennecs in 1973, of which eight returned to the USA within five years... their serials are confirmed, which means some serials have been used twice at the same time! Even two T-28s with serial 1237 are known to have existed around the same time. In December 1976, Haiti offered thirteen T-28s for sale, although some of these may have been wrecks: these ten, 1237 (1) delivered by Aerotrade, and 53 and 54 listed in Part 1. The one returned to N14144 in May78 may be 1237 (1) with the particulars of 1237 (2).

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1974	jan74	1245	H369S	113-0536S		built nov73, to N95MS mar88	?
	may74	1246?	H369S	44-0589S		built apr74, to N6635Q jun91	?
	mar74	1247	H269C	24-0280		built feb74, to N52385 mar88	?
	mar75	1248?	H269C	25-0392		built feb75, to N269W mar88	?

An unknown broker provided these four helicopters. Their delivery months are derived from their respective months of manufacture. Serial 1245 was used again after it was already allocated to a T-28S. These helicopters survived until the late 80s.

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1975	1975	1249	DC-3			opb COHATA in sep85 as HH-1249	Summit Aviation
		1250	Ce175?				Summit Aviation
		1251	Beech 58	TH-531		l/n Bowen Field apr10, c/n checked	Summit Aviation



The Haiti Air Corps received at least thirteen T-28 derivatives, of which eleven were confirmed as Fennecs. Most of these were sold back to the USA for use as warbirds like this N14112 (ex 1242). Archive Paolo Rollino - credits to the author.



And this is how it all ended, the remaining aircraft of the Corps d'Aviation d'Haïti were used as shelters for Internally Displaced Persons (IDP) at their former home base Bowen Field (Ancient Aerodrome Militaire). Clearly seen in this picture is the penultimate delivery, Beech 65-80 serial 1292 amidst scores of other aircraft, the twin booms of the Cessna 337 coming to good use to support tent constructions. The entire site had been cleared by September 2013 (03 April 2010, Wim Sonneveld).

Year	Date	Serial	Full type	C/n	Ex	Remarks	Obtained from
	apr75	1252	O2-337	337-01624	N53440	l/n Bowen Field apr10, c/n checked	Summit Aviation
	apr75	1253	O2-337	337-01625	N53441	l/n Bowen Field feb82	Summit Aviation
	apr75	1254	O2-337	337-01626	N53442	l/n Bowen Field apr10, c/n checked	Summit Aviation
	apr75	1255	O2-337	337-01627	N53443	l/n Bowen Field feb82	Summit Aviation
	apr75	1256	O2-337	337-01628	N53444	l/n Bowen Field apr10, c/n checked	Summit Aviation
	apr75	1257	O2-337	337-01629	N53445	l/n Bowen Field apr10, c/n checked	Summit Aviation
		1258	Beech F33C	CJ-88		to HH-PRO sep89	Summit Aviation
1976?	jul75	1259	Ce402B	402B-0901	N5214J	l/n Bowen Field apr10, no plate	Summit Aviation
		1260	Ce150G	150-65107		l/n Miami 15apr84, to N547M apr84	Summit Aviation
		1261	Ce150?				Summit Aviation
		1262	Ce150?				Summit Aviation
1976		1263	Ce172C	172-48798	N8298X	l/n Miami 15apr84	Summit Aviation
		1264	O2-337	337-01688	N53535	l/n Bowen Field apr10, c/n checked	Summit Aviation
1977		1265	O2-337	337-01699	N53556	l/n Bowen Field apr10, c/n checked	Summit Aviation
		1266	U-6A	1022	N99128	to C-FBDQ, or 907	Summit Aviation
		1267	U-6A	907	N31363	to C-FBDP, or 1022	Summit Aviation
		1268	U-6A	702	N99132	to C-FBDR 29dec88	Summit Aviation

Summit delivered these 20 aircraft between 1975 and 1977. The Summit O2-337 Sentry was an armed version of the civil Cessna 337 with a wink to the military O-2 designation. By 1984, the company had bought both 1964-delivered T-28As 53 and 54.

Year	Date	Serial	Full type	C/n	Ex	Remarks	Obtained from
1977		1269	Bellanca300	73-30590	N93599	to N2617L 05nov81	impounded
<1981		1270	PA-23-150			sold nov81	impounded
>1982		1269	BeechB50	CH-104	N300D	opb COHATA, l/n BowenField apr10, c/n checked	impounded
1983		1270	BN-2A-21	410	HH-CNA	ex Haiti Air Inter, to HI-551	civil market

Three were impounded by the government and given to the air corps, with two serials used twice although not at the same time.

Year	Date	Serial	Full type	C/n	Ex	Remarks	Obtained from
1982	sep82	1271	SF260TP	596/61-001		for sale 1987, to N923WJ	SIAI-Marchetti
	sep82	1272	SF260TP	597/61-002		for sale 1987, to N913WJ	SIAI-Marchetti
	sep82	1273	SF260TP	598/61-003		damaged 16nov84, repaired, sold to N914WJ	SIAI-Marchetti
	sep82	1274	SF260TP	599/61-004		for sale 1987, to N921WJ	SIAI-Marchetti
	sep82	1275	SF260TP	600/61-005		for sale 1987, to N915WJ	SIAI-Marchetti
	sep82	1276	SF260TP	584/61-006		w/o 16nov84 in mid-air collision with 1273	SIAI-Marchetti

With US trade restrictions in place, SIAI-Marchetti was willing to provide six SF260TPs, although their careers were short-lived.

Year	Date	Serial	Full type	C/n	Ex	Remarks	Obtained from
1983		1277	DHC-6-200	188	HH-AIY	ex Haiti Air Inter, to N838MA 1995	civil market
		1278	DC-3A	11700	HH-CNE	ex Haiti Air Inter, f/n dec83, to HH-CNE 1994	civil market
		1279	Beech E18S	BA-262	N76A	impounded 18mar83, to HH-DWM 1994	impounded

Again, a threesome that has been "obtained locally" and moved on after about a decade.

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1984		1280	Ce152				?
		1281					?
		1282					?
		1283	IAI201	0085	4X-CUT	as HA-1283, w/o 1989 sold to IAI as spares source	IAI

One of few enigmas left, the first three may all be Cessna 152s obtained to replace the Cessnas sold in 1984 (refer 1260 and 1263). Two wrecked Cessna 152s with Haitian roundels but without serials were discovered at Port-au-Prince IAP in April 2010, one of them being **152-81118** (ex N49044).

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1985	jun85	1284	S211	014/03-001	I-RAIX	to N48SM apr90	SIAI-Marchetti
	jun85	1285	S211	016/03-002		to N49SM apr90	SIAI-Marchetti
	jun85	1286	S211	017/03-003		to N60SM apr90	SIAI-Marchetti
	jun85	1287	S211	019/03-004		to N70SM apr90	SIAI-Marchetti

These were hardly flown and the ousting of "Baby Doc" on 7 February 1986 signalled the end of this ill-fated experiment.

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
<1991		1288	PA-34			f/n Bowen Field may91, l/n apr10	impounded?
		1289	Ce172N	172-71513	N3350E	f/n Bowen Field apr05, l/n apr10, c/n checked	US civil market?
		1290	Ce172N	172-73480	N4933G	f/n Bowen Field apr10, c/n checked	US civil market?
		1291	CeT303			f/n Bowen Field apr10, Colombian flag	impounded
		1292	Beech 65-80			f/n Bowen Field apr95, l/n apr10	impounded?
		1293	PA-34			f/n Bowen Field apr05, l/n apr10	impounded?

The last group were probably all impounded, except for the Cessna 172s. Single engines were usually not deployed to fly illicit drugs across Caribbean waters. Their purchase may be connected to two wrecked Ce152s found at Port-au-Prince IAP.

Year:	Date:	Serial:	Full type:	C/n:	Ex:	Remarks:	Obtained from:
1972		H-2	H-34A			refer below	Aerotrade
		H-3	H-34A			refer below	Aerotrade
		H-4	H-34A			refer below	Aerotrade
		H-5	H-34A			refer below, l/n feb80	Aerotrade
1973		H-6	H-34			identity not confirmed, wfu by 1983	Aerotrade
1975	02sep75	H-1	S-58ET	581536	N82823	l/n Bowen Field apr10, c/n checked	Orlando Heli Aw
1977	>jun77	H-7	S-58ET	581526	N37707	l/n Bowen Field apr10, c/n checked	Orlando Heli Aw
1978	jul78	H-8	H-34	581343?		f/n feb80, identity not confirmed, wfu by 1983	Orlando Heli Aw
	jul78	H-9	H-34	581524?	N37710?	f/n feb80, wfu by 1983	Orlando Heli Aw
1985	may85	H-10	S-58ET	581583	N50HA	l/n Bowen Field apr10, c/n checked	Orlando Heli Aw

In 1972, Aerotrade Inc delivered four H-34As including **SKY320** ex N1143U, **SKY370** ex N1150U, **SKY379** ex N1154U, **SKY422** ex N1156U which became H-2 till H-5 (tie-ups unknown), and in 1973 followed by another H-34, H-6. A sixth H-34 under contract with Aerotrade Inc was not delivered. S-58ET H-10 was originally intended for Nicaraguan strongman Somoza, but this deal fell through after he had to leave the scene in the Nicaraguan 1979 revolution.

Many thanks to Bram Risseeuw for sharing and discussing his decades-long research about the Corps d'Aviation d'Haïti!



The twin construction number plates of S-58ET H-7 were photographed before the helicopter disappeared from the IDP-camp at the former Bowen Field. To the right is the original Sikorsky plate showing BuNo150748 among other data, and to the left is the plate given by Orlando Helicopter Airways after upgrade to S-58ET, listing Haitian serial number H-7. (03 April 2010, Wim Sonneveld).

Armed Forces of Malta

Forzi Armati ta' Malta



Bram Marijnissen
Rene Slegers

The big game changer for the Armed Forces of Malta was the Beech 200 MPA. This is the newest Beech which was delivered in 2017. Photos in this article were taken at Malta-Luqa, unless otherwise noted. (31 August 2020, Bram Marijnissen)

With almost all air shows and exercises having been cancelled worldwide in 2020 due to the COVID-19 pandemic, we managed to visit the Armed Forces of Malta in the period that it was safe and also allowed to travel.

History

Malta was one of Britain's most important colonies, especially in times of war, and was granted independence on 21 September 1964. After it became independent, the North Atlantic Treaty Organization (NATO) wanted the Royal Air Force (RAF) to stay at Malta because of the threat from the Russians. The RAF was stationed with 13 Squadron and its Canberras at Luqa International Airport.

In 1972, West-Germany donated four Bell 47s. These Bells were flown into Luqa by two C-160D Transalls and transported by road to nearby St. Patrick's Barracks to become part of the Malta Land Forces. From that moment on, the forces were named Armed Forces of Malta (AFM), or Forzi Armati ta' Malta. Not a separate Air Force, Navy or Army but all in one. The AFM Helicopter Flight was born.

Independent

In 1979, the British left Malta and handed over the Search and Rescue (SAR) tasks but it was impossible to fulfill these with the donated Agusta-Bell 47s. At that moment, the Libyans entered Malta and they donated one AB206A and three Alouette 3 helicopters. In addition to this donation the Libyans also stationed two Super Frelons at Luqa to help

with the SAR tasks. Libya had loaned several million dollars to Malta to make up for the loss of rental income which followed the closure of British military bases in Malta. These closer ties with Libya meant a dramatic new (but short-lived) development in Maltese foreign politics. The problem with the Libyans was that they were not operating very professionally and after some accidents, Malta and Libya clashed with each other and the Libyans left Malta with their Super Frelons in 1981. The Alouettes and AB206A stayed behind but the Libyans took the log books so the helicopters were not allowed to fly!

Libyan Super Frelons

On 30 January 1975, the first two Libyan Air Force Aerospatale SA321M Super Frelon helicopters, LC-155 (155) and LC-158 (158) arrived at Malta-Luqa. These were flown by a Libyan crew, while Maltese observers were carried on board, to assist in patrols around the Maltese Island. Next to the Super Frelons mentioned, two others were noted at Luqa during the Libyan deployment in the period of January 1975 to March 1980: LC-153 (153) and LC-157 (157).

Italian assistance

The expulsion of the Libyan mission made links with Italy grow stronger, resulting in Italy pledging to recognise Malta's neutrality and offering a greater level of assistance. In the beginning, the SAR tasks were flown by Aeronautica Militare (Italian Air Force) AB204Bs and later on by AB212s



Especially for our reporters, one of every operational type was pulled outside and placed on a "static line" in great Maltese weather conditions. (31 August 2020, Rene Slegers)

with the establishment of the MICTM (Missione Italiana di Cooperazione Tecnica e Militare). The big difference between the Libyan mission and the Italian Military Mission was that the Libyans performed all flights with a completely Libyan crew and the flights during the Italian mission were flown by a mixed Italian – Maltese crew, on every flight! As a result of these mixed flights the Maltese crew obtained the same standards as the Italian crew. In addition to the SAR missions the Italians also provided training and courses.

The first fixed wings

It was in 1991 that the AFM took the first steps towards acquiring fixed-wing aircraft by accepting an offer to buy five Cessna O-1E Bird Dogs from the Italian Aviazione dell'Esercito. Following that, 1992 was the year in which a lot was changing for the AFM Helicopter Flight. With the arrival of the Bird Dogs, the Helicopter Flight was transformed to Air Squadron. Notwithstanding the change in name, the Italian Guardia di Finanza donated two NH500Ms, with floats, for training purposes. Those NH500s were the first to be painted in the Air Squadron livery of white, green and high-visibility orange Day-Glo. Finally, the Libyans brought back the log books of the Alouettes and the AFM decided to give them a major overhaul in France so they could be used for SAR tasks. The



Still going strong is this ex Libyan Police Alouette 3, AS9211, which was delivered to Malta on 24 December 1992. In total, Malta received three Alouette 3s donated by Libya. (31 August 2020, Rene Sleepers)

Alouettes were equipped with a rescue hoist, cargo hook, stretcher kit and emergency flotation gear for the over-water operations. For the first time in its twenty-year history, the Air Squadron was at last endowed with true SAR capability!

Fleet expansion

Due to illegal immigration, the AFM was feeling the need for a multi-engined aircraft for offshore patrols, as it was impossible to carry out this task by helicopter or the single engined Bird Dog. A few years later, in 1995, the much-heralded BN-2 Islander was delivered to the AFM.

At that moment, the economy in Malta was not brilliant and the AFM was unable to buy new helicopters so in 1996, the Royal Netherlands Air Force (RNLAf) donated two Alouette 3s. Those Alouettes stayed in operational use for just one year and were used for spare parts thereafter, to keep the upgraded ex-Libyan Alouette 3s airworthy for quite some time. In 1998, a second BN-2 Islander was delivered.

Military serials

Malta wanted to be a part of the EU since 2000, because of the increasing illegal immigration, and eventually entered the EU in 2004. At that moment, the Italian Military Mission still went on and the AB212s flew their missions from Luqa. When the Air Squadron wishes to fly an aircraft abroad,

being on a military mission while carrying civil registrations imposes limitations, as there is a need to observe certain diplomatic procedures. Thus, a new military serial system came into effect and on 1 May 2000, all registrations of all the AFM's types were cancelled from the Maltese civil register. The new system consists of the letters AS (for Air Squadron) and four digits. The first two digits indicate the year when the aircraft was purchased, the last two the order in which the aircraft joined the Air Squadron.

Bulldogs and CASA

The O-1 Bird Dogs were withdrawn from use but the AFM was in need of a “new” training aircraft which resulted in the donation by the RAF of five Bulldogs. Four were delivered in 2000 and the last one in 2001. The Bell 47s which had been used for training were also withdrawn from use in 2001, after almost 30 years of service within the AFM.

From 2003 until 2007, while Moammar al-Qadhafi was the leader of Libya, illegal immigration was at a low level but after 2007, something changed and it grew explosively, becoming “big business”. At that moment, the AFM needed a bigger airplane than the Islanders they had in use and a Spanish CASA 212 was leased. The CASA was flown by a Spanish pilot but with an otherwise Maltese crew.

New Beeches

A big game changer was the purchase of the first brand new aircraft for the AFM which had everything on board they needed: the Beech 200MPA. After the aircraft was built, it went to Aerodata AG in Germany to have all the necessary instruments for patrolling built in. The first aircraft was delivered in 2011, followed by a second one in 2012. Using these aircraft makes patrol against smuggling and illegal immigration a lot easier, although it remains an enormous task. Instead of funds, the EU required data from the AFM. The illegal immigration needs to be stopped because of the crimes in human trafficking. At this moment, the AFM is not yet where it wants to be, but progress is being made.

Introduction of the AW139

In 2013, the AFM signed a contract to purchase three brand new AW139s and the first pilots went to Italy for flight training. In 2014, the first two were delivered. The Italians assisted in transitioning SAR operations from the Alouette 3 to the AW139 and the third one arrived in 2016. That year was milestone for the AFM because during it, the first mission with a completely Maltese crew was flown in an AW139! By then, it was time for Italy to release Malta and the Italians left after a very long time of high quality co-operation!



This Islander with serial AS9819 will be getting a major overhaul to extend its lifetime. Unfortunately, its brother will not be flying anymore. (31 August 2020, Bram Marijnissen)

In 2019, the transition to night vision started for rotary pilots which is also a big game changer for the SAR tasks.

Present

At this moment, the AFM operates three Beech 200s, three AW139s, two Alouette 3s and one BN-2 Islander, which is enough for a small country like Malta. Line maintenance is done by the AFM itself. For higher level maintenance, the AW139s are brought to Leonardo in Italy or Harrods Aviation Centre at Stansted in the United Kingdom. The Beech 200s receive it at Braunschweig, Germany. The stored BN-2 Islander will go back to the Britten-Norman factory in the UK and in return, the operational BN-2 Islander will be updated to extend its lifetime. It is unclear for how long the Alouettes will be flying with the AFM, due to the arrival of the new AW139s. The AFM is trying to get a Bulldog airworthy again for a Historical Flight.

Staffing has proven challenging, with airlines offering high salaries to trained personnel as one factor. Therefore, the AFM constantly offers its personnel specialised courses. The Armed Forces and Government just recently signed an agreement, increasing basic salary and overall wages for personnel

of the Force. These “New Salaries and Conditions of Service for the Armed Forces of Malta” will also encourage serving members to continue specialising and training, and pursue their service with the AFM.

Illegal immigration is well organised these days and continues year-round, even during winter. At its beginning, weather conditions were playing a role and there were far fewer people per boat. It started with a maximum of 20 people on a single boat but these days, a minimum of 80 people on one boat is normal. In the week prior to our visit, there were 14 cases! One of the worst cases in history concerned a boat with 300 people on board that capsized. The Beech 200 dropped dinghy's saving a number of immigrants but unfortunately, many of them drowned.

In the past, AW139s picked up several people from boats with gun wounds, as well as pregnant women.

The AFM is patrolling a very large area around Malta: 60 kilometres to the north (to Sicily, Italy), 800 kilometres to the east (to Crete, Greece), 350 kilometres to the South (to Libya) and 300 kilometres to the West (to Tunisia). Italy and Greece are very helpful when the AFM reports an illegal immigrant



The year 2016 was a milestone for the Armed Forces of Malta because the very first mission with a completely Maltese crew was flown, with an AW139. This shiny ASI428 was framed by author Rene Slegers on 31 August 2020.



From the beginning of 1975, the Libyan Air Force flew patrol missions out of Luqa for a period of five years with their Super Frelons. In 1977, Joe Ciliberti made this take-off shot of LC-155.

boat and assist by sending a nearby ship to pick up the immigrants. Unfortunately, Libya and Tunisia do not offer any help!

Future

The Alouette 3s are being used for minor SAR tasks. However, the AW139 is perfectly suited for all SAR tasks, making the Alouette 3 redundant. The question therefore is: how long will they stay in operation with the AFM. On the other hand, the lighter SAR tasks can be performed with a smaller helicopter than the AW139, like the Airbus Helicopter H145.

In September 2019, the RNLAf donated another two Alouette 3s for spare parts. Those two are not at Luqa International Airport but were taken apart and stored in barracks near the airport.

The Beech 200MPAs are fine aircraft but, with the increase in illegal immigration, the AFM could use a larger type, like the CN235 the Irish Air Corps (IAC) is using or the newer version, the C295. The Beech 200 does not have much space inside and missions are very long, leading to high levels of crew fatigue after missions. A newer aircraft with more space will make the mission more sustainable.

On the other hand, a new type of helicopter or aircraft needs newly trained pilots, crew, engineers and hangar space, with inevitable high cost attached.

The AFM also has a project for UAVs going on, but COVID-19 stalls this a lot. The UAVs too, will need new crews, engineers and everything else costing lots of money.

At present, the AFM is using three hangars and those are completely full when all aircraft and helicopters are inside. With Malta's warm climate, most of the time all aircraft and helicopters are inside, to protect them from the sun. The systems of the Beech 200s can malfunction if they become too hot. One of the hangars will be torn down and built up again around 2021.

Exercises

The AFM still has a very good relationship with the Italian Air Force and there are crew exchanges throughout the year. There is a very good relationship with the IAC too, as a result of the similarity in helicopter operations and assets. The IAC is using the AW139 for border patrol and SAR tasks, like the AFM. The latter has provided multiple courses for the IAC.

Accidents

Luckily there have been just a few accidents in the AFM history with just some slight injuries and no casualties at all! On 24 November 1992, Cessna O-1E Bird Dog serial 9H-ACB

damaged its wing while taxiing, but could be repaired. The same Bird Dog was involved in another incident, on 5 May 1993, when it experienced a heavily landing which severely damaged to starboard wing, tail plane and undercarriage. This time, the aircraft could not be repaired and remained being used for spare parts.

On 16 March 1993, Bird Dog 9H-ACC also got damaged while taxiing but could be repaired. Also in March 1993, NH500M 9H-ABY damaged its tail boom in an accident but could be repaired.

Bulldog AS0022 was involved in a ground collision with a vehicle of Enemalta whilst taxiing for take-off for an early morning coastal patrol from Luqa on 16 July 2005. It sustained some damage, though the two crew were uninjured. The aircraft was repaired and is operational again.

The worst accident in the AFM's history happened on 5 August 2007, when Bulldog T1 AS0020 crash-landed near Dwejra in Gozo. An eye witness noticed the aircraft climbing close to the Azure Window at Dwejra when it suddenly seemed to stall and ended up in an uncultivated field at a location called Santu Pietru, between Dwejra and San Dimitri. The two crew members suffered slight injuries and were airlifted by an Alouette 3 to St. Luke's Hospital to be treated for shock.

Inventory of the Malta Air Wing

Operational:

AS1126, AS1227, AS1731	Beech 200MPA
AS1428, AS1429, AS1630	AW139
AS9211, AS9212	SA316B
AS9819	BN-2T

Stored:

AS0021	Bulldog T1
AS9516	BN-2B

Stripped:

AS9617, AS9618	SE3160
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Overview of the AFM inventory over time

Agusta-Bell 47G-2

C/n 225 registered 9H-AAE 14jul72, cancelled 01may00, re-registered AS7201, to Malta Aviation museum at Ta'Qali 30may08.

C/n 260 registered 9H-AAF 14jul72, cancelled 05dec97 and sold as F-GLNY 05dec97.

C/n 262 registered 9H-AAG 14jul72, cancelled 20nov97 and shipped off to the Dubai Aviation Academy feb98.

All three AB47s were former Luftwaffe helicopters, serials respectively 74+02, 74+18 and 74+20, and transported to Malta by Transalls during May 1972.

Agusta-Bell 206A Jet Ranger

C/n **8185** registered 9H-AAJ apr76, cancelled 22aug97, sold as G-DNCN to J.J. Woodhouse of Flying Services 21nov97. This helicopter is ex Libyan Arab Air Force, serial 8185, and arrived at Luqa on board Libyan Air Force Lockheed C-130E Hercules serial 117 on 4 June 1973.

AgustaWestland AW139

C/n **31560** registered AS1428, delivered as I-EASZ 14jun14, still in use.

C/n **31595** registered AS1429, delivered as I-EASI 18dec14, still in use.

C/n **31625** registered AS1630, delivered as I-PTFT 22sep16, still in use.

All three AW139s were manufactured by Agusta Westland, Venegono (Italy).

Beech B200 MPA Super King Air

C/n **BB-2016** registered AS1126, delivered as D-IMP A 25feb11, still in use.

C/n **BB-2018** registered AS1227, delivered as D-IMP B 05mar12, still in use.

C/n **BY-249** registered AS1731, delivered as D-IMP D 27apr17, still in use.

All three Beech B200s were manufactured by Hawker Beechcraft Corporation (USA) and upgraded with the Telephonics Corporation's RDR-1700B maritime surveillance and imaging radar, besides other mission related electronics by Aerodata AG of Braunschweig (Germany).

Bell 47

C/n **1991** registered 9H-AAH 24may72, cancelled 01may00, re-registered as AS7204, dismantled in hangar dec16, fate unknown.

This Bell 47 was a former Luftwaffe helicopter, serial 74+35, and transported to Malta by Transall in May 1972.

Britten Norman BN-2B-26 Islander

C/n **2159** registered 9H-ACU 04dec95, cancelled 01may00, re-registered as AS9516, stored in hangar.

C/n **2156** registered 9H-ADF 24sep98, cancelled 01may00, re-registered as AS9819, still in use.

AS9516 is supposed to go the Britten-Norman factory (UK) for spare parts, in exchange for major overhaul of AS9819 by Britten-Norman.

CASA 212-200 Aviocar

C/n **CC10-P2-1-139** registered AS0925 28jul09, lease ended 01jun12, re-registered as T7-JCR.

The Luxembourg government was supporting the Air Wing operations by providing a leased CASA 212 Maritime Patrol Aircraft (MPA) for patrol during the ongoing FRONTEX joint Operation 'Nautilus'. The C212 belonged to CAE Aviation of Luxemburg, and was operated from Luqa by an AFM aircrew, under the supervision of a company instructor. The European external borders' co-ordination agency FRONTEX was carrying out Operation 'Nautilus' in the central Mediterranean against illegal immigrant activities. The leased aircraft was the largest and first turbine powered, fixed-wing aircraft to be operated by the AFM's Air Wing. It could be flown by day and night in almost any weather, equipped with a powerful nose-mounted search radar, thermal imaging and homing equipment. A ramp at the rear makes it possible to drop survival equipment from the air. With the end of Operation 'Nautilus', AS0925 returned to Luxembourg.

Cessna O-1E Bird Dog

C/n **305M-0018** registered 9H-ACA 04feb92, cancelled 01may00, re-registered AS9206, sold as N619SB to A.F. Bush of Albuquerque, NM (USA).

C/n **305M-0029** registered 9H-ACB 04feb92, damaged during landing 05may93, used for spare parts, to Malta Aviation museum as AS9207 at Ta'Qali apr01 although serial AS9207 has not been worn.

C/n **305M-0032** registered 9H-ACC 04feb92, cancelled 01may00, re-registered AS9208, sold as N320DA to A.F. Bush of Albuquerque, NM (USA).

C/n **305M-0038** registered 9H-ACD 04feb92, cancelled 01may00, re-registered AS9209, sold as N119AJ to Allan E. Johnson in Stillwater, MN (USA).

C/n **305M-0035** registered 9H-ACE 04feb92, cancelled 01may00, re-registered AS9210, sold as N119LH to A.F. Bush in Albuquerque, NM (USA).

All five Bird Dogs were former Aviazone dell'Esercito Bird Dogs, serials respectively MM61-2972/E.I.34, MM61-2983/E.I.2, MM61-2986/E.I.25, MM2990/E.I.26 and MM62-12281/E.I.12.

Nardi Hughes NH500M

C/n **62-0220M** registered 9H-ABY 06jun92, cancelled 01may00, re-registered as AS9213, to Guardia di Finanza museum, Pratica di Mare (Italy) 19dec18.

C/n **122-0227M** registered 9H-ABZ 09jun92, cancelled 01may00, re-registered as AS9214, dismantled in hangar dec16, fate unknown.

Both Hughes 500s were former Guardia di Finanza Hughes, serials respectively MM80848/GdiF-49 and MM80854/GdiF-55.



In 1972, with the delivery of four Bell 47s, the name Malta Land Forces changed to Armed Forces of Malta and the AFM Helicopter Flight was born. Joe Ciliberti captured the newly arrived 9H-AAF that same year at Pembroke Grounds, from where the Air Wing operated in its first years.



This former Libyan Air Force Agusta-Bell 206A Jet Ranger was delivered in April 1976 and registered as 9H-AAJ. The helicopter was sold on the civilian market in 1997. (1989, Joe Ciliberti)

Scottish Aviation Bulldog T1

C/n 337 registered 9H-ADQ 19feb00, cancelled 01may00, re-registered as AS0020, crash landed 05aug07, fate unknown.
 C/n 345 registered 9H-ADR 19feb00, cancelled 01may00, re-registered as AS0021, stored in hangar.
 C/n 358 registered 9H-ADS 19feb00, cancelled 01 may00, re-registered as AS0022, sold as G-CLJC to Excelis Limited, Whitney (UK) 06sep19.
 C/n 363 registered 9H-ADT 19feb00, cancelled 01may00, re-registered as AS0023, sold as G-CLJD to Excelis Limited, Whitney (UK) 06sep19.
 C/n 240 registered AS0124 30jul01, dismantled and used for spare parts.

All five Bulldog T1s were former Royal Air Force Bulldogs, serials respectively XX691, XX696, XX709, 714 and XX547.

Sud Aviation SA316B Alouette 3

C/n 2288 registered 9H-AAV 19jul93, cancelled 01may00, re-registered as AS9315, withdrawn from use, fate unknown.
 C/n 2295 registered 9H-AAW 24dec92, cancelled 01may00, re-registered as AS9211, still in use.

C/n 2315 registered 9H-AAX 24dec92, cancelled 01may00, re-registered as AS9212, still in use.

C/n 1247 A-247 Royal Netherlands Air Force, arrived by container vessel in Malta 20sep19, used for spare parts.

C/n 1292 A-292 Royal Netherlands Air Force, arrived by container vessel in Malta 20sep19, used for spare parts.

The three SA316Bs that flew with the AFM were former Libyan Arab Air Force (serial LC2288) and Libyan Police (serials respectively LC2295 and LC2315) helicopters.

Sud Aviation SE3160 Alouette 3

C/n 1209 registered 9H-ADA 05oct96, cancelled 01may00, re-registered as AS9617, dismantled in hangar.

C/n 1399 registered 9H-ADB 05oct96, cancelled 01may00, re-registered as AS9618, dismantled in hangar.

These two SE3160s were former Royal Netherlands Air Force Alouettes, serials respectively A-209 and A399.

The authors like to thank everyone who made this fantastic visit possible within the Maltese Ministry of Defence and the Armed Forces of Malta.



Before it was donated to Malta as 9H-ABY, this NH500M flew for the Italian Guardia di Finanza, as can be seen from its colour scheme. Nowadays, this NH500M can be admired in the museum of the Guardia di Finanza at Pratica di Mare in Italy. Joe Ciliberti took its picture in 1992.

Dutch Aviation Society

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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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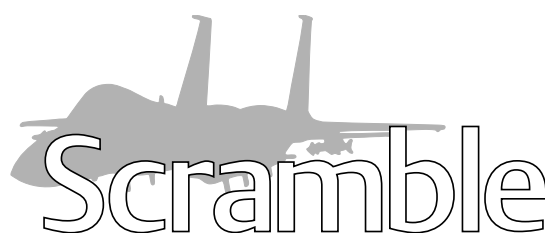
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Working up the F-35 to frontline service is the main theme of this page. F-35B ZM151/017 of 617sq participated in exercise Crimson Warrior for this goal at Marham. (4 November 2020, Paul Thompson)



The RNLAf played its part at Volkel, where exercise Frisian Lightning II was held. This was the first out-of-area deployment of the RNLAf F-35As, with F-009 seen here. (11 November 2020, Robert Snijders)



Lastly, deployed US Marine Corps F-35B 169607/CF-06 of VMFA-211 participated in Crimson Warrior at Marham and flew a mission with its RAF buddies. (4 November 2020, Paul Thompson)



A colourful PC-12 to kick off this Pilatus-page. HB-FQT is c/n 2053, the future identity is yet unknown. All of these photos were taken by Stephan Widmer at Stans-Buoch. (2 November 2020)



PC-12 NGX HB-FQY ,to be N928PG, is resplendent in what almost looks like a zebra-inspired colour scheme. (13 November 2020)



The last colourful PC-12 is the HB-FQW, which will become N856SM. (2 November 2020)